

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 12

JULY/AUGUST 1986

NUMBER 6



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Amelia Earhart Memorial Scholarship Fund

99 Speaks at National Congress

by Linda Dickerson

For the first time in the history of the National Congress on Aviation & Space Education, the Ninety-Nines were invited to address the Congress. While we have always participated in the annual event as an exhibitor, the

in a panel symposium along with Dr. Hope Isaacson, president of the University Aviation Association, and Dr. Mervin K. Strickler, Jr., World Aerospace Education Organization. Each panelist was given 15 minutes to

tion from the educators when Dickerson asked them to stand and be recognized at the end of her speech.

The Congress is jointly sponsored every year in March by the FAA, Civil Air Patrol, National Air and Space Museum and NASA. It is designed to promote an understanding of aerospace, to further the cause of aerospace education, and to motivate the participants to inform the public of the impact of aerospace on all aspects of society. This annual leadership event brings together over 1,000 teachers, counselors, school administrators and representatives of government and industry. Participants come from all 50 states and several foreign countries.

Many participants travel gratis to the convention city on military aircraft, such as C-130s, compliments of the US Air Force and Air National Guard.

The theme of this year's Congress, a salute to Christa McAuliffe, who had been scheduled as keynote speaker, was led by Barbara Morgan, the second teacher in space. Morgan presented an informative movie detailing the intense training all the teacher in space candidates underwent with NASA. She is very interested in Ninety-Nines, who are encouraged to write to her c/o NASA Headquarters, Code Lee, Washington, D.C. 20546.



Participants at the National Congress on Aviation and Space Education include 99 Linda Dickerson, Colonel Jack Sutcliffe, director of the USAF Office of Youth Relations, and Dr. Mervin K. Strickler, Jr., World Aerospace Education Organization.

1986 convention marked our first time to speak to educators who gathered March 19-23 at the Sheraton Hotel in New Orleans, Louisiana.

Linda Dickerson, standing in for President Hazel Jones, participated

discuss the purpose and projects of their respective organizations, after which they participated in a question/answer session with the audience. About 40 Ninety-Nines attending the seminar received a resounding ova-

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Dear Ninety-Nines

The International Board of Directors recently voted to make a complete change in *The 99 NEWS* as we presently know it. Since this July/August issue is the last one of its kind, all of us on the current staff want to take a moment to say thanks for all your contributions to the magazine.

Your support and interest have made our job very exciting. Just by virtue of having proofread all the copy for each issue several times over, we feel we know you very well. We have been constantly amazed, from one issue to the next, to learn about the accomplishments of our fellow 99s.

But that's the neat part of being a 99. The projects we complete are not just busy work; they result in real benefits for those who use the sky worldwide.

The past six years have been a rewarding experience for us. Thanks again for the real contribution you have made to our organization.

Happy flying!

— Lu Hollander, Nema Masonhall,
Nancy Smith and Norma Vandergriff

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NEW YORK-NEW JERSEY SECTION

Patricia Valdata, Garden State
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NORTH CENTRAL SECTION

Paula Kruse Block, Kentucky
Bluegrass — COMM

NORTHWEST SECTION

Anita Lewis, Idaho — CFI
Diana Dwelle, North Dakota — COMM

SOUTH CENTRAL SECTION

Jan Terrell, Abilene Area — CFI
Shari Egan, Colorado — IFR
Kay Barnett, El Paso — CFII
Lynn Kitto, El Paso — IGI
Patti Mitchell, El Paso — Citation
Charlene Davis, Oklahoma — CFI

SOUTHWEST SECTION

Ferrel Salen, San Gabriel Valley — AGI
Jan Moon, Santa Clara Valley — CFI

A Letter

Dear Editor:

I ask a favor of you. Will you write in *The 99 NEWS* my special thanks to all the friends who wrote to me sending greetings for my health? I received several nice cards and letters from Diane Cozzi, Marilyn Copeland, Glenn Buffington and many other friends. I cannot reply to everyone, but I am very glad to have received them.

I am at home now, and I can walk with the walking sticks. My left leg needs more care, and I have to go back to the hospital — but only for a few days, I hope.

I cannot come to Atchison this year, but I hope to be able to go to the meeting of European Women Pilots at the end of June in Vienna.

I am very sad to have missed the meeting in India this year! I hope to fly again in some months, and I hope to see you soon.

Love to all the friends!

Yours Sincerely,
Fiorenza de Bernardi

Calendar

JULY

July 12: Okie Derby, 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 18-20: Tennessee Air Tour, 725-mile route with stops at 16 airports. Contact Diane Gusk, Office of Aeronautics, Tennessee Department of Transportation, P.O. Box 17326, Nashville TN 37217, (615) 741-3208.

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.

AUGUST

August 1-9: EAA Oshkosh '86, annual fly-in convention, Oshkosh, Wisconsin.

August 9: Poker Run and Safety Seminar, sponsored by Pikes Peak Chapter. Contact Phyllis Wells, (303) 495-4505.

August 12-17: International Convention of The Ninety-Nines, Inc., Hilton Hawaiian Village, Honolulu, Hawaii.

August 22-24: Northwest Petticoat Derby, Bremerton, Washington, hosted by Greater Seattle Chapter. Limit 30 planes; women pilots only. Entry kits, \$5, Valleta Friedman, P.O. Box 1216, Gig Harbor WA 98335.

