

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 12

MAY 1986

NUMBER 4

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The 99 NEWS

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ON THE COVER: The Archives at International Headquarters includes a number of old scrapbooks brimming with interesting stories about women pilots. In order to continue the tradition, send International Scrapbook Chairman Jan Kelleher your scrapbook items TODAY. (See page 6 for additional information.)

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INT'L SCRAPBOOK *Jan Kelleher*

Griffith Smith
Zovereign
Green Deamon Hotzel

Calendar

MAY

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

May 9-10: South Louisiana 20th Anniversary Celebration, Baton Rouge, Louisiana. Contact Pat Ward, (504) 924-3303.

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 9-11: Southwest Sectional, Westward Look Resort, Tucson, Arizona. Contact Lorraine Newhouse, 1710 W. Travelair Way, Tucson AZ 85704, (602) 297-3729.

May 9-17: 14th Annual Louisiana Air Tour, stops in 12 cities. Contact Fran Schneider, 16520 Airport Ave., Prairieville LA 70769, (504) 622-2850.

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 17: USPFT Region 3 Rallye, Jamestown, North Dakota, hosted by North Dakota Chapter. Contact Beth Lucy.

May 17: Second Annual Aviation Fair, sponsored by Sacramento Valley Chapter, 0900-1500 hours at Executive Airport.

May 17: Sky Scamper, Indiana County Airport, Indiana, Pennsylvania, sponsored by Steel Valleys Chapter. Treasure Hunt, precision flying and/or spot-landing contest. USPFT prizes and trophies. Contact Laurie Alcorn, R.D. 6, Box 2046, Mt. Pleasant PA 15666, (412) 547-6080.

May 24-27: Angel Derby, international air race for men and women pilots. Columbus, Ohio - Nassau, Bahamas. Kits, \$10, All Women's International Air Race, Inc., P.O. Box 9125, Ft. Lauderdale FL 33310.

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 31: USPFT Local Rallye, Greater Wilmington Airport, Wilmington, Delaware. Contact Mary Heinsohn, (301) 398-0423.

May 31: USPFT Region 6 Rallye, Carbondale, Illinois, hosted by Cape Girardeau Chapter. Contact Chris Kurianowicz.

May 31: Second Annual Buena Vista Air Show, with WWII aircraft, balloons, antique aircraft and aerobatics; entries invited. There will also be a hangar barbecue and country-western dance Saturday evening after the show for \$5 per person. Contact Beth Myers, Buena Vista Aero Club, P.O. Box 1669, Buena Vista CO 81211, (303) 395-6969.

May 31: The 99 NEWS deadline for July-August issue.

JUNE

June 7: 14th Annual Garden State 300. Kits, \$5, payable to Garden State 300, Raquel McNeil, 50 Tarrytown Rd., Englishtown NJ 07726, (201) 446-9759.

June 7: Jim Hicklin Memorial Air Rallye, Bullhead City, Arizona. Kits, contact Barbara Michaels, 5255 Zelzah Ave., #202, Encino CA 91316.

June 7: Poker Run, sponsored by Sacramento Valley Chapter. Prize money for best and worst hands; \$10 per hand includes lunch. Contact Jacqui Konkol, (916) 422-5755.

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

June 14: USPFT Region 7 Rallye, Danbury, Connecticut, hosted by Connecticut Chapter. Contact Sandra McDonough.

June 14: Annual Poker Run, sponsored by the Greater Winnipeg Chapter. Terminus airport is St. Andrews.

June 14: Second Annual Purple Sage Open Fly-In Poker Run; raindate, June 21. Contact Priscilla Barbee, 6001 N. Beaty, Odessa TX 79764, (915) 366-2626.

June 14-15: Space and Aviation Fair, Colorado Springs, Colorado. Seminars and static displays. Proceeds go to Space and Aviation Foundation. Contact Phyllis Wells, (303) 495-4505.

June 15-19: 11th Annual International Flying Nurses Convention, Harvey's Casino Hotel, South Lake Tahoe, California. Contact Jeanette Bell, (916) 988-7006.

June 21-22: Aerospace America '86, Will Rogers World Airport, Oklahoma City, Oklahoma. An unprecedented celebration of aviation features 20 aerobatic acts and some 200 aircraft in static and airborne display. Contact Director Tom Jones, (405) 681-2361.

June 21-22: Fifth Annual EAA Chapter 9 Fly-In, Centerburg, Ohio. Contact Lalah Flynn, (614) 846-8766.

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

June 22: Saskatchewan Poker Run; raindate, July 6. Cash prizes. Prince Albert - Melfort - Wakaw - Tisdale - Nipawin - Humboldt. Contact Nadine Cooper, 3635 Hann Bay, Regina, Saskatchewan, 586-6654.

June 27: Oregon Petticoat Derby, Bremerton, Washington.

June 29: Heritage Days Planes 'n' Pancakes Fly-In Breakfast, Macomb, Illinois. Contact Jayne Schiek, (309) 833-2359, or Macomb Municipal Airport, (309) 833-3324.

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

JULY

July 2-6: National Precision Flying Competitions, DeQueen, Arkansas.

July 5: Aspen Air Show '86, Aspen, Colorado. Warbirds and aerobatics. Contact Airport Manager's Office, (303) 925-8698.

July 6: British Columbia Coast Poker Run, Victoria - Nanaimo - Gibson - Seckett - Pitt Meadows - Langley - Abbotsford - Chilliwack - Delta - Boundary Bay. Contact Mary Lee Burns, (604) 980-0751, or Lee Williams, (604) 298-7991.

July 12: Okie Derby Air Race, sponsored by the Oklahoma Chapter. Contact Susie Mitchell, 100 Sequoia Park Dr., Yukon OK 73099, (405) 354-2312.

July 13-19: A Sentimental Journey to Cub Haven, historic Piper Cub fly-in, Piper Memorial Airport, Lock Haven, Pennsylvania. Contact Raymond H. Schaefer, Box J-3, Lock Haven PA 17745.

July 18-20: Forest of Friendship Ceremonies, Atchison, Kansas. Contact Fay Gillis Wells, (703) 960-4632.

July 18-20: Ottawa Valley Aerobatic Contest, Carp Airport, Carp, Ontario, benefiting 1986 Canadian Aerobatic Team. Contact William Butler, 811 Tavistock Rd., Ottawa, Ontario K2B 5N3, (613) 829-5750.

July 25-26: 17th Annual Palms to Pines Air Race, for women only. Kits, \$5, Chairman Claire Walters, Claire Walters Flight Academy, 3200 Airport Ave., Suite 16, Santa Monica CA 90405.

July 25-27: Fall Northwest Sectional, Port Angeles, Washington.

July 31: No deadline for *The 99 NEWS*.

THE PRESIDENT'S MESSAGE



by International President Hazel Jones

I have just finished serving as chief judge for the NIFA SAFECON in Waco, Texas. As usual, it was a great experience, and we received a good deal more than we gave.

NIFA has many activities, and among them is an exercise called computer accuracy. This is done with a computer (E6B type — all electronic types are forbidden). It is a very tough test, but these young aviators take it in stride.

I got to thinking about the use of an E6B when flying in your trusty 172. Your eyes are not as sharp as they used to be, and the E6B is not printing larger numbers. Sometimes it is tough to see the numbers, but you don't really need to. Here are some shortcuts that you can use in your head to dazzle your passengers. Try this the next time you are flying, and you will be surprised.

Ground speed is a snap without your whiz wheel if you will just remember a couple of things. Sixty miles per hour is one mile per minute, 120 mph is two miles per minute, and 180 mph is three miles per minute. Suppose you made a time and distance check and covered 36 miles in 18 minutes; that's two miles per minute or 120 mph. If you covered 35 miles in 18 minutes, that's a smidge less, so it's about 117-118 mph. On the other side, if you traveled 38 miles in 18 minutes, it's a tad over 120 mph, or about 123. You're still close enough for government work!

If you do not like to divide, how about multiplying? Here is a neat way to compute elapsed time if you know the ground speed of your airplane.

GROUND SPEED		MULTIPLIED BY THIS NUMBER	=	ANSWER
100K	x	.6	=	ELAPSED TIME
120K	x	.5	=	ELAPSED TIME
150K	x	.4	=	ELAPSED TIME
*180K	x	.33	=	ELAPSED TIME
200K	x	.3	=	ELAPSED TIME

*EASIER TO DIVIDE BY 3 THAN MULTIPLY BY .33

Let's try it. We are piloting an airplane that flies at 150K. How long will it take to fly 40 miles? Multiply by .4 and you get 16 minutes. At 120K, you multiply by .5 and get 20 minutes. etc. If your airplane flies at a speed that is not exactly on the numbers listed above, fudge a little on either side, and you will still come out close enough. Of course, miles per hour works the same.

Timing descents is another thing that is easy to do in your head. If you like to descent at 333 feet per minute, that is three minutes per 1,000 feet. If you have 8,000 feet to descend, multiply eight times three and come up with 24 minutes before the ETA. If you like 500 feet per minute better, it will take two minutes for each 1,000 feet of descent; if you are at 8,000 feet, you should start 16 minutes before ETA. If you like the ear-bursting 1,000 feet per minute, it would be eight minutes. Neat!

How about your ground speed? This is a little more complicated, but with practice it becomes just as easy. It is obvious whether you will have a headwind or tailwind component and whether the angle between the true course and wind is closer to 30 degrees, 45 degrees or 60 degrees. Compare your true course to the wind direction. Multiply the wind velocity by .866, .707 or .5 and add to or subtract from the true air speed to obtain the ground speed. For ease in practice, round the multipliers off to .9 for 30 degrees, .7 for 45 degrees and .5 for 60 degrees.

Another goodie is the ratio between the TAS and wind:

- A wind 30 degrees from true course is about 90% effective.
- A wind 45 degrees from true course is about 70% effective.
- A wind 60 degrees from true course is about 50% effective.
- A wind 90 degrees from true course is about 10% effective.

One last shortcut has to do with converting indicated air speed to true air speed. Use two percent per 1,000 feet and you will be pretty close. For example, if you have an indicated air speed of 120 and you are at 7,500 feet, multiply 75 by two and you get a 15 percent increase; 15 percent of 120 is 18, and your true air speed is 138.

Try these shortcuts and check them against your computer. Then mystify your flying buddies by telling them in advance what the computer will say.

My source for all this is T.M. Smith, chief pilot at the Airport Flying School in Dallas. He and another late old friend, Henry Gable, came up with these numbers one day when the birds were walking.

If, however, you are taking an FAA exam, or if you are going to win the computer accuracy test at NIFA, you better take your computer.

NOTAM

Headquarters requires three to four weeks of lead time on all items ordered, including labels.

NOTAM

The year 1986 is a mail ballot year. Plan to vote when you receive your ballot. DON'T WAIT! GET INVOLVED! VOTE!

New Ratings

NORTH CENTRAL SECTION

Linda Mattingly, Indiana Dunes — IFR
Katherine Magon, Indiana Dunes — CFI, AMEL

NORTHWEST SECTION

Anne English, Mid-Columbia — CFI
Linda Keller, Mid-Columbia — IFR
Anita Lewis, Idaho — IFR, COMM
Karen Marchbanks, Idaho — ATP
Sandy Peterson, Idaho — IFR

SOUTHWEST SECTION

Evelyn Cralk, Fullerton — CFI
Dawn Marshall, Fullerton — Single and Multi-ATP
Kim Madolora, Monterey Bay — COMM
Paula Bazar Sandling, San Fernando Valley — IFR
Susan Skalla, San Fernando Valley — BGI

NOTAM

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99s — \$20 for first hour (or less) and \$7 for each additional hour
Others — \$35 for first hour (or less) and \$8 for each additional hour

Photo reproductions:

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IT NEEDN'T BE EARTH-SHAKING NEWS FOR TIME OR NEWSWEEK

Hey, good group! You chapters and sections are doing all kinds of fantastic things, from carrying the disabled to hospitals, flying blood and medicine, raising funds for "impossible" goals (which we're known for), to painting 60-foot numbers and compass roses, teaching the timid to take over in flight, conducting seminars and flying Pennies-a-Pound days and air rallies, as well as setting up terrific display booths.... I'll never have paper enough to say it all!

I know that you must have photographs, articles and all kinds of sentimental memorabilia testifying to these fun and productive events in your scrapbooks. We are coming up on the last five months of this two-year collection for International Scrapbook 1984-86, and this poor collection in my charge has hunger pains so bad it growls and keeps me up nights!

Dig down, now! I need anything and everything (in duplicate) that in you think worthy of preserving forever. Unleash your imaginations and send articles, photocopies, snapshots, programs from special events... anything that will lay fairly flat within a 10½" x 14" area. And while you're digging, remember to **DUPLICATE!** Only send it **SOON!** You can't imagine how noisy a hungry scrapbook can be!

Send to Jan Kelleher, 1522 S.W. 5th Ave., Minot ND 58701.

**BUT YOUR NINETY-NINES' EVENT
IS WORTH PRESERVING NOW!
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Patricia J. Lundahl

Columbia Cascade Chapter 99

Patricia J. Lundahl, loyal and dedicated 99, fought and lost her battle with cancer.

Pat served in many capacities in the chapter, most recently as vice-chairman. There was never a job that she refused, from flying blood on the spur of the moment to arranging chapter meetings, helping with Aerospace Education seminars and serving as a reporter to *The 99 NEWS*.

She will be missed by all who loved and knew her.

by Pegge Blinco



Patricia J. Lundahl

Paul Gibson

Long Beach Chapter 49½

Rita Gibson's 49½, Paul, born in 1907, flew on to New Horizons March 11.

Paul often said that if, when he graduated from college as an aeronautical engineer, he could have written a description of the perfect job, it would have been for his position in the Flight Standards Division of the FAA. He loved all aspects of flying, and flew almost everything, from Jennys to jets. He was rated to fly MEL, gyro and sea-planes. Feeling a void, Paul earned his glider rating just three years ago.

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.

Horizons

One of Paul's latest journeys was to Cape Canaveral to watch son, Bob "Hoot" Gibson, fly as mission commander of space shuttle *Columbia*. Though the launch was postponed, he visited with daughter-in-law Rhea Seddon, also an astronaut and Memphis Chapter 99, and grandson Paul, an "astrotot."

Paul loved and supported the 99s. He was the official starter of the Palms to Pines Air Race for five years, and he served as inspector for many races including the Powder Puff Derby. A stalwart advocate of all chapter activities, Paul never said "no." He shared his dancing talents with all chapter members, and he will be deeply missed.

by Ginger Graham

Murray Hake Santa Barbara Chapter 99

Murray Hake died March 19, 1986 in Raleigh, North Carolina, after battling cancer. She was a lifetime member of the Santa Barbara Chapter, a doctoral student at North Carolina State University and

active ham radio operator W6MVZ. She held a bachelor's degree in airport management from Purdue and a master's degree in ergonomics from the University of California at Santa Barbara.

Contributions may be sent to the Murray Hake Memorial Fund, in care of the Wake County Council on Aging, Inc., Raleigh NC 27608.

by Gordon C. Fisher

Imogene Ross Michigan Chapter 99

Imogene Ross departed to New Horizons in mid-December 1985. She was a caring wife, devoted mother, loving daughter and diligent worker.

Imogene was a ground school and flight instructor at the Bishop Airport in Flint. As a teacher, she believed in the barter system when times were tough for a student. As a friend, she willingly rode right seat as safety pilot. As an individual, she helped others face handicaps, turning them into advantages. Never one to complain of injustice, she would turn it around as a

working benefit. She worked quietly within the 99s.