August 23-24: Springfield Air Rendezvous '86, Capital Airport, Springfield, Illinois. Featuring Eagles Aerobatic Team, Bob Bishop, Charlie Wells, Red Baron Squadron, Pepsi Skywriter, warbirds, homebuilts and military aircraft, including USAF Thunderbirds Saturday only; hangar parties, August 22-23. Contact Lorraine Reynolds, 801½ A S. 4th St., Springfield IL 62703, (217) 789-7776.

SEPTEMBER

September 7: Poker Run, sponsored by Eastern Ontario Chapter. Contact Lorna deBlicquy, (613) 225-9957.

September 12-14: Michigan SMALL Race, Capital City Airport, Lansing, Michigan.

September 12-14: Mile High Air Derby, Front Range Airport, Watkins, Colorado, sponsored by Colorado Chapter. Race kits, \$3, Mile High Air Derby, 14437 W. 32nd Ave., Golden CO 80401, (303) 278-4435.

September 13: Sunflower Air Rally, Hutchinson, Kansas, sponsored by Kansas Chapter.

September 19-21: South Central Sectional, Dallas, Texas, hosted by Dallas Chapter.

September 19-21: North Central Sectional, Akron, Ohio. Contact Meigs Adams, 68 W. Case Dr., Hudson OH 44236, (216) 650-4846.

Southwest Sectional, Asilomar Conference Grounds, Pacific Grove, California. Contact Helen Shropshire, P.O. Box 534, Pacific Grove CA 93950.

September 25-28: WASP Reunion, Sweetwater, Texas.

September 26-27: Fourth Annual Capitol Proficiency Race, Manassas, Virginia, sponsored by Washington, D.C. Chapter. September 20 deadline for \$25 entry fee. Entry kits, \$3, Gerda Ruhnke, 11560 Rolling Green Ct., #300, Reston VA 22091, (703) 476-5845.

September 27-28: Amigo Airshow, Biggs Army Airfield, El Paso, Texas.

OCTOBER

October 4: Treasure Hunt, Poker Run and Spot Landing Contest, Ann Arbor Municipal Airport, Michigan, sponsored by Greater Detroit Area Chapter; raindate, October 5. Trophies and prizes. Contact Gerry Kemichick, 27827 Lorraine, Warren MI 48093, (313) 758-7944.

October 18: Treasure Hunt, Meadowlake Airport, Colorado. Contact Joanne Wormsbacker, (303) 598-5889.

October 24-26: 11th Annual Salinas His 'n' Hers Great Pumpkin Classic, co-sponsored by Monterey Bay Chapter and Salinas Owners and Pilots Association. Race kits, \$3, Dennis or Carol Hill, 338 Maker Rd., Watsonville CA 95076, (408) 722-7969.

October 29-November 1: Aircraft Owners & Pilots Association (AOPA) Convention, San Antonio, Texas. Contact Ann Kilian, (301) 695-2052, or Patricia Weil, (301) 695-2156.

THE PRESIDENT'S MESSAGE



by International President Hazel Jones

The end of March signaled the close of fund-raising for this year's Amelia Earhart Memorial Scholarship Awards. This Scholarship Fund (AEMSF) is the official program supported by most chapters and sections within the Ninety-Nines.

I know from reading all the wonderful newsletters that cross my desk that many chapters have scholarships that are awarded locally; I wonder if this is the reason fewer chapters contributed to the AEMSF this year.

Perhaps some of you wonder what the Ninety-Nines' AEMSF is and just how the Scholarship Board of Trustees functions. I hope the following discussion will provide insight about the AEMSF and highlight the real dedication of the women who serve on this Board.

The Board of Trustees meets at Headquarters in Oklahoma City for three days each year to study the applications that have progressed from individual chapters through the section screening process. Prior to their arrival, each Trustee has received copies of all applications and rated them independently. At the meeting, each Trustee's scores become part of an overall rating system not biased by group discussions.

Applications with the highest overall numerical ratings become national winners and are submitted for final selection to a panel of judges chosen from the aviation community. These judges, also working independently, are asked to rate each applicant sequentially with number one being the favorite, etc. When the applications are returned to the AE Trustees, they simply begin with number one and grant awards until the current year's funds are exhausted.

Where does the money for each year's awards come from? Does the AE Scholarship Fund already have enough money? Many think it is well-endowed and needs only token support. Nothing could be further from the truth. The money is derived from two sources.

One is the interest earned from the AEMSF Permanent Fund. When it was established in 1941, the delegates at International Convention that year resolved that only the interest from the AE Scholarship Fund could be used for awards each year. That resolution still stands today.

The other source of funding is from chapters and sections that make donations. Half of each annual donation is placed in the Permanent Fund, while half goes to the current year's AE Scholarship recipients.

Remember that the Permanent Fund cannot be used for AE Scholarships. Only interest from the Permanent Fund can be used, coupled with half the monies contributed by chapters and sections each year.

All special memorial contributions go into the Permanent Fund unless otherwise designated. There are now a great many memorial funds within the Permanent Fund, among them the Jane Zieber Kelley Memorial Fund which was specifically set up to grant one AE Scholarship each year. Scholarships can also be awarded on a one-time basis in memory of a member who has gone to New Horizons, but only if specified at the time of donation; otherwise, the memorial donation becomes a part of the Permanent Fund.

The AEMSF Trustees serve without compensation. Unlike International Board Members of the Ninety-Nines who are reimbursed for travel to International meetings, the Trustees pay their own expenses to Headquarters meetings. They must also meet prior to International Convention, usually requiring their arrival a day early. No out-of-pocket expenses, such as stamps or phone calls, are reimbursed. In fact, prospective Trustees are informed that the position will cost them approximately \$2,000 annually. It is difficult to measure, but Trustees estimate that they average one or

two days per week of time spent on AEMSF affairs. I think it is time all of us gave these Trustees an enthusiastic vote of thanks for all their efforts. They are truly the unsung heroines working behind the scenes to help 99s further their aviation careers.

If your chapter has a local scholarship, take the time to consider whether your fund will help more at the local level or have a greater impact when co-mingled with the other dollars in the Ninety-Nines' AEMSF. (Since it honors Amelia Earhart and all the other women in aviation who have gone to New Horizons, the AEMSF really should be considered the Ninety-Nines Memorial Scholarship Fund.)

Remember also the cost of everything today, and don't just look to see what your chapter or section contributed last year in order to donate the same amount again. Try, if you can, to really support the AEMSF so that those who come after us can share our joy of flying. If you were in Baltimore last year and heard Anita Doss Ruth speak, you know the sky is the limit for young women in aviation today —sometimes all they need is a small "leg up" to make their dreams a reality.

The next time your chapter discusses a donation to the AEMSF, think about the Trustees who work so hard for you. Remember the constraints under which they work, and how every dime available goes to help 99s achieve their aviation goals. Hats off the AEMSF Trustees! They're something special!

NOTAM

Current plans do not allow space for the Amelia Earhart Memorial Scholarship application forms to appear in the forthcoming 16-page newsletter that is replacing *The 99 NEWS* magazine.

Your magazine staff felt it was important to include the 1987 forms in this last issue — even though it is a bit early in the year for them to appear.

The 1987 AE Scholarship application forms appear on the following three pages.

1987 Fact Sheet

Pertaining to the Applications for Amelia Earhart Career Scholarships

Any Ninety-Nine wishing to apply for a scholarship is invited to thoroughly read this page and the section in The Ninety-Nines Membership Directory on "How to Apply for Scholarships and Grants." The criteria for an applicant includes the following:

- has been a member of The Ninety-Nines, Inc. for the 24 consecutive months since January 1, 1985;
- holds a current medical certificate;
- has a current BFR (Biennial Flight Review) for USA only;
- has a minimum of 150 hours of total pilot time (does not apply to Research Scholar applicants);
- has financial need of the award;
- has a letter of recommendation signed by the chapter scholarship chairman (or the chapter chairman);
- has a letter of recommendation from an individual who is not a Ninety-Nine; and
- agrees to complete the course and/or training by December 31, 1988.

THIS APPLICATION CONSISTS OF the original and six exact copies (seven total) of:

1. **Application Form** (which includes experience record);
2. **Eligibility Form** (only the original need be notarized in the place provided);
3. **Letter of Recommendation from the chapter scholarship chairman** (or chapter chairman);
4. **Letter of Recommendation from an individual who is not a Ninety-Nine;** and
5. **The winners will be required to furnish two clear head-and-shoulders photos (2½" x 2½")** taken within the past two years.

NOTE: Omit use of binders and covers of all types.

Any item not completed on the Application Form may result in disqualification.

Original and six exact copies (seven total) of all material furnished must be submitted to chapter AE chairman.

EACH CHAPTER IS ALLOWED ONE APPLICANT FOR EVERY 30 MEMBERS OR MAJOR PORTION THEREOF.

Regardless of size, each chapter is allowed at least one applicant. The Scholarship Chairman may select a committee to assist her in screening applicants. This will be composed of two or three Ninety-Nines or other members of the local aviation community who would have a non-biased interest in furthering aviation. Chapter chairmen may serve as scholarship chairmen.

THE CHAPTER SCHOLARSHIP CHAIRMAN (with her committee if one is needed) will screen the Career Scholarship applications. The chapter scholarship chairman mails her chapter quota (or less) of the applications to the section scholarship chairman, postmarked no later than JANUARY 15. Use of the following criteria will help in making chapter selection(s) for forwarding to the section:

- A. Are the applications and supporting materials (original plus six exact copies) complete in every respect?
- B. Does she need the award financially?
- C. Is the requested amount of funding appropriate (time needed, plus rental and instructor rates in your area)?
- D. How realistic is her goal?
- E. What has the applicant already accomplished?
- F. Is she a participating Ninety-Nine?
- G. Was she chosen by general accord of the chapter?

NOTAM TO CHAPTER CHAIRMAN OR SCHOLARSHIP CHAIRMAN:

**Your Letter MUST Cover
Items B-G At Left**

A SECTION MEMBER (not affiliated with a chapter) may request a letter of recommendation from the section governor and submit her application as directed above to the section scholarship chairman no later than JANUARY 15.

THE SECTION SCHOLARSHIP CHAIRMAN will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each section may submit one application for each 200 members of the section or a major fraction thereof to the Vice-Chairman of the AEMSf to be postmarked no later than JANUARY 31. The section scholarship chairman will notify all applicants of the status of their applications by FEBRUARY 5. All sections, regardless of size, may submit at least one application.

1987 Application Form

Application must be complete in every respect.
Any item not completed in application may result in disqualification.
Use additional sheets for any items as necessary.

Amelia Earhart Career Scholarship

Contact Headquarters for Research Scholar Grant Application

APPLICANT MAY APPLY FOR
ONLY ONE CERTIFICATE OR RATING

Scholarship would be used for completion of:

REASONS FOR APPLYING:

A one-page letter giving short-range and long-term goals as well as employment opportunities must accompany each application.