Imogene leaves a legacy of dedication and determination to those whose lives she touched.

by Grace Lienemann

Mutz Trense German Section 99

It is with great sorrow that I have to inform the members of the Federation of European Women Pilots of the death of one of our founding members, Mutz Trense.

Dear Mutz, president of the German Women Pilots Association and well known throughout Europe for her sporting aviation achievements, has always been an important member of the FPE, as well as being one of our original vice-presidents.

A member of the German Section of the Ninety-Nines as well, hers is a great loss to both organizations. She will be greatly missed by us all, and it is difficult to imagine meetings without her as she could always be depended upon to support us.

by Mirjana Ivanovic

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A Bit of Aviation in Hawaii — then and now

by Cheryl Zarbaugh and Joyce Wells

As with the history of all the islands, there are mythical stories involving flying, too. The great Maui, often called the "quick one" or "Maui of a Thousand Tricks," performed fantastic deeds for fellow islanders. Maui found himself in the unusual predicament of having to ask advice of his mother. His attractive wife had been stolen from him and he wanted her back. Perhaps her loss depleted some of his powers. Maui's wise mother sent her grieving son to his grandfather, who came up with a plan. The young Maui was overjoyed when he returned three days later, as ordered, to find an extraordinary bird-craft for his use.

He was directed to get inside and to operate cords that would flap the bird's wings. Soon Maui was swooping over the Pacific and toward the land of the eight-eyed demigod, Pe'a-pe'a, who had captured his pretty wife. For two days and nights, he flew until he sighted his adversary. Then, waiting until all eyes were closed in sleep, he cut off the head of the culprit and flew back with his wife to their own island.

Maui was also involved in other legends about flight. He once transformed himself into a pigeon so he could search for his parents. Building and flying kites was also a first for this demigod, who one day fash-

ioned a rope of coconut fiber, climbed Haleakala and roped all but one of the sun's rays. Thus, the sun was forced to move slowly across the Hawaiian sky. This was a great help to workers in the fields, fishermen and those drying kapa. These tales serve as a fictional heritage for flight in Hawaii.

The location of the Hawaiian Islands is most significant in aviation history. In 1783, the first manned balloon flight occurred over Paris. King Kamehameha was then the ruler of the Islands. Honolulu was introduced to ballooning in 1879 through a lecture given by Rufus Gibbon Wells. Though the audience was attentive, they failed to give him the needed encouragement to ascend over Honolulu.

Ten years later in 1889, Emil L. Melville, a well-known aeronaut, visited Honolulu and demonstrated ballooning. Quite a performer, he had previously completed aerobatic stunts, hanging from beneath the 86-foot balloon. Strong trade winds made attempts end in failure.

In 1910, Hawaii was the first stop on a 30,000-mile tour for a "real birdman" demonstration with two airplanes. The pilots and unassembled planes arrived December 27. The planes were readied for flight at the Moanalua polo field, and

thousands watched their first airplane flight December 31 with enthusiasm. The trade winds again made the demonstration flights hazardous, and after four days, the group packed up and left for Japan in search of more favorable winds and better-paying customers.

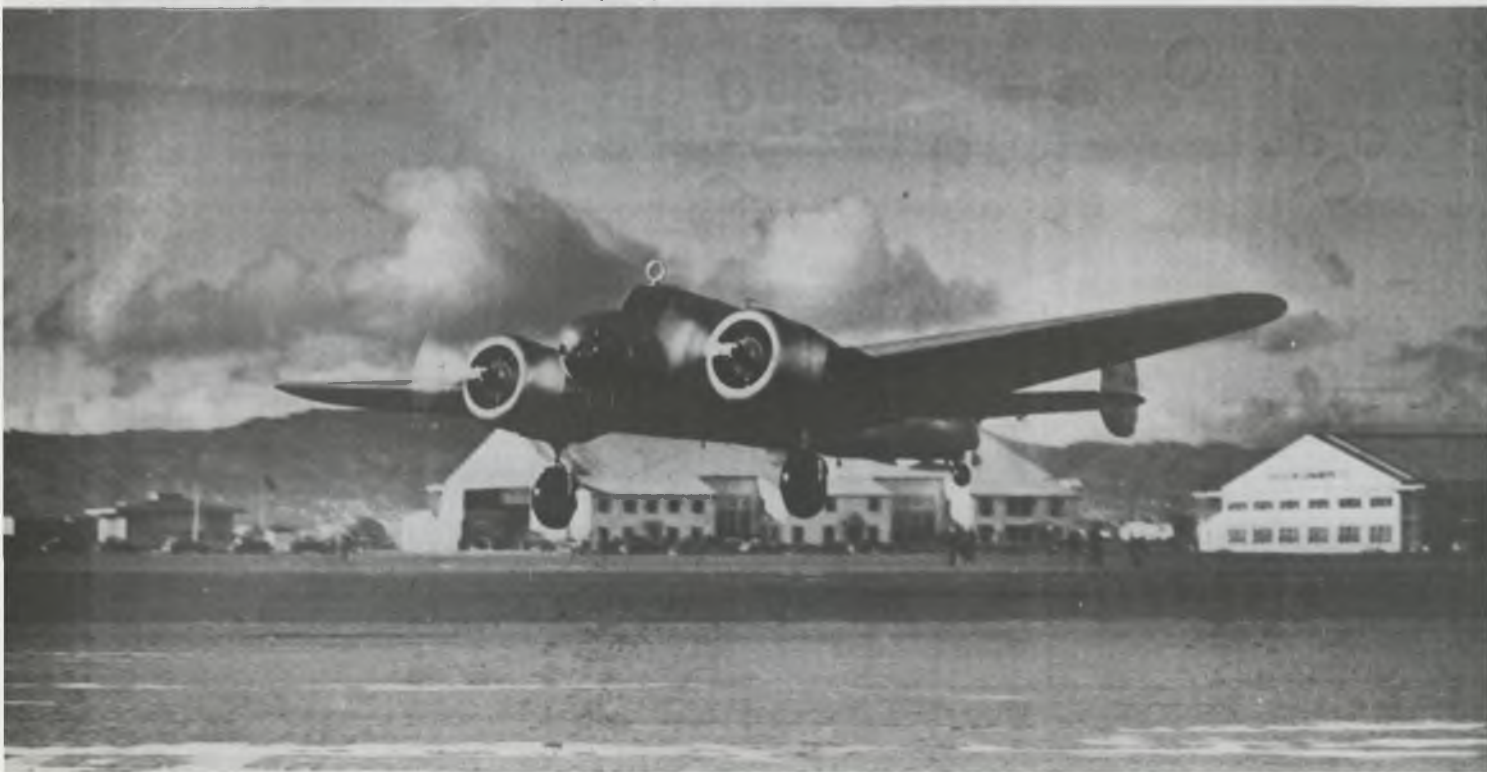
About a year later, another enterprising pilot-demonstrator came to the Islands, advertising incredible feats. His first attempt ended in a lauhala tree, shaking a few young spectators from their roosts. The second time around, the engine wouldn't start. Thus, twice in one year, aviation was introduced but got off to a poor start both times.

The first locally built airplane was designed and built by Gus Schaefer in 1911. Although he had intended to fly his own plane, Kenneth Gordon, an experienced pilot, was hired. However, there is no record of the demonstration flight. In 1912, Schaefer's plane made the news when a sailor on the *USS West Virginia* talked the builder into testing the aircraft. Strong, gusty tradewinds once again defeated the pilot and plane, with both ending up crumpled!

The first military planes and personnel to fly them arrived in Honolulu in 1913. By 1916, Sen Yet Young, son of a wealthy Chinese family, graduated from flying school and was the first to hold land and sea ratings. He started the first Chinese factory to manufacture airplanes.

With the outbreak of World War I, airplanes became a military tool. There were seven aero squadrons of 12 planes each scheduled to be stationed on Oahu. Ford Island became the home of Luke Field in

Amelia Earhart lands at Wheeler Field, Honolulu.
(From a collection of Photos contributed to the Resource Center by Betty Miller.)



1919, with joint use by the Army and Navy. Hickam Air Force Base and Barbers Point Naval Air Station are now separate military installations.

The first woman to fly solo across an ocean was Amelia Earhart. She, also, flew from the Atlantic to the Pacific in 19 hours and 15 minutes. On January 12, 1935, Amelia Earhart landed in Oakland, California, after an 18-hour, 15-minute flight from Wheeler on Oahu. Two years later, Hawaii honored the aviatrix with a commemorative plaque. Four months later, after leaving Honolulu on her oft-delayed flight around the world, she was heard from the last time in a radio communication stating no land in sight with only 30 minutes of fuel left.

Though flights from the Mainland are made in light aircraft, it really isn't very practical. It's much easier to fly commercially, then rent a plane for local flight-seeing. All of the islands have airports, most more than one. Aircraft are equipped with floatation gear for inter-island flying. The longest overwater stretch is from Kaena Point on Oahu to Lihue, Kauai, a distance of 73 miles.

Flight-seeing is a fantastic way to take in some of Hawaii's natural beauty. Each island has its own unique sights, from Kauai's Waimea Canyon, Oahu's Waikiki, Molokai's spectacular cliffs and Maui's Haleakala crater to Hawaii's Kilauea volcano, to name a few.

Hele mai ame aki! Come and see — 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 currently 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**

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

CHAPTER NAME _____

Contribution To Benefit
International Convention Fund
of The Ninety-Nines, Inc.

DATE _____

AMOUNT _____

CHECK # _____

KEEP THIS STUB FOR YOUR RECORDS



GET READY FOR *Hawaii*

PLAN EARLY

**1986 International Convention
Honolulu**

12 - 17, August, 1986

Hilton Hawaiian Village

**SPECIAL AIR
and
HOTEL RATES**

**Hilton Tours the Official Housing and Travel
Coordinator for CONVENTION and NEIGHBOR
ISLAND TRIPS**

For more information and brochure write to:

Loretta Gragg, P. O. Box 59965, Will Rogers World Airport,
Oklahoma City, OK. 73159

Flash!

The airfare to Hawaii has been REDUCED from most cities. Please call Hilton Tours for more information on the NEW package tour prices:

(800) 252-0640 in California
(800) 421-0450 outside California
or (213) 550-0520

Portland/Seattle * Austin * Dallas * Denver

\$60-100 SAVINGS

El Paso

\$100-140 SAVINGS

New Orleans * Houston * Kansas City
Omaha * Minneapolis/St. Paul * Tulsa

\$20-60 SAVINGS

San Francisco

\$40-80 SAVINGS

Los Angeles

\$20-40 SAVINGS

NOTAM

1986 Convention Update

The zip code printed on the Convention Registration form in the March issue of *The 99 NEWS* is incorrect.

The correct zip code is 96825.

GIFTS TO INTERNATIONAL HEADQUARTERS

Archives

Space City Chapter
Fay Gillis Wells, *Charter Member*
Betty Huyler Gillies, *Charter Member and Past International President*
Alice Hammond, *Past International President, Garden State Chapter*
Penelope Amabile, *Greater New York Chapter*
Ruth Rueckert, *Bay Cities Chapter*
June Simpson, *Hudson Valley Chapter*

Building Fund

Northwest Section
Central Illinois Chapter
Fullerton Chapter
Iowa Chapter
Long Island Chapter
Redwood Empire Chapter
Edith Denny, *First Canadian Chapter*
Geraldine M. Hill, *Bay Cities Chapter*
Carolyn Westerman Schmalz, *Kansas Chapter*
Joyce Stambovsky, *Hi-Desert Chapter*
Shirley Tanner, *Orange County Chapter*

Library

Nancy-Bird Walton, *Australian Section*

Memorials

Pat and Bud Gettle, *Kansas Chapter*,
from Jerry and Shirlene Lee, *Maxia Dugan and family, Silver Star Development*
Pat Lundahl, from Virginia Dare Mattiza, *Heart of Texas Chapter*

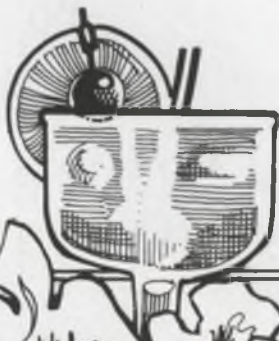
Follow up Convention with an American Hawaiian Cruise!

Look what \$1683* can include for 99s:

- August 11 — round-trip airfare FROM YOUR HOMETOWN to Honolulu.
- August 12 — special sightseeing before August 13-15 Convention.
- August 16 — transfer to SS CONSTITUTION for seven days.
- August 23 — return home with fun-filled memories.

\$1683* per adult in double cabin. \$595 per extra adult or \$99 per child in same cabin.
\$250 now reserves stateroom, refundable by written request until April 16.

Send \$250 deposit for details:
Page Shamburger
Page Travel Agency
P.O. Box 1406
Southern Pines, North Carolina 28387
(919) 692-8362



Save originals of
Convention forms
for your records.

Send a copy of
this form to:

ALOHA CHAPTER
2251 Round Top Dr.
Honolulu HI 96822

Please enclose check
payable to:
99s International
Convention 1986

Quilt Raffle

DRAWING DURING CONVENTION

Put Your Name in the Pot
for a

Hawaiian Quilt
made by
Pat Orcutt

NAME: _____
PHONES: Day (____) _____
ADDRESS: _____
Evening (____) _____

☐ \$ 1 for 1 ticket
☐ \$ 1 for _____ additional tickets
☐ \$10 for a book of 11 tickets
☐ \$10 for _____ additional books of tickets
TOTAL ENCLOSED IN US DOLLARS \$ _____

A Look Back...

Dateline: April 27, 1930

Flying Lessons at Waikiki

by Marguerite P. Drew

When the first little flying school was opened last year down on the Ala Moana near the school where I had come to teach in Honolulu, I signed up. It was the pioneer and barnstorming stage of aviation here, though our instructors were good. The field itself was a small and decidedly rough stretch of crushed coral surrounded by high-tension wires, and with intriguing hazards beyond in the shape of sea, swamp and gulches.

The Department of Commerce representative could not approve it for student solo work so we used to fly over to John Rodgers Field, then in the process of construction, for work on landings, takeoffs and so on. Rodgers Field did not even have a windsock, and the winds of Hawaii are more variable than the proverbial woman's mind. We were invited to inspect the ripples on the water in checking on the moods of the breeze. After breaking one prop and my nose, I got to be quite a ripple expert.

My first flight alone above Waikiki Beach was a peculiar one. My irate instructor afterward demanded to know why I had felt it necessary to travel like a crab. But the fact is that I swim in that water every day, and I had always had my private doubts as to the efficacy of the coral reef in shutting out the sharks. This was my chance to find out, as you can look through the water from above and see every break or opening in the reef. I proceeded to bank one way and then the other so as not to miss an inch of that reef in my checkup. And it's all right — you can swim at Waikiki in perfect peace of mind, for there's not a place for friend shark to get through.

We (and by "we," I mean two Japanese boys, a 60-year-old white man who now has his license, a nice young newspaper man and myself) did all the things one is not supposed to do. We flew low over the Hawaiian fishponds so we could scare the fish into jumping, we did our solo loops and spins without ever having seen parachutes except in the magazines, we chased two delightful red balloons that were floating over Ft. De Russy one morning, serenely unaware of the fact that they were the targets for the field artillery. And we went to ground school at night in an old shack that served as a hangar, where we surrounded ourselves with punk to ward off mosquitoes and studied by the light of the kerosene lamp.

Facilities offered us were far from ample, but no landscape could be so lovely to look down on as the floor to our flying "schoolroom" which is Hawaii.

(Editor's note: This was excerpted from a letter from Marguerite P. Drew, who was Hawaii's first woman pilot.)

10th anniversary International Forest of Friendship

by Fay Gillis Wells

The Forest of Friendship in Atchison, Kansas, was the Ninety-Nines' gift to America on her 200th birthday. Memory Lane at the Forest, embedded with the names of over 300 honorees from all facets of aviation, ties aviation's past to the future with the astronauts' plaques in rings placed around the Moon Tree. (The tree was grown from a seed astronaut Stuart Roosa took to the moon aboard Apollo 14.) For the 10th anniversary celebration, our goal is 50 new honorees to be added to Memory Lane.

Already firmed up for the weekend of activities is a display of original paintings from "Portraits of Flight," featuring some of the honorees already in Memory Lane. Some lucky people will have the opportunity (via an Atchison-Paris hookup) to speak with France's most famous aviation painter, Paul Lengelle, age 78 and still painting. (He should be in Memory Lane!)

The luck of the draw will hover photographers in a balloon over the Forest to take pictures of the weekend's festivities. (Bring your telephoto lens!)

There will be free opportunities all three days to talk with 99s from around the world, especially those from our overseas birthday sections and chapters. Habla Espanol?

Judy Logue has completed her historic

piece of aviation sculpture, and she is organizing another one of her famous scavenger hunts in cooperation with the Atchison merchants. The hunt begins at 1800 Friday.

Since the National Garden Bureau has declared 1986 the "Year of the Sunflower" (the state flower of Kansas), there will be such an unforgettable variety and profusion of sunflowers prevalent that you will have to change your definition of the "yellow weed."

As this is a birthday bash, there will be a lot of surprises, especially from the five sections and 36 chapters celebrating their milestone anniversaries. (See the article in the January-February issue of *The 99 NEWS* for details.)

As usual, we will be staying in Newman Hall, North Campus, Benedictine College, our home away from home. Rooms with twin beds and connecting bath are \$17 for two or \$12 for one. (There will be very few singles available this year.) We are also reserving a block of rooms for additional friends of the Forest at the Best Western Atchison Motor Inn, where rates are approximately \$32 for a double.

Please send your reservations to the International Forest of Friendship, P.O. Box 99AE, Atchison KS 66002, along with your

ETA if you are flying into Amelia Earhart Airport, or your flight number, airline and arrival time at Kansas City International Airport. The great Zontians have volunteered, once again, to meet all planes.

Don't miss the fun! Make your reservations early! Join us in this happy birthday celebration!



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

Ask Jerrie Cobb about Lycoming engine reliability...

...if you can track her down.

Jerrie Cobb is flying the most remote regions of the Amazon. In her Pilatus Britten-Norman Islander, Jerrie brings seeds, food, medicines and hope to the jungle's Indian tribes.

Jerrie's known for facing challenges. She was the first woman to pass the U.S. Astronaut tests, and holds four World Aviation Records. She's been a NASA and FAA consultant, and chief test pilot for Rockwell International.

Every day Jerrie puts herself — and her aircraft — to the test. Here's what she says about Avco Lycoming engines:

"Our lives depend every day on Lycoming reliability, and your engines always come through...even under the most trying conditions: 85% + humidity...200-400 inches of rain yearly...temps in the 90s...density altitudes 4,000 ft. + at sea level. Taking off from muddy, rough, 1600 ft. strips in the jungle surrounded by 150 ft. trees, any power interruption — even a hiccup — will put us in the trees. Thank you for building such dependable engines, and making our Amazonas airlift possible..."

Jerrie Cobb may be reached c/o: The Jerrie Cobb Foundation, 2288 Riverside Drive, Moore Haven, FL 33471.

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

AVCO LYCOMING WILLIAMSPORT DIVISION
652 Oliver Street, Williamsport, Pennsylvania 17701

AVCO LYCOMING ENGINE GROUP



Membership Corner

by Carol Zander

The Beginning

SCENE I:

Home of an active 99. The phone is ringing.

Brrrng... Brrrng... Brrrng...

99: Hello.

66: Hi, my name is Sally and I'm a student pilot.

99: Hi, Sally. How nice to hear from you.

66: I saw a poster at the airport inviting women pilots to join something called the Ninety-Nines.

99: Oh, yes, I put that poster up myself. I gather you're interested.

66: Yes, but I'm a student pilot, not very far along in my training. Should I call again after I receive my license?

99: Goodness, no! Student pilots are very welcome to come to our monthly meetings. Our next meeting is Saturday afternoon. Would you come as my guest? I will be flying to the meeting site, and I have room for one more in my plane.

66: That sounds exciting, but those women are probably such experienced pilots that I may not have much in common with them.

99: Sally, you will be pleasantly surprised — I guarantee it. Some of our members just got their licenses, some have been flying for years, and some no longer fly at all. But we all have something in common — we all love flying. Student pilots are called 66s, and we invite them to participate in all our chapter activities.

66: Activities? What type of activities?

99: This summer, we plan to paint a compass rose on the airport apron. We flew daffodils across the state last month on behalf of the American Cancer Society. We have a semi-annual meeting out-of-state in May that we call a section meeting. In August, many of us will be gathering in Hawaii for an International Convention. And we are also planning a flying companion seminar for non-pilots.

66: Wow! Sounds great! What do I have to do to join?

99: Finish your lessons, pass your written and flight tests, and complete a Ninety-Nines' membership application.

66: I would like to go with you to the next meeting. I have been having some second thoughts about flying and really need to talk to someone.

99: Sally, let's have lunch on Monday and talk about it. We really want to encourage you. I'll mail some 99 literature to you, and if you have any questions, we can discuss them then.

66: I'm so glad I called — especially glad I saw that poster at the airport. I hope to be a 99 one day very soon.

99: See you Monday. Good flying, Sally.

66: Bye — and thanks!

SCENE II:

One week later at the home of student pilot Sally.

Sally is sitting on the couch with a smile on her face. She rises and goes to the phone.

Brrrng... Brrrng... Brrrng...

Instructor: Hello — XYZ Flight School.

66: Hi, Bill. This is Sally. I want to schedule some flying time.

Instructor: We haven't seen you for awhile, Sally. We thought you had quit.

66: I went to a 99 meeting last week and they really inspired me to continue. They helped me realize how much I want to fly. And as soon as I receive my license, I'm going to be a 99.

Instructor: See you Monday morning at 10:00. By the way, Sally, what are 99s?

66: I will tell you about them when I see you at the airport. I plan to spend some time there and tell the other women student pilots about the 99s, too. Bye — see you Monday.

(DEFINITELY NOT)

The End

NOTAM

1986 Convention Update

All chapters that want to have chapter sale item booths at the Convention should contact Shirley Moore, 8220 Curbaril, Atascadero CA 93422.

NOTAM

ALL CHAPTER CHAIRMEN AND MEMBERSHIP CHAIRMEN:

Six months past the due date, the member reinstatement fee is \$10

NOTAM

NEW MEMBERSHIP BENEFIT!

Hertz and Avis car rental cards have been mailed to all chapter chairmen. Every member should now have one.

HAPPINESS IS HAWAII
THE NINETY-NINES, INC.
INTERNATIONAL WOMEN PILOTS
HAWAII CONVENTION 1986
AUGUST 12-17, 1986

CHAPTERS, DISPLAY YOUR WARES!
Commercial Individuals Welcome!
The 99s FLY MARKET will be open for all
to see and buy, August 12-16, in
Honolulu, Hawaii.

RESERVE YOUR SPACE NOW
Chapter Cost: \$10 per table
Before June 1 \$15 per table
After June 1
Individual/Commercial Cost:
\$100 per table

RESERVATIONS AVAILABLE NOW
Contact:
99s FLY MARKET
Shirley L. Moore
8220 Curbaril, Atascadero CA 93422
(805) 466-1661

Now Hear This!

As you have read in *The 99 NEWS*, the 10th anniversary of the dedication of the International Forest of Friendship will be celebrated in Atchison, Kansas, July 18-20. Do you also know that the Ninety-Nines' Amelia Earhart Memorial Scholarship Fund is observing its 45th anniversary in July?

To commemorate this dual occasion, 100 of the original 1963 AE eight-cent airmail First Day Covers will be recanceled at Atchison July 19. Plans are for the addition of the 15-cent tree stamp and the 1976 eight-cent bicentennial stamp to be added. They are also to be autographed by Fay Gillis Wells and Joe Carrigan, co-chairmen of the Forest of Friendship since its inception, and by then Ninety-Nines International President Betty Gillies, who made the presentation of the first AE Scholarship in July 1941.

If you do not expect to be in Atchison for the celebration, you may order one of these special covers from Alice H. Hammond, 15 Oakdale Dr., Millville NJ 08332. Send your check for your \$15 tax-deductible contribution to the Amelia Earhart Memorial Scholarship Fund with a self-addressed stamped #10 legal-size envelope to her before July 10.

FOCUS ON USPFT

National Precision Flying Championships, July 2-6, DeQueen, Arkansas.

DOUBLE WHAMMY! The 1986 US Team will have two chances to compete in World Championships — Poland in 1986 and Finland in 1987. The US placed fourth in 1985 — how about first in 1987? Winners of local USPFT rallies held prior to regional rallies are in the running for the next World Precision Championships.

1986 REGIONAL RALLIES:

REGION 1: May 3, Davis, California; host — Sacramento Chapter, Dorothy Flynn.

REGION 3: May 17, Jamestown, North Dakota; host — North Dakota Chapter, Beth Lucy.

REGION 6: May 31, Carbondale, Illinois; host — Cape Girardeau Chapter, Chris Kurianowicz.

REGION 7: June 14, Danbury, Connecticut; host — Connecticut Chapter, Sandra McDonough.

REMAINING LOCAL RALLIES:

FEBRUARY 1: Region 7, Brookhaven, New York; host — Long Island Chapter, Maria Distefano.

APRIL 5: Region 6, Carbondale, Illinois; host — Cape Girardeau Chapter, Chris Kurianowicz.

APRIL 5: Region 5, Greenville, South Carolina; host — South Carolina Foothills Chapter, Carolyn Pilaar.

APRIL 12: Region 5, Morristown, Tennessee; host — Tennessee Chapter, Maycay Beeler.

APRIL 19: Region 7, Genesee County, New York; host — Finger Lakes Chapter, Rosemary Gibson.

APRIL 19: Region 1, Placerville, California; host — Cameron Park Chapter, Nancy Martino.

MAY 17: Region 7, Indiana County, Pennsylvania; host — Steel Valleys Chapter, Lauri Alcorn.

MAY 31: Region 7, Wilmington, Delaware; host — Delaware Chapter, Mary Heinsohn.

WISCONSIN CHAPTER EIGHTH ANNUAL COOKOUT

AUGUST 4 AT THE ELKS CLUB

BRATS, BURGERS & BEER

\$7 ADULTS

Reservations: Jane Kriha, 1117 W. New York Ave., Oshkosh WI 54901

PICK UP TICKETS AT THE EAA FRIENDSHIP TENT

Classified

PERFECT GIFT FOR PILOTS!

White FLYING SCARF, six feet long of washable silk-like material. \$9 postpaid; Jean-Ann Clark, Maple Mountain Farms, 502 Covert Rd., New Castle PA 16101.

SILVER WINGS FRATERNITY

We love all 99s and want you on our roster 25 years after powered solo. Certificate, cards, newspaper, kit, pin. 1986 dues \$10 and \$5 a year. You'll love Silver Wings, Box 11970, Harrisburg PA 17108, (717) 232-9525. Satisfaction guaranteed. Incorporated 1958.

FAA GOING AFTER YOUR MEDICAL or pilot's license? **Ninety-Nines member attorney** handles NTSB appeals nationwide. Also will consult with lawyers on air crash investigation, trial preparation and fashioning of imaginative exhibits. Call MARGARET LAMB, NM, (505) 586-0292.



AVAILABLE NOW

Viceroy-style 99s jacket in poly/cotton blend (10 colors) or athletic style in poly/silk blend (25 rainbow colors). Both nylon lined. Personalized with compass rose, chapter name and individual's first name. \$50 plus \$4 postage and insurance. Order from Oklahoma Chapter, Gina Taylor, Rt. 1, Box 31-B1-J1, Washington OK 73093.

"A.M. Weather" Becomes Global Trendsetter



For the most dependable national weather outlook, watch meteorologists Carl Weiss, Joan Von Ahn and Wayne Winston every weekday morning on "A.M. Weather."

Long recognized in the US as a valuable service, "A.M. Weather," public television's comprehensive 15-minute weather report, has recently found itself under the watchful eyes of several foreign nations. These nations, including Canada, Japan, Sweden, India, Australia and the Sultanate of Oman, are turning to "A.M. Weather" in an effort to establish similar services in their respective countries.

Each day's report includes information that pertains to the general public, as well as information specifically prepared for pilots, boaters and farmers. Broadcast each weekday by 278 public television stations, "A.M. Weather" does not rely on gimmicky sets and comedic performers. Rather, professional meteorologists present carefully prepared data designed to service the broadest segment of the nation possible. The weather is the star of the show.

It is this no-nonsense approach, combined with superb graphics, and an impressive accuracy rate, that has attracted other nations to the set of "A.M. Weather." According to a Canadian Broadcasting Corporation official, "I've not seen anything better with regard to weather forecasting, and that includes reports on ABC, CBS and NBC. 'A.M. Weather' is the best product I've seen yet."

"A.M. Weather" is produced by Maryland Public Television (MPT) in cooperation with the National Oceanic and Atmospheric Administration.

Production grants are provided by the Federal Aviation Administration; Hilton Hotels Corporation; Aircraft Owners and Pilots Association; AOPA Air Safety Foundation; National

Business Aircraft Association; Ninety-Nines, Inc.; Phillips Petroleum Company; United States Aircraft Insurance Group; Gorman-Rupp Company; Combs Gates, Inc.; Embry-Riddle Aeronautical University; PDQ Executive Air Service, Inc.; Showalter Flying Service of Orlando, and the Lawyer-Pilots Bar Association.

Ninety-Nines Invited to

• C O L O R A D O • S P R I N G S

SPACES Aviation FAIR

All 99s are invited to support aerospace education by attending the first annual Space June 14-15 in Colorado Springs, Colorado.

All proceeds from the Fair will go to the Foundation. This non-profit trust fund was established by Pat and Patsy James, two pilots who are active in the promotion of aviation. Patsy, a 99, attended the Colorado Springs in 1984 and opened the Fair as an annual event to expose children to the opportunities in space and aviation. Monies raised by the Fair and other sources will assist non-profit groups like the Space Communications Foundation to promote aviation.

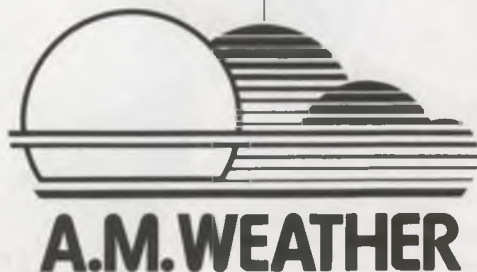
Several nationally known aviators, including Colonel Larry Griffin, commander of the 1st Air Force, and Terry Austin are also slated to give seminars on a variety of topics related to Space Communications presented both days.