Name			
Address		City	State Zip
Phone (____)	Birthdate	Number of Children	Ages
Other Dependents		BFR Date (USA only)	
Date Private Certificate received		Airman's Certificate #	Date Last Medical Class
Chapter	Section	Date Joined The Ninety-Nines, Inc.	

HOURS	P.I.C.	DUAL	TOTAL	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT	NIGHT	XC	SIMULATOR	* FLIGHT INSTRUCTION GIVEN
SINGLE ENGINE	+	-							
MULTIENGINE	+	-							
OTHER (explain & show hours)	+	-							

CERTIFICATES & RATINGS NOW HELD:

Type of License ☐ Private ☐ Commercial ☐ ATP
Ground Instructor ☐ Basic ☐ Advanced ☐ Instrument
Flight Instructor ☐ Airplane ☐ Instrument ☐ Rotor ☐ Glider
FAA Flight Examiner ☐ Private ☐ Commercial ☐ Helicopter ☐ Glider ☐ ASEL ☐ ASES ☐ AMEL ☐ AMES ☐ Instrument ☐ Written
Ratings & Limitations ☐ ASEL ☐ ASES ☐ AMEL ☐ AMES ☐ Instrument ☐ Glider ☐ Balloon ☐ Helicopter ☐ Gyro ☐ SE-ATP ☐ ME-ATP

If this application requires flight training, applicants should anticipate completion of same under FAR Part 61.

Ultimate aviation career goal:	
Highest academic degree and where obtained:	
Present position, employer and date employed:	
Previous employment (give dates):	
Marital Status:	Husband's name:
Husband's position and employer:	
Have you applied for another aviation scholarship this year? If so, identify:	

EXPERIENCE (list THREE longest cross-country flights):

DATE	FROM (City and State)	TO (City & State)	Nautical Miles	Pilot Hours

*Instructing (year, place and duration of job):
Other aeronautical experience or training:

1987 AE Scholarship Eligibility Form

The following statement is to be completed by a responsible official of the accredited school
or by a qualified instructor who would give the instruction.

CREDENTIALS:

I have examined the credentials of (NAME OF APPLICANT) _____ and find her to be eligible
and deemed fully qualified per FAR Part 61 (if flight training) to accomplish the course entitled: _____

NOTE: Applicants desiring consideration for an AEMS F Career Scholarship for flight training should anticipate training under FAR Part 61.

Name of School or Qualified Instructor: _____ I hereby certify all information stated above is true and correct.

Signed: _____
Address _____ Title: _____

Telephone: (____) _____ Date _____

AIRCRAFT TO BE USED (one or two types as required):

Make: _____ Model: _____ Make: _____ Model: _____

	AIRCRAFT #1	AIRCRAFT #2
DUAL FLIGHT TIME	Aircraft Rental _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____	
	..... Instructor Time _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____	
SOLO FLIGHT TIME	Aircraft Rental _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____	
GROUND SCHOOL (or show flat rate amount for the course)	_____ hours @ _____ /hour = \$ _____	
FLIGHT SIMULATOR	Rental _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____	
	..... Instructor _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____	
EXAMINER FOR FLIGHT CHECK (show aircraft expense above under solo flight time):		= \$ _____
OTHER (describe):		= \$ _____
NOTE: Upon receipt of properly executed AEMS F forms, check will be made jointly to applicant and school (or instructor).	TOTAL OF ABOVE	\$ _____
	Less employee discount (if applicable)	\$ _____
	TOTAL NET COST (in US dollars)	\$ _____

THE FOLLOWING IS TO BE COMPLETED BY THE CHAPTER SCHOLARSHIP CHAIRMAN (OR CHAPTER CHAIRMAN):

I verify the accuracy of this application. My letter of recommendation accompanies this form.

Signed _____ (date) _____ OR Signed _____ (date) _____
Chapter Scholarship Chairman Chapter Chairman

NOTE: Original and six exact copies (seven total) of all material furnished must be sent to the SECTION SCHOLARSHIP CHAIRMAN postmarked no later than JANUARY 15.

TO BE NOTARIZED

BE IT KNOWN THAT:

- I have been a member of The Ninety-Nines, Inc. for the 24 consecutive months since January 1, 1985.
- I have logged at least 150 hours of pilot time.
- If I receive this Career Scholarship, I will complete the project for which this application is submitted by December 31, 1988.
- I agree to retain my membership in The Ninety-Nines, Inc. during this time.
- I understand that the funds are to be used ONLY for the purpose for which I am applying.
- I will communicate, at least quarterly, with the Treasurer of the Amelia Earhart Memorial Scholarship Fund (AEMS F) and inform her of my progress.
- I attest to the fact that my application reflects an honest appraisal of my ability to complete the goal requested herein.

I CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT. SIGNED _____

Subscribed and sworn before me this _____ day of _____, 19 _____

Notary Public: _____ My commission expires: _____



MUTZ TRENSE



NYDIA MEYERS

NYDIA MEYERS

The sky over the Al Meyers Airport of Tecumseh seemed deserted May 5. Vigorous Nydia Meyers, Michigan Chapter 99, departed on the final trip to New Horizons.

Nydia, a PhD graduate of Stanford University in California, was a specialist in blood disorders and organic biochemistry. She worked with the American Chemical Society, British Chemical Society, American Association of the Advancement of Science, New York Microscopical Society, New York Academy of Science, State Microscopical Society of Illinois, and the Women's Research Society, University of Michigan.