A large facility near the airport will be used for seminars and exhibits. Displays will fill a room in the aircraft, World War II era.

The headquarters are adjacent to the complimentary reduced hot functions available to the public.

Ninety-Nines are invited to this first of its kind Fair.

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ATP Course Completely Updated

Jeppesen Sanderson, Inc., a world leader in aviation training systems, has completed a comprehensive update of the Mach 4 Airline Transport Pilot (ATP) programmed learning text.



The newly-updated Mach 4 course has been specifically designed to assist ATP candidates with preparation for either the FAR Part 121 or Part 135 FAA written exams, according to Dave Schoeman, Jeppesen Sanderson's Training Systems marketing manager.

"This revised course will greatly assist applicants with preparation for the written tests," he said.

The Mach 4 course, designed for self-study, allows the student to read short study units in the 12 chapters of text and answer several self-test questions following each study unit. The answer to each question is revealed as a sliding mask is moved to the following question. Advantages to this method of study include self-pacing for maximum learning and immediate self-testing for comprehension and concept reinforcement.

The heavily illustrated Mach 4 contains comprehensive sections on jet performance, integrated flight systems, high-altitude weather, current FARs (Parts 1, 61, 91, 121 and 135) and a Part 135 supplement. Included are four sample instrument charts, Parts 121 and 135 final examinations and examination critiques. The Mach 4 course comes in a three-ring binder for ease of use. It contains over 450 pages of text and over 360 pages of current FARs.

The Mach 4 course is available at aviation dealers worldwide, with a suggested list price of \$71.49. For further information, contact Dave Schoeman, Jeppesen Sanderson, Inc., 55 Inverness Dr. East, Englewood CO 80112-5498, USA, (303) 799-9090, ext. 375.

At the Ninety-Nines booth display during the National Congress on Aviation & Space Education, March 20-22 in New Orleans, are Babette Andre, Polly Gilkison and Linda Dickerson.



ITEMS in the NEWS

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at lot with ultralights, experimental
and gliders.

for the event is the Raintree Inn,
staire will be the FBO providing
for all 99s flying into Colorado Springs.
free ground transportation are also
g with invitations to several social
th the Fair.

n all chapters are being asked to help make
success by flying into Colorado Springs on
e 14-15 and attending the Space and Aviation
elpers are needed to work the 99s booth and to
drink concession stands. For their support,
ve a donation to their Aviation Education Fund.
end or can help in the booths, call Phyllis Wells,
For room reservations, contact the Raintree Inn,
(\$45 single, \$55 double for mini-suites). The
estaire is (303) 597-1033.

India... behind the silk and brocade curtain

by Gwen (Grey Eagle) Haynes

After the close of the World Aviation Education & Safety Congress, enough delegates to fill two coaches left on the four-day tour. We were up and on the coach by 0640 hours, leaving most of our luggage behind in storage at the Taj Palace hotel. We were trying to get out of the city before a "bund" (strike) to protest a raise in petrol prices occurred. We made it.

We traveled many miles and many hours over bumpy, narrow roads through the Indian countryside to get a view of life away from the big, modern city. (New Delhi is the nation's capital.) Due to road conditions, top speed was about 40-45 mph. I quickly came to the conclusion that *all* drivers (cars, trucks, coaches) deserve medals. How they navigate the roads, traffic, camel caravans, oxen-pulled carts, free-roaming cows, pigs, donkeys and dogs is beyond me.

The guide on our coach was a Sikh called Mr. Singh. (They are the tall ones with the neat turbans and beards in a net.) All Sikhs are Singhs, but not all Singhs are Sikhs. Got it? They are mainly from the state of Punjab. Our Mr. Singh was *most* informative. My head was ringing from trying to assimilate all that he told us. The coach trip was quite a cultural shock. It is impossible to describe India *fully* without writing a book, but I'll try — and we only saw a small part of it!

There are "extremes" in India: A bustling modern city with air-conditioned hotels versus a village with thatched roofs and cow-dung patties set out to dry (they are burned in place of firewood). Airplanes and automobiles versus camel or oxen-pulled carts. Hydro-electric plants versus irrigating with oxen pulling water from a well. Business executives versus street hawkers selling their wares.

NOTAM

CORPORATE PILOT POSITION AVAILABLE

Saberliner Corporation, St. Louis, Missouri, is currently looking for a corporate pilot and customer service representative. Requirements include 1,500 total hours, including 300 hours multi-engine or 150 hours in Cessna Series 400.

Direct inquiries to Susan Staples, (314) 731-2260, ext. 564.

NOTAM

Lists of new officers and items for sale for the Membership Roster must be received at International Headquarters by June 20.

After a while, you become accustomed to the cows wandering the streets. (You may think me crazy, but it had a restful effect on me.)

There is lots of farming in the country. In some of the smaller villages, marriages are still arranged by parents, and it is not unusual for a girl of five or nine to be married and not even meet her husband until puberty. Yet, in this same country, there are more women pilots working for the airlines (by percentage) than there are in the US. Another one of those "extremes."

On the way to each city is a halfway house, where drinks and toilet facilities are available for travelers. Surprise! The toilets are level with the ground (like in Japan). Another surprise — we were not supposed to flush the toilet; a lady in sari waited to do that, then we would tip her a couple of rupees. (A lot of people in India live on tips.) The rest of the time on the coach, we crossed our legs.

After touring Amber Fort via elephant, we were on to Jaipur, called the "Pink City" because of the color of its buildings, constructed from the local rose-colored stone. Jaipur is the capital of Rajasthan (formerly Rajputana), the state made of many principalities ruled by maharajahs. (They all merged to become one state after independence was declared.)

Sawai Man Singh Badahur, or "Jai," the late maharajah of Jaipur, is responsible for much of its beauty. He was a well-known and much-loved polo player who also had his own airplane. The maharani of Jaipur, his beautiful third wife and founder of the Maharani Gayatri Devi School for Girls, still lives in the area, as does his first son, Bhawani Singh. Nicknamed "Bubbles" because so much champagne was consumed to celebrate his birth, he was the first male heir to be born to a ruling maharajah of Jaipur for two generations.

The Palace of the Winds on one of the main streets is very elaborate. The women, who could not be seen, used to peek through its latticework to watch parades on the street below.

It should be explained that "purdah" (the custom of women not showing themselves except to their husbands and immediate family) was practiced in the olden days. Many, including not only the maharajah's wives but widowed relatives, their daughters and female servants and attendants as well, lived in "Zenana" quarters in the palaces. Devi was opposed to "purdah," and opened her school for girls with the idea of phasing it out with new generations. (She had the full support of her husband, Jai, so I

hear.)

There was bazaar shopping in Jaipur the second day of our tour. We noticed that there were not as many sari-clad women here. The long rajputana skirt is worn with a bodice top and long shawl.

On to Agra and now in the state of Uttar Pradesh, we stopped at the ghost city of Fatehpur Sikri, former home of the great Emperor Akbar and capital of the Mogul Empire in the late 1500s. Situated on a rocky ridge about two miles long and one mile wide, it is constructed of red sandstone and built to withstand a siege. Ruth and I had our first taste of "no video cameras" here. I also succumbed to a street hawker for some delightfully fragrant sandalwood necklaces.

We arrived at Agra at nightfall and dashed to get a glimpse of the Taj Mahal before retiring to the elegant Mughal Sheraton Hotel (within walking distance of the Taj).

We spent the third morning breathing in the beauty of the Taj Mahal. Some of our group had even gone out early to see the sunrise over it. The Taj was built by Shah Jehan in memory of his wife, Mumtaz Mahal, who died in childbirth. A monument of love, it took 20,000 laborers 22 years, working day and night, to complete it. A famous poet once said of the Taj, "It is tears



Just outside Jaipur, Gwen and Charlie Haynes ride an elephant to view Amber Fort. Each elephant carries four passengers in the Howdah attached to its back, while the "Mahout" rides between the animal's ears.

of love on the cheeks of time." The inlay work on the tombs of Mumtaz Mahal and Shah Jehan is too beautiful to describe, with 35 different varieties of cornelian in a single leaf on Mumtaz Mahal's tomb alone. Extravagant perhaps, but who counts when love is concerned?

It was here that we were not allowed to video-film, so Ruth, Charle and I followed a young man up a narrow winding staircase (minus our shoes) to a parapet overlooking the Taj. There we could film to our hearts' content. Getting back down was another matter.

Then off to the Red Fort built of reddish sandstone, where Shah Jehan was imprisoned by his son and finally died, gazing out of his window across the river to the Taj Mahal. His son did allow him to be buried next to Mumtaz Mahal, though, and they lie side by side.

The fort has both beauty and military might, surrounded by a wall 70 feet high. The place is so huge, it houses many smaller buildings, mosques and dwellings. The fort spans three generations of Mogul might — Akbar, son Jahangir and then Shah Jehan.

We stopped at a marble factory where men chipped away with tools, making delicate and ornate decorations in the marble as they did in years gone by. A nearby bazaar allowed us to go on yet another shopping spree. Yes, I succumbed again, this time to a gorgeous red silk and gold brocade sari.

Next, a mad ride back to New Delhi so that two of our group could catch an evening plane to Bombay and Goa — difficult to do on those roads. We made it with 20 minutes to spare, and the rest of us overnighted at the Centaur Hotel near the airport.

The day after our return to New Delhi, Charle and I were on our own. We opted to go back to Rajasthan, taking a domestic Indian Airlines 737 south to Udaipur. If you think you've been thoroughly searched at the airport — well, then you're searched again just before you step up the ramp to the plane. If you don't identify your luggage sitting on the tarmac next to the plane, they won't load it — it gets left behind!

We had the "milk run" through Rajasthan. First stop was Jaipur, and who should get on but Nancy-Bird Walton and three friends on their way to the next stop, Jodhpur. The stop after that was Udaipur. From the airport, it's a 75-rupee ride to the city on the shoreline of man-made Lake Pichola. The taxi driver did not want a tip. (Here at Udaipur, they seemed less interested in tips.)

In the middle of the tranquil lake sits the Lake Palace. It gives the impression of "floating" on the water. Former summer home of the maharaja (a variation of maharajah) of Udaipur, it is now run by the Taj chain of hotels. The hotel launch picked us up and took us to a night of ancient delights and luxury in the maharajah's suite of rooms. We had our own terrace, too,

which we shared with the birds. To fall asleep with windows open, listening to the water slap against the palace wall, and the distant chant of someone at prayers, was heavenly.

India is a land of compromise. If something doesn't work, they will find another way of doing it — or *building* it. We needed an adapter to charge our video camera battery at the Lake Palace. They didn't have one, so a young man spent an hour *making* one for us. No charge. It worked, too!

The people were friendly wherever we went. They seemed pleased that I tried to speak their language — which I thought was Hindi. Surprise! India has 15 major languages and over 500 dialects. Not everyone speaks Hindustani (though some would like to make it the national language). In New Delhi, I could say "shukriya" for thank you (Urdu); in Udaipur, it was "dhanyawad" (Hindi). It would amaze me that two Indians would be talking to each other in that melodious, sing-song *English* instead of their own language. Come to find out, they did not understand each others' native tongues.

Speaking of communicating, you can do it much faster *in person*. Using the telephone in India is an experience in itself. Many times, you have to "book" calls, and it entails a shouting match to be heard once you do get through.

Different areas also vary in cooking style. There are stories that some maharajahs used to have as many as 20 different cooks — one for English cooking, one for French cooking (to entertain European guests), then Indian cooks from Rajasthan, Bengali, Gujarat, Punjab, etc. Which cook was used depended upon where the guests were from. It boggles the mind.

We left Udaipur by plane the next day for Bombay with a stop in Aurangabad. Bombay is the capital of Maharashtra state, a bustling port city on the Arabian Sea. It is the center of much industrialization, as well as the center of India's motion picture industry. We were told that watching movies is the *second* favorite pastime of Indians. (They have a sense of humor, too.)

Our flight homeward-bound left Bombay at 0200. I think *all* foreign flights leave India in the wee hours of the morning. No one has been able to satisfy my question, "Why?"

Our sojourn in India was over. We had attended the Congress and performed our *American Indian* dances. I had seen the sights I had dreamed of for 20 years, and finally met the pen-pals with whom I had been corresponding for an equal number of years. (I needed another suitcase to take home all the gifts they bestowed upon me.)

Reflecting on India, I think her people are what make her so special. Such a variety of languages, dress, foods, religions and "extremes." There is something for everyone (no matter what your tastes) in India. Personally, I am not at home in big cities and I was drawn to Rajasthan. Its countryside is much like Southern California where we live, with desert areas and hills that only

become green after the monsoons. I am also a romantic at heart, and Rajasthan conjours up visions of maharajahs, palaces and past glories. They also speak Hindi.

If you should decide to travel in India, no matter what area you choose or language spoken, I am sure you will be greeted with friendliness. India is very tolerant of her guests. Remember, too, a country that is building more airports (many places are inaccessible any other way) and putting an emphasis on aviation has got to be a home-away-from-home for pilots. I just wish there was a quicker way of getting there. A total of 20 hours of flying time in a jumbo jet from California, as well as the fact that they are 13½ hours ahead of California standard time, makes for a lot of jet-lag at both ends.

I'll say it again — India is a sleeping giant, with many talented people. If and when everything comes together for her, watch out! This sleeping, complex, colorful, romantic giant is not easily forgotten... I hope to return someday.

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Snake Oil in the Cockpit

Every pilot knows that FAA regulations prohibit pilots from flying while under the influence of drugs or alcohol. However, some people feel this does not apply to over-the-counter medications. After all, if it is safe enough to sell in any drugstore or supermarket without a prescription, it could hardly affect your flying — could it?

Yes, it could.

As with prescription drugs, over-the-counter medications can have side effects that, when combined with altitude and increased "G" forces, could interfere with the pilot's performance in the cockpit. Self-medication has been blamed for a number of serious and fatal accidents.

For example, a 27-year-old pilot of a Piper Cherokee recently collided with powerlines near a rural landing strip during what appeared to be a routine approach. The pilot was familiar with the area and had landed at the strip many times before. The powerlines were well-marked, and the ceiling and visibility were unlimited. No reason for the crash was apparent until the coroner's report disclosed that barbituates were present in the pilot's system. Further investigation showed that he had been trying to lose weight. Investigators theorized that, after taking the drug, the pilot had felt very alert and ready for anything. After the initial euphoria wore off, other side effects could have been expected, notably drowsiness and inattentiveness. No reason, other than lack of alertness, could be found that might have caused him to fly into the powerlines. The pilot and his passenger both received fatal injuries.

Over-the-counter drugs containing relaxants or depressants carry cautions about "driving or operating heavy machinery." Airplanes are not specifically mentioned, but they should be. Pilots should read all labels scrupulously. Drugs which have few noticeable side effects on the ground can be very troublesome aloft.

For example, the use of an antihistamine for a respiratory problem may help clear up the symptoms quickly. But if the pilot decides to fly while still recuperating and while still on medication, or even shortly afterward, he could experience reduced mental ability, nausea, dizziness or headaches. For most drugs, the suggested waiting period before flying after final dosage is 24 hours.

Pilots should be especially attentive to the contents of medications in liquid form; many contain alcohol. Why alcohol? It is a better solvent than water for some chemical mixtures. The mixture will keep almost indefinitely, whereas water-based mixtures tend to separate after awhile.