She was a former fellow of the British Empire Cancer Campaign, research associate with Nobel Prize winner Paul Karrer at the University of Zurich, research associate at Wayne County General Hospital, and member of the Michigan Science Teachers Association and the Cornell, Stanford and University of Michigan alumni associations.

In 1976, upon the death of her husband, aviation pioneer Allen Meyers, Nydia took up the reins of his airplane business. At Michigan Aeronautics Commission meetings, her voice could be heard in support of privately owned airports. In the Michigan aviation community, she was a member of the Michigan Association of Airport Executives. She held private and commercial licenses, and was a member of the Yankee Air Force, Aircraft Owners and Pilots

Association, Meyers Aircraft Owners Association, OX-5 Club of America, Experimental Aircraft Association and Antique Airplane Association.

Nydia was busily organizing a 50th anniversary celebration in honor of the Meyers Airport and Allen Meyers when her call to New Horizons arrived.

by Grace Linnemann

LORNA KRINGLE

Puget Sound Chapter

LEROY McCHESNEY

Leroy McChesney, 49½ of Grace McChesney has passed away. He was a valued member of the aviation community, a charter member of the County Pilots Association, grand marshal of Airport Day in 1984, past chairman of the County Airport Technical Committee, and past president and legislative chairman of the California Aviation Council.

CLAIRELOTTE "MUTZ" TRENSE

We are mourning for Clairelotte "Mutz" Trensé from the German Section. Illness took her to New Horizons March 4.

In 1955, after Germany had regained its air sovereignty, Mutz obtained her pilot's licence for motor-aircraft as well as her glider rating. She became Europe's first flying photo-reporter with a plane of her own, and she took part in the first "Deutschland-Flug" after the war. In 1968 and 1970, she won the German motorflight championship. Mutz and her PA-18 with the call-sign EMUZ were well known at almost every European airport.

In 1968, she participated in the Atlantic Rallye and, one year later, in that of the Black Sea. Together with Hanna Reitsch, Elly Beinhorn and others, Mutz founded the Association of German Women Pilots, whose president she remained until her death. This association has more than 200 members today and has been imprinted by her personality and idealism.

Since 1971, she has been flying long-distance rallies in the USA, South Africa and Australia. In 1973, she won the prize for the best foreign crew in the US All-Women Transcontinental Air Race, known as the Powder Puff Derby.

Mutz Trensé's death has left the aviators' sky destitute of a great personality. The memory of the deceased will be kept awake in the minds of all those who knew her.

by Gisela Volkner

New Horizons

MAGGIE WRIGHT PARSONS

Memorial services were held January 2 for Maggie Parsons, who bravely fought a debilitating illness.

As pilot and friend, Maggie served the San Diego Chapter in many ways. She ably held the positions of vice-chairman, treasurer, Pacific Air Race chairman, APT chairman and willing worker on nearly every project. When she could not move fast enough with her crutch, she resorted to her wheelchair, with a willing fellow 99 or husband Gary providing the power.

Maggie was awarded the chapter scholarship, which she used to earn her instrument rating. She planned to utilize her new rating during a flying trip to Alaska, which she and a 99 friend were to take later this year.

Maggie's courage was a message to all of us.

by Pat Fry

'87 Whirly-Girls Scholarship Applications Now Available

Applications are now available for 1987 scholarships, which will be awarded to two deserving Whirly-Girls. Each must be used to obtain additional or transition helicopter ratings to further the individual's degree of professionalism and marketability as an experienced pilot in the helicopter industry.

Each year since 1968, the international organization of women helicopter pilots has awarded the Doris Mullen Scholarship in memory of Whirly-Girl #84. For 1987, the second scholarship will be given in memory of Val Johnson, #195.

Applicants for the grants must have proof of financial need, such as a copy of their 1985 income tax report, as well as an FAA or foreign equivalent private or commercial rotorcraft helicopter license. They must be representative of the high standards upheld by the Whirly-Girls, and they must have demonstrated a strong desire and sincere effort to pursue a helicopter pilot career.

Scholarship applications are available from the Whirly-Girls, Inc., Suite 700, 1725 DeSales St., N.W., Washington, D.C. 20036, USA. Deadline for receipt of completed applications, with check for \$15 payable to the Whirly-Girls Scholarship Fund, Inc., to cover the cost of processing and mailing, is November 1. Winners will be notified in January, with presentations at an awards dinner in February during the annual meeting of the Helicopter Association International in Dallas, Texas.

BACK TO BASICS Pilot Safety Seminars

The stats are in for the first five months of sponsorship of the FAA-originated pilot safety seminars, "Back to Basics." Scheduled to run three years through 1988, each quarter features a different basic flying topic. "On Landings" and "Mid-Air Collision Avoidance" are in the can, and "Weather" is coming up for the third quarter.

One section (Caribbean) and 37 chapters have appointed Basics' chairmen, and look at what they have done so far: January, 2,375 attended seven seminars; February, 1,705 at 13 seminars; March, 2,140 at 24 seminars; April, 1986 at 18 seminars; May, 581 at 15 seminars. With 77 sessions completed, the 99s have brought "Back to Basics" to 7,787 pilots interested in maintaining safety. That's an average of 101 pilots per seminar.