According to an article in the November 1984 issue of *FDA Consumer*, these elixirs (whatever contains alcohol can be called an "elixir") may be as much as 44 percent alcohol. The contents and uses of such elixirs are now strictly controlled, and the disclosure of their contents is mandatory; but until shortly after the turn of the century, this was not the case. Some time-honored remedies have been used in families for generations without anyone realizing that the main active ingredients were alcohol or narcotics.

Beginning in 1906, the Food and Drug Act required that all ingredients in a medication be indicated on its label with percentages and weights itemized so anyone could tell at a glance what the bottle contained.

Today, any elixir intended for the over-the-counter market must be sent to the Bureau of Alcohol, Tobacco and Firearms for testing. If it appears to be more of a beverage than a medicine, it will be rejected. The alcohol used in elixirs, by the way, is 190 to 200 proof.

Another factor a pilot should consider is the consequence of taking several "harmless" medications at the same time. In some cases, one drug might nullify or increase the effectiveness of another, or it might cause possible side effects which neither medication alone would cause. Even eating certain foods in combination with some medicines can occasionally produce a dangerous reaction. The safest rule is to take no medicines before flying without consulting a physician — preferably an AME. He or she may be able to eliminate the danger simply by substituting one effective remedy for another.

The simple truth is that a need for medicines of any kind is an indication of being unwell. And since flying is an activity which can make peak demands on a pilot's performance at any moment, it is courting danger to fly when one's health is below par for any reason — just as it is to fly with a "slightly" rough-running engine.

(Adapted from a *General Aviation News* article.)

Partial List of Common Drugs that Interfere with Flying Ability

OVER-THE-COUNTER DRUGS	POSSIBLE SIDE EFFECTS	HOURS TO WAIT BEFORE FLYING
ANTI-MOTION SICKNESS	Drowsiness and dizziness.	24
COLD MEDICATIONS:		
Antihistamines	Severe drowsiness and dizziness.	24
Cough Suppressants	Severe drowsiness and dizziness.	24
Gargles and Mouthwashes	No ill-effects.	—
Nasal Sprays	Excess amounts may cause pallor, nervousness or trembling.	—
DIGESTIVE SYSTEM DRUGS:		
Antacids	No effect except for bicarbonates, which produce gas in the stomach and intestines.	—
Anti-Diarrhea Drugs	Some may cause drowsiness and slowing of reactions.	12
Laxatives	May cause diarrhea.	12
PAIN KILLERS:		
Salicylates (such as aspirin)	No ill effects in normal low dosage. Excessive dosage may cause nausea, stomach irritation or vertigo.	—
SEDATIVES:		
Containing Alcohol	Causes apparent stimulation through impairment of high judgment centers.	Time varies with drink and weight ratio, but no less than 8 hours.
Sleeping Pills	Sleepiness, impairment of consciousness and judgment.	24
STIMULANTS:		
Appetite-Suppressants	Wakefulness, nervousness, fatigue and impaired judgment.	24
Caffeine (such as coffee and tea)	No ill effects in moderate quantity. Excessive amounts cause nervousness and wakefulness.	6 if excessive
Stimulants	Wakefulness, nervousness, fatigue and impaired judgment.	24
VITAMINS	No ill effects. Excessive dosages should not be taken.	—

Chapter News, Activities and Projects

EAST CANADA SECTION

First Canadian Chapter

In January, we had a Ski Day at Devil's Elbow near Shirley Allen's delightful country home. Hella Comat, Donna Deaken, Jackie Giles and Jackie's 49½ took to the alpine slopes, while Shirley MacDougall and Muriel Pigeon enjoyed the cross-country trails. Shirley had a roaring fireplace and delicious dinner ready to greet us after our day of "playing" in Canada's winter wonderland. We missed two of our ardent skiers, Adele Fogle and Margo McCutcheon, who had gone in the Baron to Los Angeles for the weekend reunion of the participants in the 1985 New York to Paris Air Rally.

In February, Frank Bruzzese, a pilot, aviation writer and air traffic controller, spoke to us at Central Airways, Toronto Island Airport. This was an entertaining and informative presentation which will enhance our radio communication skills.

The 99s were well represented at Transport Canada's three "On Landings" seminars. Excellent presentations emphasized the necessity to continuously review, practice and maintain an active awareness of the potential hazards which lurk in this final phase of a flight.

Shirley MacDougall and Shirley Allen were the guests of Central Airways at their annual Wings Parade at Ontario Place. This gave them an opportunity to promote the activities of 99s and to introduce our organization to recently licensed women pilots.

In March, Toronto Airways at Toronto Buttonville Airport hosted our meeting. We were indeed fortunate to be addressed by Lt. Colonel Poplow, M.D., from the Defence and Civil Institute of Environmental Medicine. His comments focused on visual illusions, disorientation, fatigue and rationalization of problems.

by Donna Deaken

WESTERN CANADA SECTION

British Columbia Coast Chapter

Once again our chapter held its annual safety seminar, with four speakers who dealt with rather diverse topics.

Transport Canada Flight Training Inspector Irene Henley discusses stress in flight training at a recent British Columbia Coast Chapter safety seminar.



The first was Garney Strahl, special events coordinator for Transport Canada for Expo '86, beginning in May. We are expecting a dramatic increase in aviation traffic in the area for the duration of Expo, and he discussed preparations that are being made to smooth the flow of traffic and make it easier, particularly for Americans, to get to Expo. He also reported on the number of aviation events that will be held at Expo.

Harold Townsend, Transport Canada, outlined procedures and confidentiality protections involved in accident reporting.

Dr. Bill Rozeki, Air Canada, discussed various chemical dependencies, the most common being coffee and nicotine, and then focused his discussion on alcohol.

Last but far from least among the speakers was 99 Irene Henley, flight safety examiner from Transport Canada. She has worked extensively on stress in flight training and the problems resulting from instructors who are qualified pilots but who have no experience as teachers. She stimulated much discussion as most people have had an instructor who made them extremely nervous and did little to help their flying ability.

Our aviation activities have suffered a number of weather setbacks. After three weekends of trying, we finally got off on our monthly fly-out brunch. The only problem was that our original destination was fogged in, so, not to be put off, we changed our course and went elsewhere.

Members headed south March 28 to join the Seattle Chapter for a tour of the Boeing facility at Everett, Washington. After the tour, we had lunch together at Paine Field. The weather cleared once we decided to drive rather than fly.

MIDDLE EAST SECTION

Central Pennsylvania Chapter

Our February meeting at Martie Pool's home in Wormleysburg consisted mostly of plans for the fall section meeting, which we are hosting. We had lunch in Harrisburg, then went to the Museum of Scientific Discovery to view a new glider that had been installed.

Attending the March meeting at Lycoming Air in Montoursville were Nancy Abt, Hazel Bartolet, Alice Fuchs, Marion Garbrick, Joan MacDonald, Helen Sheffer, Flo Shirey, Margaret Wellington, Donna Wheeland, and 49½s Bill Bartolet and Jack Garbrick.

Donna Wheeland passed her instrument written, and she and her 49½ have purchased a Comanche 260. We welcome back Kathy Royer, a pilot for the State Department of Aviation at Harrisburg, and commend Helen Sheffer for earning Phase V Wings.

by Margaret Wellington

Delaware Chapter

Both the chapter and Jan Churchill, a charter chapter member, were presented

plaques of appreciation by John H. Anthony, aircraft recovery expert for the Travis AFB Historical Society of California, during a February 28 press conference at the Air Transport Command Restaurant in Wilmington. Subject of the press conference was the acquisition of an AT-11, a WWII bomber-navigator trainer. The plane was seized by US Customs officials after it landed at Greater Wilmington Airport with 1,500 pounds of Columbian marijuana aboard.

The plaques were in recognition of help given by Jan Churchill and the chapter in the museum's acquisition of the plane. The chapter will also assist with raising funds for its restoration to WWII condition. A WWII airplane buff, Jan was on the field at Wilmington, preparing a plane for an upcoming trip, when the AT-11 landed one night last October. She did not know who was flying the small, gray, two-engine plane, but suspected what was going on.

by Ann Butler

Hampton Roads Chapter

The March 4 program was presented by a member of EAA Chapter 156. Dave Gregory showed films of aerobatic flying, including thrilling scenes from Oshkosh.

In response to "Visit Virginia Month," a group recently toured various airports, meeting in Lunenburg for lunch.

In addition, seven chapter members and one 49½ ventured to Washington, D.C., visiting both the National Air and Space Museum and the Garber facility in Maryland the weekend of March 22-23. As always, the museum was a treat, as was the movie, "Flyers."

by Barbara L. Ramsey

Shenandoah Valley Chapter

The entire chapter membership (with only one exception) loaded into cars March 16 for a trip to Richmond to the Science Museum of Virginia to see "The Dream Is Alive." The movie about the space shuttle premiered in mid-June at the Air and Space Museum in Washington, D.C. Shot mostly by members of various shuttle crews, the film contains a cast of 18 astronauts from three shuttle missions in 1984. Walter Cronkite narrates the movie, which is now dedicated to the members of *Challenger* who lost their lives. Everyone should see this film.

We also saw a short film on Halley's Comet and conducted a brief business meeting.

by Theresa H. Brants

NY-NJ SECTION

Garden State Chapter

Somerset Airport was the setting for our February meeting, when Diana and Bill Dade treated us to a fascinating slide presentation of the Concorde at the Oshkosh Air Show.

February 19 proved to be a memorable date in Hackensack for members who witnessed the presentation ceremony of a replica of AE's Vega, which will be loaned to the Teterboro Hall of Fame. Attending this affair were Racquel McNeil, Diana Dade, Alice Hammond and Mary Helfrick, section governor, who made the closing remarks.

Pat Valdata and Diana Dade, two of our three glider-rated pilots, attended and assisted in the scheduled activities at the National Convention of the Soaring Society of America, February 27-March 2 at Valley Forge, Pennsylvania. Also one of the speakers, Pat discussed formation of the Woman's Soaring Pilots Association (WSPA).

Welcome to new member Jean Slonksnes!

by Alberta Bachman

CHAPTER NEWS, ETC.

Greater New York Chapter

Our annual "Meet the Authors Night" on April 10 included speakers Diane Ackerman, author of *On Extended Wings*; Burton Bernstein, who writes for *The New Yorker*, author of *Plane Crazy: A Celebration of Flying*; Richard Kline, who created *The Ultimate Paper Airplane Book*; Claudia Oakes, who wrote *US Women in Aviation: 1930-1939* and *US Women in Aviation through World War I*; and Norbert Slepian, author of *Crisis in the Cockpit*.

General Chuck Yeager was also invited, and Bonnie Tiburzi was our MC.

by Marian A. Campbell

Long Island Chapter

Not too many groups of women can brag about having a nuclear engineer in their ranks; but after studying nights for the past several years, Nancy "Red" Guernsey has earned her Master of Science Degree in Nuclear Engineering.

Marjorie Gray and Madeline S. LaCarrubba were guest speakers at the Plainview-Old Bethpage School District for Women in History Week. They spoke March 6 to eight classes of children, ages eight and nine. Most of the students had never heard of the WASPs, and all were interested — when, where, how and why the ladies learned to fly.

Pat Bizzoso attended the Soaring Society of America Convention in Valley Forge, and Ida Van Smith was interviewed March 26 on WYNE Channel 25 TV, Brooklyn. Sky Voyage, a program about women in aviation, featured several speakers, including Fay Gillis Wells, who described AE and origins of the 99s. Ida Van described her late start in aviation and how her nationwide Flight Clubs began.

While stuffing ourselves on Dorothy Campbell's homemade St. Patrick's Day cake during our March meeting, we viewed slides taken by Barbara Evans' 49½. Ed. Madeline LaCarrubba narrated a tour of the Islands that would persuade anyone to attend the Hawaii Convention.

Our ranks of 66s are swelling again. After our last 66 graduated to 99 status, we had one month without an official 66. Now we have two student pilots attending meetings and three more on our write/call list.

by Patricia Rockwell

NORTH CENTRAL SECTION

Aux Plaines Chapter

We were delighted with the participation in our first-ever "Cockpit Basics for Non-Pilots," March 10 at Stick & Rudder, Waukegan Memorial Airport, Illinois. Snow and freezing rain created doubts as to whether we would even have an audience, but Anna Osborn, chapter member and president of Stick & Rudder, delivered both welcoming and closing remarks to a good crowd.

Six subjects were covered: preflighting/basic piloting, flight controls/sectional usage, navigation, weather, radio communications and aeromedical conditions in flying. We also had some actual airplane instruments on hand for examination.

Speakers included Sue DeWulf, Fran Hicks, Ruth Erickson, Virginia Rabung, Toni Reinhard, Johanne Noll and Bunny Foley, with Mary Wedel presenting handouts and refreshments.

Although nature has not been very cooperative, Johanne Noll and Toni Reinhard attended the IFR portion of an outstanding FAA seminar, January 31-February 1 in Elgin. And this reporter attended the annual dinner of EAA Chapter 414, an inspiring group with unlimited engineering knowledge and talent. Those present were asked to fabricate airplanes from plain white paper — a real challenge. The second-place winner was a female non-pilot with an ultralight design.

by Virginia Rabung

Chicago Area Chapter

The chapter conducted the Flying Companion Section of the State Department of Transportation IFR/VFR Seminar in Elgin. Instructors for the January 31-February 1 seminar included Connie Miller-Grubermann, Sue Hartung, Susan Murray, Ruth Rockcastle, Sharon Ann Schorsch and Marge Sundmacher. Registration assistance was provided by Rita Adams and Joan Kerwin. Others who helped included Ruth Frantz, Laverle Grinden, Mary Lou Mueller, Ellen O'Hara, Mary Pancyszyn, Marion Servos, Pat Thomas and Marlene Winters. We now have a large group of qualified flying companion instructors to fill requests for courses from other flying groups.

We had another successful year for Achievement Award winners and scholarship recipients. Madeleine Monaco tallied the

highest total points, Ruth Rockcastle received the Activities Award, Donna McGinnis won the Flying Activities Award, Bev Greenhill received the Service Award, Pat Thomas was given the New Member Award, and the 49½ Award went to John "Rock" Rockcastle. Scholarship recipients included Connie Miller-Grubermann (\$250), Karen Mansfield (\$250), Nancy Haraldson (\$150), Bev Greenhill (\$125), Gail Rezaabek (\$125) and Bev Bleitz (\$125). These scholarships are used by members for updating their skills.

Instructors for the March 15 Flying Companion Safety Seminar at DEVEA Center in Addison included Karen Acker, Marjorie Sundmacher, Sharon Ann Schorsch and Sue Hartung. Gail Wenk was in charge of lunch, and Bev Bleitz handled registration.

Karen Mansfield recently spoke to 100 children about aviation careers, and Joan Kerwin attended the AE Luncheon in Lansing, Michigan, which was sponsored by Zonta and three Michigan chapters.

by Debbie Karas

Greater Detroit Area Chapter

Mearl Frame hosted the annual Pinchhitter Instructor Appreciation Dinner March 8 in her home. A beautiful full-course dinner was served for instructors and guests who spent the evening discussing how to make this an even better year for our trainees.

The March meeting at Oakland Pontiac Airport was filled with great information on aircraft insurance from our guest speaker, representing the local Larry Johns Insurance Agency. Resident CFI Ilene Hemingway brought two nice donations to the meeting for the Women in Aviation Room. She presented Marie Littler, museum chairman, with a 1935 aviation radio and a drone propeller. Pat Krause, owner of a Cherokee 180, was pinned, while another new member, Carol Landefeld, announced that she is the proud owner of a Cessna 172.

Members listen as Ilene Hemingway, Greater Detroit Area Chapter, discusses her donations of a 1935 aviation radio and drone propeller to the Women in Aviation Room.



Chicago Area 99s who received chapter "updater" scholarship awards include Nancy Haraldson, Beverlee Greenhill, Karen Mansfield, Connie Miller-Grubermann and Gail Rezaabek. Recipient Beverly Bleitz is not pictured.



June Beers was invited to attend the Recess Club "Food for Thought" luncheon, March 13, featuring guest speaker General Chuck Yeager. Robert Smith, AC-Delco director, introduced Yeager, who told "war stories" about various missions and squadron members.

by June L. Beers

Greater St. Louis Chapter

Amy Laws, Jan Pocock, Vivian Waters, Bernie Waters, Nelda Lee and Martha Norman conducted an Aerospace Merit Badge program for the Girl Scouts over a series of Saturdays. The highlight was a trip to Bi-State Parks Airport, featuring a tour of the tower and hands-on in Amy's C-182.

Several members helped stuff envelopes to send teachers for the "For Spacious Skies" program. Started in Boston, the sky is the focus for this coordinated multi-discipline grade school program. A March 8 seminar was held for 400 teachers. Members Mary Kinnaw, Martha Norman, Jan Pocock, Vivian Waters, Barbara Wilper, Ruby Fudoli, Lorna Whitney and Sue Matheis served as seminar material assemblers, registrars, guides and general factotum for the session. We made a valuable media friend in Ron Yaros, program coordinator, who had a lot of fun learning about sky-watching.

Our March meeting hosted by Libby Phillips featured her 49½, Arn, with a presentation about the Rutan Voyager round-the-world flight. We also flew daffodils for the American Cancer Society. Amy Laws, Ruby Fudoli, JoEllyn Ryall, Shirley Deitz, Martha Norman, 66 Robina Whitney and 10 CAP members flew 193 boxes of daffodils to seven towns in Missouri and Arkansas. It was a long day even for ground crew members Jan Pocock and Vivian Waters as three planes each made two trips.

by Barbara Wilper

Indiana Chapter

Members flew out of Mt. Comfort Airport March 17 to deliver 160,000 daffodils for the American Cancer Society. They flew to 12 airports in Central and Southern Indiana designated as distribution points. Workers included Betty DeBaun, Dora Bradley, Betty Cull, Nancy Dwyer, Lois Kennard, Minerva Mahoney, Debbie McCauley, Nellie Reynolds, Carol Rogers, Sue Sears, Mary Shanley, Dorothy Smith, Sylvia Topper, Glory Van Arsdell, Nancy Warren and Esther Wyandt. Mary Rutherford coordinated chapter work with the ACS.

Nellie Reynolds received the Nicholas Award for Outstanding Achievement and



Minerva Mahoney, Dora Bradley, Carolyn Mutz, Betty DeBaun, Mary Rutherford and Nancy Dwyer their daffodil gifts for the American Cancer Society.



Dunes 99s visiting at a recent meeting include Darlene Hickcox, Carol Stephens, Barb Jennings, Shirley Spry, Kathy Rubin, Carol Zander, Carolyn Schmidt, Joyce Hamady, Chris Murdock and Nancy Farabaugh.

Service in the Field of Aviation from the Indianapolis Aero Club. The trophy was presented to Nellie by Rae Cawdell, last year's recipient.

In addition, members have been helping with the "Back to Basics" program by registering people as they come to seminars.

by Nellie Reynolds

Indiana Dunes Chapter

We welcome new 66 Noreen Mysliwy and new 99 Carolyn Schmidt, a private pilot for five months.

Several members have written to the FAA in Washington regarding the proposed ARSA at South Bend. Some even contacted state legislators for help in stopping the additional regulations. After listening to Jim Newman, formerly of England, we were alarmed that the US might be headed toward increased regulation of airspace. In England, only the upper-middle class can afford to fly — and only about six hours per year!

T.J. Shaun is busy ordering new items to sell at the upcoming section meeting. The airplane hotpads, aprons and pencil sharpeners have been selling like hotcakes! Powder blue 99 T-shirts are still available, and new polo shirts will be ready soon.

Chris Murdock has been a big help getting points tallied for the chapter's Public Relations award form. Shirley Bundy deserves a round of applause for sending meeting notices to local newspapers. Aerospace Education Chairman Barb Funke is getting the word out via a flyer that announces we are available for talks, tours, slide presentations and seminars. And Safety Education Chairman Courtney Bargerhuff has been giving us timely information on winter flying and new regulations.

by Diana Austin

Iowa Chapter

The chapter planned to meet in Ft. Dodge for a February tour of the new Flight Service Station. Unfortunately, forecasted freezing rain dampened our day, canceling the trip for most of us.

"March came in like a lamb," however, with nice weather for Daffodil Days. Some 1,008 pounds of fresh flowers were flown to several counties in Iowa.

We extend a hearty welcome to new members Ellen Fahres, Phyllis Miller and Barbara Pershing.

by Martha Matthews

Lake Erie Chapter

New member Karen Reed and 66 Ellen Catlin hosted an informative monthly meeting at Skypark, a home development near Wadsworth with its own airport.

Members have been "privileged" to participate in real emergency situations. Pat Baron, who is a syndicated traffic reporter for 11 radio stations, successfully landed her helicopter in an industrial firm's parking lot (right off the freeway at rush hour!) when the engine developed mechanical problems. And Ruth Sittler is now a proponent of carrying a handheld radio on IFR flights. Familiarity with the surroundings and a cool head saved the day when she experienced total electrical failure while in IFR conditions near Akron Muni.

While visiting daughter Bette in Ft. Lauderdale, Pat Stark had lunch with Bette's friend, Mary Bush Holton, who at age 26 became the first female captain in the US, flying first for Hughes Airwest, then on to Republic Airlines' DC-9s. Pat was suitably impressed by Mary's record of having flown every single and twin engine (air and sea) plane, from Constellations to Pitt Specials.

by Marg Juhasz

In a backdrop right of television's *Miami Vice*, Lake Erie's Pat Stark visits with Mary Bush Holton.





Minnesota 99s and 49½s attend the Pilot Proficiency Day at Fairbault (left), while another chapter 99 and 49½ load their plane with bright flowers for a Daffodil Day flight (right).

Michigan Chapter

A large bouquet of hearts and roses goes to Babe Ruth, the sponsoring hostess of our February meeting at Capital City Airport in Lansing. During the course of the business meeting, we met a very happy new pilot. Carol Vollmar turned in the fledgling 66 "gooney bird" status and is now a "graceful" 99.

Following the business portion of the meeting, Babe demonstrated the Link simulator. She is one of five women chosen from the whole country to be a fully-trained flight instructor with the Link trainer. She also discussed a windshear detecting and measuring instrument that is soon to be installed.

The following month, the winds of March danced to keep in step with Nancy Walters, our hostess. We met at St. Nick's Hangar Restaurant, Detroit City Airport. Committee reports and race outlines, mystery trips and future meetings fell into order.

Sponsored by Margaret Napierala, Edna Rienbold was initiated into the 99s. Edna is a CFI and flies out of Saginaw Browne Airport.

Detroit City Airport Manager Lillian Snyder spoke candidly about the trials and triumphs of directing "City." There is an enormous amount of behind-the-scenes work for the operation to work like a well-tuned engine.

by Grace Lienemann

Minnesota Chapter

Our chapter's annual Pilot Proficiency Day was March 15. A trivia game was played with teams balanced among instructors and non-instructors. Lunch was planned for "intermission," and the non-trivial topic of Daffodil Days was the most talked-about topic.

Daffodil Days was a "blooming" success. Despite inclement weather, all the deliveries were made by either plane or car.

Jimmie Olson and Terry Herron have a cure for the winter blahs — hop in an Archer and fly to Mississippi for a little grocery shopping. They bought some special groceries unavailable in the vast North, such as self-rising cornmeal and catfish. Sixteen hours of flying was interrupted by an overnight stop, and the best benefit was building IFR time.

Jackie Chambers has begun a new job at Wolverine Air Charter, flying copilot out of Willow Run Airport near Detroit. She is flying UPS runs and transporting auto parts, and she has checked out in four different planes.

The last CIA was a small lunch bunch. Lucille Thern and Mary Dodson flew IFR to Eau Claire, where they were met February 22 by Lorraine Kearney and Carol Bartsch.

by Catherine M. Balazs

Scioto Valley Chapter

The February meeting was used to make plans for the start of the Angel Derby in Columbus. We hope many 99s will fly in the competition, which is open to men for the first time this year.

The March meeting marked the chapter's fifth anniversary with dinner at the 94th Aero Squadron Restaurant after a tour of the facilities of PDQ Air Services.

We recently co-sponsored a safety seminar with the Columbus FSDO and Alpha Eta Rho, a coed fraternity at Ohio State University. A schedule has been outlined for the chapter and the fraternity to complete the FAA "Back to Basics" program in the Columbus area during the balance of the year.

by Marilynn Miller

Three Rivers Chapter

Women's Expo '86 gave us another opportunity to let our community know who we are and what we do. The annual exhibit in Ft. Wayne promotes women in business and their interests. Thanks to Gwen Ford, owner of Model One Agency (Expo sponsor) and a friend of Linda Rice-Murphy, we are invited to participate with a booth. Those who man the booth get to enjoy the comments and looks of surprise from booth visitors who say things like, "You actually fly airplanes?"

During Expo, we also promote our flying companion seminar, for which Shelia Dick was in charge this year. She and Judy Graham did their usual good job, March 8, enlightening 25 eager registrants.

Joan Sommerfield models a slicker at the Minnesota Chapter's awards night fashion show.



We became the students during our January meeting, when Civil Air Patrol commanders educated us. We were amazed at the scope and breadth of the CAP programs, their involvement with youth and their contributions to aviation. They also suggested that CAP is a good way for 99s to maintain flying skills piloting practice missions.

Our February meeting went Hollywood, so to speak. Local pilot-celebrity John Dilley was the speaker. He is the proud owner of "Lou IV," a bright blue and yellow restored P-51. He used this plane for an episode of television's *Airwolf*, which aired last November. We got to hear how much work and practice goes into a scene, such as eight hours of rigorous flying resulting in a four-minute scene.

by Dee Ditton

NORTHWEST SECTION

Columbia Cascade Chapter

We have two new members who are interested in being actively involved.

Debby Slapper assisted on a recent Aviation Career Day program at a local high school, and is hosting our May chapter meeting at a gliderport with which she and 49½ Dale are associated. Debby has a glider rating and has promised that gliders and instructors will be available.

Tracy Weir, who operates her own photography business, has jumped into our chapter's Red Cross Volunteer group, helping with photographic jobs. Tracy is currently working on her instrument rating.

All the packets are filled and plans finalized for our annual spring Pinchhitter. With each succeeding year, the fine-tuning affords us favorable critiques from participants.

by Pegge Blinco

Idaho Chapter

Members are into upgrading their skills (see "New Ratings"). Among them is Anita Lewis, who attained her commercial rating on the same day daughter Leah became a private pilot and a 99.

Sue Ranney has now crossed the Atlantic Ocean for her company in a Lear. Ruth Garrison reports an inspiring trip to India for the World Congress, and Cathy Wilson Musketeered the Alcan Highway to her Air Force assignment in Alaska.

by Gene Nora Jessen

Intermountain Chapter

Attendance was good, and companionship even better, for the March meeting at Felts Field in Spokane. New officers for 1986-87 were announced, and it was decided to locate the 1987 section meeting in Spokane (although the new resort in Coeur d'Alene was difficult to resist). Committees are being formed to handle the various activities associated with the meeting, and participating chapters are being polled regarding date preferences.

A series of short talks under the heading, "Know Your 99s," was the feature of the April meeting at Templin's Resort in Post Falls, Idaho. We felt it was time for all members to be cognizant of the roots and current activities of our organization. Topics included history, activities and meetings, scholarships and air marking.

April was also the month for the chapter's participation in Mid-Columbia's second annual Easter Egg Hunt.

by Barbara Mayfield

Mid-Columbia Chapter

The March meeting was a fly-in to Hermiston, Oregon, where several new members joined us. Our ranks are growing with over 20 on the roster.

The Easter Egg Hunt was the main business of the meeting, featuring an impressive list of incentive prizes. The business session was short, which allowed time for hangar flying and lunch at a local restaurant.

by Anne English

Wyoming Chapter

The chapter has been busy with paint brushes and rollers. We plan to continue until all public airports in Wyoming are marked — something only 99s in a state as sparsely populated as ours can realistically consider!

by Toni C. Brown



Wyoming 99s, 49½s and 66s paint the taxi strip at Lander (above), while another air marking session results in a new name for Dubois (below).



SOUTH CENTRAL SECTION

Ablene Area Chapter

We did it! EVERY MEMBER of our chapter — including new transfer Kathy Bavis — received Phase II Wings March 20. Kathy was awarded Phase I Wings when she was a California 99, and she has jumped right into our Wings effort. Now we challenge other chapters to try being 100 percent!

Jan and Larry Terrell, Jolene and Chuck Toman, and Lana and Ken Perry represented our chapter at a meeting of the Cactus Flight of the West Texas Wing of the CAF. Dr. Casey Kay, vice-chancellor of Abilene Christian University and a member of the Defense Orientation Conference Association, shared a slide presentation adventure of his recent trip to the Orient and South Pacific.

We continue to forge forward in our quest for additional ratings. Jan Terrell and Jackie Jennings both passed their written for their CFI ratings.

And Jolene Toman has done it again! Pinchhitter course number two is off to a great start, thanks to her untiring efforts to sponsor a well-advertised, quality program. The new Abilene Aero Flight School is a perfect setting for this five-week course.

by Penny Montgomery

Dallas Redbird Chapter

We met at Elaine McReynolds' house and spread out all over her gameroom, constructing hoods made of posterboard and fastened with velcro. The hoods are used for instrument training. They are lightweight and fold to fit in a purse or flight bag.

We were delighted to have Hazel Jones at our meeting. She has been out due to travel and illness, and it was a pleasure to have her back to entertain us with her wild and wonderful tales while we worked.

Other visitors included Elaine Meronyk, an instructor at the Airport Flying School; Melitta Card, who works at the Addison Flying School; and Julie Faris, Dallas, who is currently working on her instrument rating.

Helen Wilke, Mike Conlin and 49½, and Shirley Forner and 49½ attended a recent FAA seminar hosted by the Dallas Chapter.

by Margie Taylor

El Paso Chapter

The chapter hosted a Membership Wine and Cheese Party March 13 at Betty Sue Yearwood's home. A good turnout of 99s, 66s and prospective members enjoyed a showing of the "Career" slide presentation. Doris Kempton, former chapter member now living in California, made a surprise appearance.

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Arkansas Chapter

We welcome new member Mary Jo Mead of Pine Bluff. She and 49½ Donnie instantly became Arkansas' resident experts on vintage aircraft.

Camelia Smith and Evelyn Kreth have been successfully transferring their enthusiasm for flying and the future of aviation to the high schools of rural Arkansas.

Flying over Arkansas? Give Shanelle Ham a "hello" on 122.8. She and 49½ Oran are FBO at the North Little Rock Airport. (Better yet, stop and have coffee!)

by Donna Harris

Dallas Chapter

Members filled their March calendars with two air markings, a two-day FAA seminar and a regular meeting.