Hats off to the following participating chapters for a job well done: Abilene Area, All-Ohio, Cameron Park, Central New York, Chicago Area, Delaware, Eastern Oregon, Florida Goldcoast, Foothills, Ft. Worth, Golden Triangle, Greater Kansas City, Hampton Roads, Hi-Desert, Houston, Indiana Dunes, Inland California, Kansas, Kitty Hawk, Lake Erie, Lubbock, Middle Tennessee, Oklahoma, Omaha Area, Orange County, Placer Gold, Potomac, Sacramento Valley, San Fernando Valley, Scioto Valley, Texas Dogwood, Three Rivers, Tulsa, Tucson, Utah, Wichita Falls and Wildflower, as well as the Caribbean Section.

If your chapter is not yet participating, we could really use your help. Even if you are a small group, think about joining another chapter to co-sponsor a seminar. The programs are pre-planned and the announcement shells are pre-printed by the FAA; all you have to do is schedule a meeting hall, rustle up some refreshments and get ready for the best safety programs ever. With recent budget cuts enacted by Congress, the FAA needs our help more than ever — and they appreciate it. I am in frequent contact with Gary Koch, national coordinator for the FAA in Washington, D.C., and Admiral Engen, FAA administrator, and they are astounded by what we are doing.

Please call or write me today for information on getting started: P.O. Box 171071, Nashville TN 37217, (615) 331-6227.

by Linda Dickerson

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Dr. Anne Spoerry, *East Africa Section*

The following individuals contributed their time and energy for two days at Aerospace America '86 to sell programs and other items to raise money for the Building Fund:

Shirley Brown, *Oklahoma Chapter*

Diana Burton, *Oklahoma Chapter*

Charlene Davis, *Oklahoma Chapter*

Linda Dickerson, *Mid-Tennessee Chapter*

Dana Gibson, *Oklahoma Chapter*

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Marie Christensen, *International Director, Greater Kansas City Chapter*

Barbara Engel, *International Headquarters, Secretary*

Loretta Gragg, *International Headquarters, Executive Director*

Karen Hatch, *Oklahoma Chapter, and daughter*

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Wally Funk, *Long Beach Chapter*

AIR SHOW HELPS BUILDING FUND

Aerospace America '86, touted as the first of a series of annual two-day, nationally-ranked aviation events, took place June 21-22 at Will Rogers World Airport in Oklahoma City, home of the International Ninety-Nines Headquarters.

Along with members of the Headquarters staff and Oklahoma Chapter 99s, several International Board members sold air show programs, dispensed ice water, escorted VIPS and generally sweated a lot to raise money for the Headquarters Building Fund.

An estimated audience of 175,000 viewed a large static display of aircraft and superb air shows during two days of perfect weather accented by 95-degree heat.

Approximately \$1,400 was added to the growing Building Fund — and several of the participants' sunburns were still peeling three weeks later! But the 99s are much better known in their Headquarters city today!



Oklahoma 99s Susie Mitchell, Dana James, Nancy Reinhart and Nancy Smith are ready to sell programs.



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Flying High!

J.E. Ferrell skydives and pilots a Cessna 172. In her spare time, she is a San Francisco Examiner staff writer. Her article is reprinted with permission from *Image*, the Sunday magazine of the Examiner.

Doris Lockness has a private pilot's license. She has her instrument and instructor ratings for single and multiengine land planes. She has her seaplane, balloon, helicopter and sailplane licenses. She has commercial ratings in all these except helicopters, and she's finishing that now.

Doris Lockness is 75 years old.

Two years ago, she also scored 90 on the written exam for her air transport pilot's license — the rating that permits pilots to fly large jets.

"But I didn't fly it out," she says in a high, crackling voice. "I figured that no airline was going to come knocking at my door to let a 75-year-old woman fly their planes."

Doris Lockness stands a sturdy five feet, two inches tall, has thick dark hair that looks best when it's windblown, and a slight stoop that makes her appear to be hurrying. At first glance, it looks as if she lives her life being somebody's sixtyish grandmother.

She flies because it's one of the few times this publicly reserved, almost prim grandmother of 11, great-grandmother of lots ("I quit counting"), laughs out loud, joyously, spontaneously.

It was 47 years ago, in the days when many pilots used road maps instead of aeronautical charts, that she found a 1,800-foot grass and dirt airstrip down the road from her house in Wilmington, California, and told the pilots she wanted to fly.

She had moved to Southern California from Ohio with her first husband and four children, who were all in school by the time she was 29.

"I used to do the housework in nothing flat, jump on my bike and cycle to the airport," she remembers. There she washed and gassed planes and

grabbed a little time in the air.

On Sundays, cars lined the road along the airport to watch the planes — and Lockness — take off and land. "There were cows on the field. We'd have to chase them off the field — buzz them — before landing," Lockness laughs.

From time to time, her husband, who didn't like her flying, "would come over to the field and growl at me." She'd jump in a plane and take off.

On June 8, 1939, after 10 hours of flying with an instructor, she soloed in a 40-horsepower J-2 Piper Cub. Six months later, she had her license.

She penned neat entries into her first log book, now thin, brittle, yellow pages filled with the names of planes seen only at antique fly-in air shows: American Eagle, Porterfield, Security, Aeronca, Buhl Pup, Luscombe, Curtiss-Robin with an OX5 engine, Cub 65 seaplane, Culver Cadet, Waco Tank.

On December 7, 1941, Lockness was flying high above Wilmington with a friend in a J-2 Cub when a military plane closed in and signaled them to land. On the ground, the officers told the pilots that Pearl Harbor had been bombed, war was declared, and all civilian flying was discontinued for 150 miles inland from the Pacific Ocean.

"I was on the ground for a while," she recalls.

For her part in the war effort, Lockness inspected C-47s (the military version of a DC-3) at the McDonnell Douglas Aircraft Company plant in Long Beach. It was there she heard that Jacqueline Cochran, a pilot and wife of millionaire Floyd Odlum (he sold Convair Aircraft Company to General Dynamics for \$20 million), was recruiting women fliers for the



Women Airforce Service Pilots. Cochran organized the WASPs so that more male pilots could be released to the war fronts where they were desperately needed, while women would ferry planes across the continental US to embarkation points and training fields.

"We were all so patriotic in those days," she says. "We all wanted to help."

She called Cochran, who didn't seem to think that Lockness' four children should restrict her from offering her services to the WASPs, since her husband and her husband's mother could take care of them. After all, men with families were leaving them to support the war effort. Why shouldn't women who had valuable talents?

On March 9, 1943, Lockness joined the 318th Army Air Force Flight Training Detach-

ment (AAFTD) at an isolated airfield in Sweetwater, Texas. She was paid \$1,800 a year.

Lockness had written once that flying "is not a quitter's game. It's a lot of hard work." But not even her determination could push her through the training.

It wasn't that she couldn't fly. Piloting the PT-19 trainers, BT-13s and AT-6s came easily. It wasn't the nightly calls from her husband demanding her return that stopped her from flying. Nor did she think of quitting when he divorced her.

"There was one son who ran away from home to find his mother," she says softly, not particularly wanting to remember. So she left Sweetwater before graduation and finished the war inspecting C-47s in Long Beach. The women of her division understood her dilemma. It was just another barrier thrown in front

of women who wanted to fly. And even though she didn't graduate, she is considered a WASP.

The organization itself couldn't overcome the opposition to women pilots that was building among male civilian pilots in the military and government. After more than 1,000 women flew 70 million miles ferrying planes and towing targets, the WASPs were disbanded in December 1944.

Lockness says that, for a while, she didn't fly very often. A motorcycle accident grounded her in a body cast in 1947. She married Robert Lockness, an architect and pilot, who says he "courted her day and night until I finally talked her into marrying me."

She was 37. He was 25. It didn't matter then; it doesn't now. They look the same age. They have the same interests. "He's so good and considerate," says Lockness. "He likes to have me do all my flying."

When she was in her 50s, a time when many women her age think about doting on grandchildren, Doris began fly-

ing regularly again. She acquired ratings for more complex airplanes and began teaching others at airports in Long Beach, Van Nuys and Santa Monica what she had wanted to do her whole life.

Three years ago, she and Bob moved to Northern California, finally settling in Vacaville. They spend their time piloting their Cessna 172 to Horizon Helicopters at Rancho Murietta Airport, some 20 miles from Sacramento, where Doris is working on her commercial helicopter rating, and to meetings of aviation organizations.

Doris is a member of the Ninety-Nines, Whirly-Girls (she was the 55th woman to join the group of women helicopter pilots), Confederate Air Force, Balloon Federation of America, Soaring Association of America, Sacramento Valley Pilots Association, Seaplane Pilots Association, WASPs and the OX-5 Aviation Pioneers, from which she was the first woman ever to receive the Legion of Merit Award for more than 40 years of

accident-free flying.

Doris' favorite flying machine is a helicopter, which she pilots at least once or twice a week.

"Don't you think this is fun?" she whoops as she slides a Hughes 300C over the dry brown hills around Rancho Murietta.

"How do you like it? I like it better than fixed wing. It's more exciting." She swoops over a pond.

"It keeps you busy, though." She concentrates, her hands working the helicopter's controls, like balancing a marble on a piece of glass, as she hovers and then lands softly between two hills.

She holds it there a few seconds. "Pretty soon you get like an old shoe with them, and then you can do anything." She lifts off again and lets out a peal of laughter as she accelerates over the ground. "Isn't this great? I just love it. These little things get in your bloodstream."

Later, in her living room, where her high voice barely reaches from one end of the couch to the other, she says,

without bitterness, "Flying hasn't been easy for me. It isn't as if I had a husband who had an airport and a line of airplanes. I really had to knock myself out."

She would have liked a job with the airlines, flying jets. But by the time they were accepting applications from women, "I was too old."

Nevertheless, by grabbing an hour here and an hour there, Doris has accumulated 6,500 hours of flying since 1938. "That's not an awful lot, for the length of time. But they're honest hours."

Many younger women pilots who know her regard her as a role model. "She's my mentor," says Republic Airlines pilot Julie Clark, who spends her summer weekends doing aerobatics for air shows in her restored T-34.

"I never think about that," says Doris quietly. "Some girls have told me I'm a role model. I'm flattered. I hope I can be some inspiration, mostly because I'm still flying. They might get the idea that they may do the same thing."

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An ostrich family is out for a stroll at the Samburu River Lodge.



The watering hole is visited by a herd of elephants during the night.

DAIRY OF A KENYA AIR SAFARI

Orange County 99 Mary Ann Jamison and husband John had such a great time renting a private plane to fly around Australia that they decided to do a repeat performance — in Kenya. An air safari to various game lodges to photograph wildlife seemed like another great idea.

The FBO whose rental plane they would use (CMC of Wilson Airport, Nairobi) sent them material to study before they left home. They were required to pass the Kenya pilot's written exam prior to taking off alone.