Air marking "Redbird" on the taxiway had to be postponed because of high winds — the anemometer broke in a 41-knot gust! Marking Dallas North, however, came off with only a small hitch — the last of our paint was RED. We took a break until the supplier delivered more standard white. It looks terrific, but red would have been more creative!

Several members helped at a recent two-day FAA seminar on safe landings. We are scheduled for repeat performances in April and May. Either session fulfills course requirements for the FAA Pilot Proficiency Program.

Sue Matlock chaired the March meeting at our home base, the board room of Associated Air at Love Field. We saw "Safety by the Numbers," a film on flying twin-engine aircraft. Then we regaled each other with flying stories while we devoured Sue's refreshments.

by Margie Carter



Bonnie Tassa and Sue Andrews (above) scrape the bottom of the barrel (just a little more paint to fill those holes in the asphalt), while the 99 logo, added by Dallas Chapter Chairman Sue Andrews (below), sets off another air marking at Dallas North Airport.



Chairman Marsha Mascorro presented information on aviation at the Loma Terrace Elementary School Career Day March 20. Several 99s attended a meeting that same day of the Static Display Committee for the 1986 Amigo Airshow.

Michelle Miller has resumed her training with United Airlines, and members voted 66 Twila Lewis a recipient of our Funding Program to help her earn her private license.

by Lynn N. Stover

Ft. Worth Chapter

March 15 found our chapter out fighting the elements at Hicks Airfield. All originally thought the air marking would be canceled due to early morning rains. Thanks to strong winds drying the runway and Carole Wheeler saying, "not to worry," we had a very good turnout by 0900.

Edna Gardner Whyte has been very busy with speaking engagements. The Dallas VA Medical Center honored her in March for her speech, "A Woman in a Man's Field," presented during the 1986 National Women's History Week celebration. It was televised through every room of the hospital for all to enjoy. The next day, Edna outlasted early morning fog to fly her pink Cherokee to Bourland Field next to the Pate Museum of Transportation, where she was an honored guest at their annual open house. Edna then flew to Victoria, Texas, to speak to the Victoria EAA Chapter and the Midcoast Chapter of Associated Builders and Contractors.

Juanita Waddell and 50 other ladies met in New York City to embark for the World Aviation Education & Safety Congress in India. They were greeted in New Delhi and later had tea with the president of India. Marilyn Copeland represented the 99s in place of Hazel Jones. John Baker represented AOPA, and Curtis Grays for NASA.

by Kelli L. Hughes

Golden Triangle Chapter

Mary Wheelock, Beverly Stephens, Helen Hill, Shirley Roberts, John Robertson and Evan Roberts joined Air Marking Chairman Winkie Fortune to paint a displaced threshold on the north end of Bourland Field's runway in Benbrook, Texas.

John Robertson and Helen Hill were the lone participants for a fly-in to McGehee's Catfish Restaurant in Marietta, Oklahoma. They reported an excellent meal and a wonderful day for flying early in March.

Beverly and Jimmy Sims are the proud owners of Mooney N6566U, which they flew to Mexico March 15, and Betty Carter has been lecturing at Sheppard AFB in Wichita Falls for the past six weeks on various aircraft-related subjects.

Our newest member, Deepa Potnis, is here from New Delhi, India, to earn her license and ratings. She received her private license in October, her instrument rating and checkride in March. She had heard about the 99s in India and wanted to become a member before she left the US.

by Suzanne Frias-Counts

Houston Chapter

Houston 99s really appreciated the gift of flight when they caught a glimpse of Halley's Comet from one of the best viewing sites in

Houston Chapter Vice-Chairman Faye Willis, AOPA President John Baker, Houston Chairman Cathy Wappler and Mike Wappler enjoy a fajitas dinner at a special meeting of the Houston area 99s.



HOUSTON NINETY-NINES WELCOME AOPA PRESIDENT

The Houston 99s were honored when John Baker, president of the Aircraft Owners and Pilots Association (AOPA), addressed a joint meeting of the three Houston chapters March 18.

The meeting was arranged by Houston Chapter Vice-Chairman Faye Willis, who, as an active AOPA member, asked that organization to provide a speaker for a 99s' meeting. We were thrilled that John Baker himself would travel to Houston from Washington, D.C., and we immediately began to plan a memorable evening. Our efforts were successful, with some 90 in attendance, including several members of the press.

Baker's address was entertaining, educational and challenging. We were entertained by his down-home style and amusing anecdotes. We were educated with some persuasive statistics on the importance of general aviation to the American economy and transportation system. We also learned of AOPA's concern that the excellent safety record earned by general aviation in 1985 may be jeopardized by bureaucratic measures, such as the creation of ARSAs and the consolidation of flight service stations, two measures promoted in the name of safety which may bring about the opposite effect. And finally, we were challenged to speak up for general aviation in our state and communities and to be proud of what general aviation accomplishes every day.

North America. Twenty 99s and friends flew some 450 miles March 14 to Marfa, Texas, a scenic little town in far Southwest Texas. The group arose at 0330 Saturday morning to attend a "comet viewing party" in the mountains of Ft. Davis State Park. The temperature was cold and the winds brisk, but the sky was clear and Halley's Comet was easily visible to the naked eye. In fact, even without the comet, the sky would have been impressive to a bunch of city slickers whose star-gazing has long been hampered by city lights. After breakfast and a nap, we enjoyed touring nearby McDonald Observatory and historic Ft. Davis.

A small group gathered March 22 to repaint

the compass rose at West Houston Airport. The fresh coat of paint made the blue and white compass rose stand out on the ramp as well as when we first painted it a year ago.

We sponsored our third annual "Back to Basics" seminar March 13. Attendance has held steady at about 200 pilots, and the seminars have provided us with a wonderful chance to promote our April 12 USPFT rallye.

The highlight of the spring was a joint dinner with the Houston North and Space City Chapters. We showed off our brand new chapter blazers and 99 badges when AOPA President John Baker spoke to the joint session.

by Cathy Wappler

With the mountains of Southwest Texas in the background, Helen and Larry Simonette ready their Bonanza for departure from Marfa after a weekend of comet viewing.



Kansas Chapter

The February meeting was held at the home of Marilyn and John Copeland. We had a membership salad luncheon, and each member was encouraged to bring an inactive or prospective 99. Following lunch, Marilyn presented a short film on the history of the Ninety-Nines to acquaint our guests with our fine organization. Plans were made for Daffodil Days, for which we later had good participation and a beautiful day for flying.

Members took a March trip on a London double-decker bus to the Kansas Cosmosphere in Hutchinson. We viewed "The Dream Is Alive," footage shot by space shuttle astronauts, in the OmniMax Theatre. The film is a true inspiration! We then went to the airport for dessert and a tour of the control tower.

A spaghetti dinner was held March 23 in honor of Jeana Yeager, a member of the Southwest Section. Jeana will be one of two pilots to fly the Rutan Voyager on a trip around the world, a distance of 25,000 miles, non-stop and unrefueled. She showed a film about the Voyager and answered questions.

We would like to welcome new member Jacqueline "Jaci" Payne!

by Debbie Klein

Nebraska Chapter

Lincoln, Hay Springs, Bridgeport and Ord were represented at the 99s meeting in Valentine. Following a visit to the weather station at the airport, the group toured a hydroponic greenhouse and took home vine-ripened tomatoes.

A feature story in the *Hastings Tribune*, complete with photos, covered chapter activities. Chairman Janel Foote was shown at the controls in flight, with other Hastings area members in ground shots. Janel, a commercially rated pilot, has filed for a six-year term on the Hastings Airport Authority.

by Heloise Bresley

Oklahoma Chapter

Our annual membership meeting, March 9 at International Headquarters, welcomed 22 prospective 99s and 66s for brunch. Champagne was furnished by Broneta Evans and Edna Thompson, while the 36 members present supplied a varied abundance of food.

Jan Million presented the 1985 Member of the Year award to Lu Hollander and the Pilot of the Year award to Charlene Davis. Gwen Crawford presented a special award to Dot Clum, who has served as air marking chairman for eight years, and Kay Roam gave an abbreviated safety briefing on carburetor icing. A brief history of the Ninety-Nines followed for the benefit of our guests.

Members and guests concluded the evening by examining displays, scrapbooks and other memorabilia.

by Nancy Smith



Kansas Chapter members welcome guest speaker Jeana Yeager (front center), pilot of the Rutan Voyager.

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Oklahoma Chapter 99s gathered in full force for the March Membership Brunch at International Headquarters. (front row above) Kay Roam, Gwen Crawford, Ben Baysinger, Nancy Smith, Norma Vandergriff, Asima Syed, Pam Jones, (seated) Lee Coates, Vicky Homan, Jan Million, Helen Holbird, (standing) Emily Frost, Broneta Evans, Lu Hollander, Carol Sokatch, Susie Mitchell, Dot Clum, Sherry Nelson, Pat Boyd, Pat Gragg, Jo Ann Carpenter, Susie Sewell, (seated below) Dana Gibson, Coleen King, Shirley Brown, Sue Halpain, (standing) Rita Eaves, Edna Thompson, Nawasa Staton, Poochie Rotzinger, Arlene Walkup and Helen Moulder.



A surprised Dot Clum is presented a memento of her eight years of service as chapter air marking chairman.



San Antonio Chapter

Recent fly-outs have included a trip to El Campo for the opening of Val and Speck Morgan's airport offices.

And flying to lunch on weekends is becoming popular. With the weather cooperating, we traveled to New Braunfels and then Kenedy. Swearingen Corporation is next to be inspected, and the Randolph Air Fiesta will be fun. Plans are also being made for Omaha, with money carefully hoarded for Hawaii.

by Mary Ann Greer

Laura Richter, Gloria Blank and Barbara Martin enjoy the fly-in to New Braunfels for lunch.



New street signs are going up all around the Baton Rouge Ryan Airport to rename the streets after famous pilots. A formal dedication is scheduled for May 9-10 to coincide with the 20th anniversary of our chapter.

by Gloria Peterson

Tulsa Chapter

Speaker for the March meeting was Bill Harrison, former Reno Air Race contender. He discussed the thrill of racing Mustangs and a Sea Fury during the 1970s. "Aviation is great, but the people in it are even greater," he said, based on the loan of a part for the Sea Fury from another pilot at Half Moon Bay, California. He showed a video of his race in a modified Mustang.

Spartan students Andrea Lenahan and Margarita Martinez were guests for the meeting. Andrea had won a solo scholarship, so she contributed to our discussion on the best way to set up a scholarship fund.

Jo Nell O'Connor was also a guest for the meeting. She had attended the chapter's March 15 Pinchhitter course, the success of which was due to the cooperation of many members.

"Landings," was presented by Jim McElvain, our area accident prevention specialist. Leslie Patrick gave a short introduction to the Ninety-Nines for an audience of 30, including prospective 66s Arlene Goodison and Mickie Benesch. Our chapter furnished refreshments, and Tom Seebo represented the EAA.

Our March 25 "Back to Basics" featured the second part of "Landings," again presented by Jim McElvain. Howard Bucy represented the Texas Pilots Association.

by Betty Kidd

SOUTHEAST SECTION

Carolinas Chapter

The March meeting happened at the lowest point in the state of South Carolina — Hilton Head. It was a weekend meeting with accommodations at the Palmetto Dunes — villas, no less — arranged by Terri Lee Faerber. Attending were Evie Brooks, Shirley Latham, Dottie Ritter, and Louise and Herman Smith.

What was the action? George Kittle and his magnificent Christen Eagle, which took about five years to build. Members gained a friend and rides in the Eagle, as well as lots of information on the "care and feeding" of homebuilts.

Add to that video films by Don Content on the Oshkosh Grand Champion Luscombe of 1981 — plus a visiting Michigan Chapter 99, Betty Finout, who entertained us with her stories about a three-month camping trip aboard an Aeronca Chief on floats.

What a meeting!

by Page Shamburger

Florida Suncoast Chapter

Suncoast Chapter Chairman Mary Fletcher and Spaceport Chapter Chairman Rosemary Jones coordinated Women Pilots Day at Sun 'n' Fun, Lakeland Airport.

Greeting not only 99s visiting the ladies' pavilion tent, but other women pilots as well, was International Vice-President Barbara Sestito. Spaceport Chapter brought displays of various 99s activities, and Rosemary Jones added a personal touch with hand-squeezed orange juice from her own trees. The tables were decorated with orange blossoms and

Enjoying Sun 'n' Fun activities are Ruth Thomas, Mary Fletcher, Jessie Woods and Barbara Sestito.



Assisted by Leslie Patrick and Tom Seebo, Jim McElvain (center at right) presents a "Back to Basics" program in Wichita Falls.

CHAPTER NEWS, ETC.

Shreveport Chapter

Our airline captain, Renee Sharp, was married to Jimmie McGee March 22 in a beautiful picturebook wedding, and we are happy to welcome another 49½ to our congenial group.

Due to foot surgery, ace airplane builder Ray Hardey has temporarily halted her present project — rebuilding an Aeronca aptly named *Willie Fly*. This is the second major project for Ray, the first being *Itstha Pitts*, a beautiful aerobatic plane.

Eileen Anderson has completed her first ground school class. Now she's pacing the floor, awaiting the seven students' grades on the FAA written exam. By popular demand, another class will soon be in full swing.

Our acting air marking chairman, Lisa Reidheimer Garrett, supervised the DeSoto Parish Airport job with the help of husband Darryl, and she has plans to put us all to work on several more projects before the long, hot summer begins.

Joan Carroll, our social chairman, organized a retirement reception honoring Gene McKee, long-time manager at Downtown Airport. We're sorry to see this good friend leave our territory.

by Helen Hewitt

South Louisiana Chapter

Deb Ransdell assisted with instructing "Operation Rain Check" classes at Lake Charles Municipal Airport throughout March. From four to eight pilots attended sessions, which included discussions of tower and radar procedures as well as equipment. Ransdell is an air traffic controller.

Our chapter has been sponsoring the Louisiana Aerial Photo Contest, and some of the 8x10 entries of state scenes are really unique. Pat Ward has been accepting the entries, and a winner will be selected soon after the March 31 submission deadline.

Jan Mauritson handled the "Now for the Landing" phase of the program. She recently began a new job with the Tulsa Airport Authority.

Jones Tower Chief Jake Heller discussed communications, while CFIs Mary Alice Baldwin and Carol Thompson staged a mock emergency. The audience listened to the simulated problem on a hand-held radio.

Mary and Marv Jordison enjoyed the Sun 'n' Fun Fly-In in Florida, which is where Mary Alice and Carol also flew for a few days in the sun. Charlene and Ron McCullough flew their Mooney to San Antonio for spring break.

The chapter has sponsored two recent "Back to Basics" safety seminars — one in Tulsa and one in Bristow.

by Janet Minnerath

Wichita Falls Chapter

Our January meeting was held in the home of Barbara Henry. Most of the meeting was devoted to planning our first "Back to Basics" safety seminar.

The February 25 seminar at North Texas Federal was co-sponsored with the Experimental Aircraft Association. A slide presenta-



SOUTHWEST SECTION

Arizona Sundance Chapter

We enjoyed a video of 99 interviews and activities and celebrated with some very good food and a beautiful anniversary cake during the annual Charter Party February 14 at Marge and Ron Thayer's home. A singing telegram from "Eastern Union" was a surprise extra.

A business session followed the dinner hour during our March meeting at the Pearl of the Orient Chinese restaurant.

Chaired by Margot Myers, much preparation went into the success of the third annual Shamrock Air Derby. Preceded and succeeded by stormy days, the luck of the Irish was with us as March 15 dawned clear. There were 18 entries in the 426-mile speed race. Winners in the low-performance category were Bob Brackett and Wayne Bryane, flying a Tomahawk; high-performance winners were Frank Jackson and Stacy Hamm, flying a Beech A36. Guest speaker at the evening banquet was Bob Baker, former Air Force test pilot currently with Garrett Corporation.

Connie Arnold is now working for America West Airlines in the maintenance department.

by Kay Kohler

Fullerton Chapter

Braving inclement weather reports, the February fly-in to Lake Havasu was a success for Sylvia Paoli and son John, Jan and Butch Morris (who flew), and Barbara and Bill Covell (who drove). Many thanks go to Jan's mother, Agnes Garrity, for her hospitality.

The March fly-in to Apple Valley saw the same six brave souls seated for lunch at a table for 12, but we finally got a break in the weather March 15 — just in time for our Pennies-a-Pound at Fullerton Airport.

Eight aircraft flew a total of 18,709 pounds, 1000-1500 hours. Mary MacDonald chaired this event and did a wonderful job with publicity. With aircraft and fuel generously donated by Gerry Adamson, Patrick Bryant, Robynn Gaultiere, Bill Wressler, Joyce and Henry Lives, Jan and Butch Morris, Jan and Ed Nievesky, and Melanie and George Savord, chapter coffers netted \$1,027.

by Jan Nievesky

Long Beach Chapter

The chapter sponsored its first-ever Hailey's Comet Fly-in to San Felipe, Baja California, March 14-16. Escaping adverse weather in the Los Angeles Basin to bask in the Mexican sunshine, 39 brave souls were greeted at the airport by Senor Campos, assistant manager of the Hotel Castel San Felipe, complete with margaritas and chauffeured ground transportation.

The group gathered on the beach at 0400 Saturday and Sunday morning for a spectacular view of Hailey's Comet. Dorothy Reuther was the only person attending to have witnessed two flights of the comet.

Participants attended a margarita party in Connie Farmer's hotel room, where everyone was introduced. Our special guests for the evening were Eva Quinones and Erica Avila, from the Centro de Education Especial, and eight Canadians from Salmon Arm, British Columbia, who invited the 99s to Expo.

by Connie Farmer



ALABAMA CHAPTER 99s and friends air mark Hazel Green Airport.

Tennessee Chapter

The chapter will host a local USPFT rallye April 12 at the Morristown Airport, as well as the Southeast Region's May 17 competition for positions on the United States Proficiency Flight Team.

To promote flight safety, a six-month "Back to Basics" contest is currently underway. The chapter member with the greatest number of correct answers will win a prize.

by Linda Lowry



New Tennessee Chapter officers include (above) Vice-Chairman Anita Sasser, Secretary Mary West, Chairman Nell Weathers and Treasurer Irene Flewellen. The new chairman recognizes the service of the outgoing chairman, Marilyn Ayers, by presenting an AE medal inscribed with her years of tenure (below).



oranges, to the delight of 17 Suncoast members who attended. Other 99s who visited the tent during the day included Alexis Ewanchew, former section governor, and Jessie Woods, who entertained guests with stories from her barnstorming and wing-walking days.

In addition, Suncoast's Ann Werly, an FAA designated examiner, conducted a Pinch-hitter course by over 55 men and women.

Connie Farrell planned a big event at Winter Haven Airport, including a tour of John Brown's Seaplane Base. But, alas, thunderstorms, tornadoes and low-level windshears interfered.

We welcome new members Marilyn Bell, Genie Hindall, Pat Thorp and Jackie Tuttle.

by Barbara Sierchio

Kitty Hawk Chapter

After a stormy day and night, our February 15 meeting day turned out to be high and dry, bringing together 15 women pilots. Bob Farrington, FAA safety specialist, reviewed the upcoming "Back to Basics" safety program and updated us on new ARSA regulations in North Carolina. Following a buffet luncheon, Caroline Pilaar, Air Virginia pilot and USPFT member, reviewed her experiences with the team. She also outlined procedures for laying out a 99 compass rose and for setting up a USPFT rallye.

Our March 15 meeting brought together an enthusiastic crowd of 60 women and men pilots for our "Back to Basics" seminar, "On Landings." It was standing room only. Refreshments and door prizes provided a get-acquainted interlude for members, student pilots and the area men pilots.

Farrington ran a smooth ship 0930-1200 with films, handouts and answers to questions. After a lunch catered by 99 Joyce Munford, the rest of the day was devoted to practicing the morning's lessons in the air.

The meeting gave us a chance to tell our Ninety-Nines story, as well as to acquaint participants with 99-sponsored air races, future safety seminars and other aviation education programs.

by Hazel S. Monroe

Marin County Chapter

Our first Flying Companion Seminar was a truly worthwhile effort. We awarded one more certificate than we had registrations, and that was to "Baby Noble," whose mother and grandfather took the course. Ross was born a week later and daddy was delighted that his new son already had a flying certificate!

Base operations provided great support for the seminar held at Hamilton Field. Anne Silverman and Elaine Bull were able to bring their planes in for the preflight demonstration, although it was touch and go because of terrible weather. Peggy Williams flew in with Elaine, and they had a time getting tied down.

Susan Fraser opened the seminar with a beautiful story about the course she took that encouraged her to begin flying. We welcomed new member Captain Renee Adams, who flies US Army helicopters at Hamilton, and she pitched right in, conducting the weather portion of the seminar. Other participants included Peggy Williams, charts; LaVonne Boyle, survival; Will McGuinness, weight and balance; Lyn and Paul Thompson, radio communications (complete with student participation); Anne Silverman, FARs and airports; David Silverman (FAA-APC), "What to do if," and Randy Blume, "How Planes Fly and Instrument Interpretation."

by Anne Silverman



Elaine Bull and Will McGuinness prepare a sumptuous buffet for flying companions (above), while LaVonne Boyle circulates to answer questions regarding charts and course plotting (below).



Monterey Bay Chapter

Our January meeting at Salinas Airport was moved to the local Denny's Restaurant due to a power failure at the terminal. We liked the location so much that we returned for our February meeting. Both sessions were spent finalizing plans for our very successful Flying Companion Seminar and follow-up Pinch-hitter course. In addition, Geneva Cranford treated us to a fashion show of the various patterns available for our new uniforms.

We had over 45 enthusiastic flying companions in February, with 11 returning on a blustery Saturday in March for the Pinch-hitter course. Five, including 49½ Yuchuek Hsia, even braved the winds and cloudy skies to fly right seat for an hour or more.

With Dell Hinn as chief guide, we conducted a tour of Salinas Airport and the FSS for 30 Big and Little Members of the Monterey Peninsula Buddy Program. Each child got to sit in an airplane and handle the controls, spend time in the control tower and observe as Flight Service Specialist Linda Avakian inflated and released a weather balloon.

March 11 was the date of the annual HAM spot landing contest at Hollister in honor of the joint birthday of Dell Hinn and Verna West. Dell, Gene FitzPatrick and Diana Peterson flew over to take on the Santa Clara Valley Chapter, and there were some gusty winds to make it interesting. Dell made a good showing with a score of 25, but, alas, the trophy again went home with a Santa Clara Valley gal.

Ann Haile and Geneva Cranford attended the World Congress in India and report that the Taj Mahal and other sights are as spectacular as they are reputed to be.

Lynne Hsia and Bobbie Garin came home from the March 22 Southwest Section board meeting energized with new ideas concerning flying activities, proficiency and membership recruitment. Dell Hinn, Ann Haile and Diana Peterson attended a CAP orientation the same day. Gene FitzPatrick, flight operations officer of the local squadron, recruited them into the corp.

by Diana Peterson

Orange County Chapter

Million Air was again the location for our March business meeting. Housed in the old Orange County tower, the view is spectacular, and the fine furnishings are available for flight planning and hangar flying.

Cynthia Shofer hosted the March social, which featured a White Elephant sale. A pending new member bought the pesty beads that have been recycling for about 10 years. We are glad to report a \$116 profit, and glad to welcome new 99 Loretta Morgan-Rebar.

Our Palm Springs fly-in was a drive-in March 15-16 to the Jamisons. Sally Cornell, Elaine Williamson, Marci Mauthe, Charlene Hengesh, Adrienne and Pat O'Brian, Hank and Joan Hill, Lee and Bev Allen, Gwen and Charles Haynes, and Marje and Fred Hanson enjoyed a great buffet lunch, sun, swimming for a few brave souls and evening poker. Then followed a terrific desert view of the snow that was dropped to the 1,000-foot level by a torrential storm during the night.

Marje Hanson, Sally Cornell and Elaine Williamson were back in the air March 22-23 for the Southwest Section Chapter Chairman's Meeting in Oakland.

by Mary Lee Mershon

Phoenix Chapter

Stacy Hamm copiloted with Richard Jackson to win first place in the high-performance

category of Arizona Sundance Chapter's Shamrock Derby. Martie Pearce and Barbara Coleman claimed second-place trophies in the low-performance category, while Arizona Sundance Chapter Chairman Marge Thayer and Ruby Sheldon went home with first-place trophies and a leg prize. A non-racer won the exquisite Enos Stained Glass wallhanging, which was raffled at the Awards Banquet, and the gorgeous Eagle Dancer, donated by Marge Thayer and Lucy Enos, now hangs over my fireplace.

Lois Ward represented the chapter at the World Congress in India. She reports a mind-boggling, once-in-a-lifetime experience.

Barbara Teague, on behalf of the chapter, issued an invitation to aircraft controllers throughout Arizona to fly with the Phoenix 99s as we participate in AOPA's Fly-a-Controller Program, in honor of the 50th anniversary of air traffic control. Plans have been made to visit the super new FSS facilities at Prescott in conjunction with the program.

June Bonesteel did her usual "June Bug Bit" for the preflight contest at the Cochise NIFA SAFECON. Representing the chapter as judges were 99 Curt Tinsler, 49½ Bill Tobey and friend Mike Rodriguez, while 99 Bonnie Ravenscroft (the chapter's 1985 scholarship recipient) competed in the meet.

by Mary Lou Brown



Sally Cornell and Charlene Hengesh toast in the Palm Springs sunshine (above). Other Orange County 99s and friends enjoying the fly-in include (below) Jane Jamison, Fred Harrison, John Jamison, Marci Mauthe, Mary Ann Jamison and a guest.



Reno Chapter

There were 29 present at our March 21 meeting at Cattleman's.

Linda Draper presented a video of her latest goals in working toward setting the world record high-altitude glider flight. She and several other glider pilots are working with NASA and Edwards AFB to achieve this record. The flights are originating at California City.

by Cheryl Bishop

Sacramento Valley Chapter

We will hold our second annual Executive Aviation Fair May 17 at Executive Airport in Sacramento. A pancake breakfast is being planned, along with airplane rides and tethered hot air balloon excursions. MaryBen McClave, Betty Alair and Lynn Hoelscher are working with the various committees. Last year was a huge success, and we are looking forward to an even greater event this year, with proceeds going to our scholarship fund.

We will tour Castle AFB in Merced June 14, then on to Harris Ranch for dinner. In between, we are air marking several airports and making weekend brunch trips.

by Shirley Sandlin

San Fernando Valley Chapter

"Where the heck is Bullhead City?" No problem finding it now that chapter members and friends enjoyed a sunny weekend air marking the airport located on the Arizona/Nevada border. Painters were kept busy, but found time for boating on the Colorado River and trying their luck at nearby casinos.

Claire Kopp, chairman of the San Gabriel Valley Chapter and recent recipient of a Ninety-Nines Research Grant, spoke at our February meeting. We were able to assist in her research on spatial orientation by participating in a written test designed to explore how spatial abilities relate to a pilot's background and experiences.

We also enjoyed birthday cake at the February meeting in celebration of the chapter's 34th anniversary.

Air race fever captured over 30 competitors in the chapter's annual Valley Air Derby March 29. The 200-statute-mile handicap air race tested aircraft performance and navigation skills, as 99s and 49½s timed, spotted and added the competition.

by Jan Goforth and Susan Skalla

San Gabriel Valley Chapter

Members operating a booth at the Pomona Valley Air Show during Cable Airport's 50th anniversary celebration included Dot Avery, Ilse Cook, Vi Dobbins, Traude Gomez, Marge Harper, Farrel Salen, Eve Hunt, Anita Bennett, Catherine Murphy, Margaret Lawson and Claire Kopp.

Pat Robinson, group leader of the CAP Search and Rescue Team, was the speaker at our February meeting. She explained how a search for a downed plane is conducted, and she brought a very complete survival kit for us to examine.

The March program speaker was Katharine Stinson, Washington, D.C. 99. She related how Amelia Earhart told her she had a better chance for a career in aviation as an engineer than trying to make a living as a pilot. Katharine became the first woman to graduate from the North Carolina State School of Engineering and the first female engineer in the CAA, now known as the FAA.

by Eve Hunt

Santa Clara Valley Chapter

Janet Hitt, FAA, presented the initial "Back to Basics" program on landings in February. Two weeks later, the second portion was presented at the local FSDO offices.

Maureen Houck placed first out of a field of nine in the spot landing contest at the annual Hollister Air Meet (HAM) March 11. Dell Hinn placed second, followed by Evelyn Lundstrom in third place.

Our annual white elephant sale and potluck supper was a great success again, with an abundance of items for 99s to buy. The sale is our fund-raising effort to finance scholarships for members of the San Jose State NIFA team. We were able to contribute \$843 this year.

by Debby Cunningham

Tucson Chapter

Lee Unger has not yet returned to instructing after the birth of Krista, but she keeps her flying skills sharp by performing aerobatics in the Super Decathlon with Hotton Aviation.

Our last meeting at Tucson International was all work. Most of the membership came to stuff envelopes with information on the May Southwest Sectional. Linda Duckworth and Lorraine Newhouse have already flown to Casa Grande to work out an en route event

for those flying in.

Wyn and Jason Hayward flew their A36 to a strong second place in the annual Shamrock Derby sponsored by the Arizona Sundance Chapter. They missed first by a mere four seconds. Co-Chairman Stacy Hamm of Phoenix was copilot in the winning plane, so the 99s were well up there.

by Maggie Schock

Utah Chapter

Linda Anderson is the chapter Pilot of the Year and current chairman. She organized our birthday dinner, planned the spring flight rally and became an expert at operating paint sprayers at air markings. Linda earned her instrument rating in December and is now working on her commercial and CFI.

March came in "lamb-like," with ideal flying conditions for our spring Flight Rally. The event began March 1 with registration and a spaghetti lunch. So much food was consumed that there was concern some planes might be approaching gross weight. The mystery course led to the small airport at Preston, Idaho. Necessary facts to be discovered included the number of fuel pumps, the color of the courtesy car and the missing runway number. (A prospective air marking job?) The return route to Salt Lake City included additional clues and questions. Flying in the rally were Carol Clarke, Jean Coffman, Shirley Florence, Wilma Nichols, Deann Sadlier and Lorrie Thorn. Jean and Carol placed first, with Wilma and partner Bill Brinn in third. Linda Anderson and Vicki Ward planned the rally, while Janna Cardon helped with lunch.

by Carol Clarke

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Mike Conlin, Helen Wilke and guests are among the Dallas Redbirds making instrument flight training hoods at Elaine McReynolds' March meeting.

This photo arrived too late to be included in the proper "Chapter News" sequence.)



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