Mary Ann and John arrived in Nairobi October 28. The next morning they were all set to see their aircraft, take the test and be on their way. The Piper 235 Pathfinder was satisfactory (not what they had planned on, but satisfactory).

Days 1-2... Instructors and CMC management practically talk the heads off the Jamisons, issuing detailed instructions.

Day 3... The Jamisons take the test (which wasn't quite what they had planned on, either). Kenya felt that light signals were most important and, on this part of the test, they had to score 100 percent. Needless to say, the FBO had neglected to send all the instruction material on light signals.

Try again. Nothing moved quickly. Lots more talking. In Kenya, private pilots over 40 must have an EKG, and they would not accept the US Medical. This part Mary Ann and John passed with flying colors.

More waiting. They rented a car and drove through the countryside to Lake Naivasha and Lake Nakuru to see the flamingos, then back to the Norfolk Hotel (their favorite in Nairobi). While they waited, the format of the Kenya flight plans changed three times.

Day 7... The Jamisons take the test again, this time from the DCA (Directorate

of Civil Aviation), and pass. Unfortunately, there was no one around with authority to sign their licenses.

Day 8... The licenses are signed and, at 1450 hours, the Piper Pathfinder practically catapults into the air in their excitement to at last be free of the ground.

Within an hour and a half, they landed on the dirt strip at Keekorak Lodge. Leaving everything in the plane, they went directly on their first game drive. (It was worth all the waiting in Nairobi!) It started to pour by the time they returned to the lodge, but nothing could dampen their spirits.

It was very difficult to regulate flights around fuel. Aviation fuel was sold only at Nairobi and along the coastline at Mombasa and its close neighbor, Malindi. The only fuel up north was at Lodwar. Because of regulations against flight below 1,500 feet, it was also hard to film the fabulous wildlife below.

Day 9... The Jamisons went "flight-seeing" over the Masai Mara and Lake Victoria before having to return to Nairobi for fuel. They tried to get into Amboseli but had to detour to Mombasa due to weather.

Day 10... Off to Taita Hills Airport, which also services Salt Lick Lodge. Each lodge they went to had a different architectural "theme." The buildings at Salt Lick were all raised from the ground on stilts. The wildlife here came right to the lodge to visit. Guests sat inside with their drinks and gazed through windows as the animals came for their drinks (at the watering hole). Just as darkness fell, a herd of elephants came to "party."

Day 11... Another fuel stop, this time at Malindi, then a flight along the coast to the northeast corner of the country. They flew over Lamu to the remote island of Kiwayu, planning to stay at the Kiwayu Lodge. They were a little wary when no one came to greet

them at the runway — the lodge was closed. It wasn't ready for its grand opening.

Fortunately, the friendly owners were in residence. They opened a cottage for Mary Ann and John and gave them a royal welcome — and a lobster dinner. Here there was time to go goggling (Kenyan version of snorkeling) in the warm waters of the Indian Ocean.

Day 12... Back to Malindi for fuel. This time they managed to get through the clouds to land at Amboseli Airport for a tour of the Amboseli Game Park. Mt. Kilimanjaro showed through the clouds for a short time during their stay at the Safari Club.

Day 13... Seems like they couldn't break free of Wilson Airport — back again for fuel and a rest at the Norfolk Hotel.

Day 14... The Jamisons land at Nanyuki Airport near the famous Mt. Kenya Safari Club. Though much has been written about this place, and they thought it very beautiful, it was not very "Africa-ish."

Day 15... The Jamisons stop at Lodwar for the only fuel up north, then fly over Lake Turkana to the Oasis Lodge at Loyengalani. They toured the native villages on the shores of the lake.

Day 16... The Jamisons land at Samburu to stay at the Samburu River Lodge. This location featured crocodiles and Samburu Tribal Dancers. Mary Ann and John enjoyed their most beautiful game drive of the safari, aided by the first really clear weather during the entire trip.

Day 17... The Jamisons fly over gorgeous countryside east of Mt. Kenya, then back to Nairobi to return the faithful Pathfinder and spend their last night at the Norfolk Hotel.

Mary Ann's comments summarize the trip well: "It was fabulous. We'd do it again — and we didn't have to use a light signal once!"



A lion
at Keekorak Lodge
ignores the
camera.

by Gwen Haynes

Salt Lick Lodge buildings
are on stilts and
surround a favorite
wildlife watering hole.



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Learning to Fly

The first time my husband mentioned wanting to learn to fly, I encouraged him. Why not? At the time, the possibility seemed remote, and being negative never works anyway. But over the next few years, the subject came up regularly, each time causing a large knot of anxiety to form in my stomach. Was he really going to do it? I began to pray the idea would go away — forever.

Well, it didn't. A day came when, apparently having resolved his doubts, he announced that he had signed up for flying lessons. So much for the power of prayer.

I realized that, if I wanted to go anywhere with him after he got his license, my fears would have to be overcome. Then I remembered that one of my colleagues at work was a pilot.

The next day, I asked her

if there was anything I could read that would make me less fearful. Her face brightened. "Better than a book, I know just the answer," she said. "My 99s' chapter is giving a workshop for non-flying partners in a couple of weeks. Why don't you come?"

Sometimes it's wiser not to fight what life seems to have preordained. I signed up. Maybe I could even learn to be useful.

Several Saturdays later, I spent the day with some friendly women who taught me a little about aerodynamics, navigation and weather. It's amazing that one can live in such an advanced society as ours for 50 years and not fully understand what makes an airplane fly. I suppose it's a character flaw. (When I was 15 and learning to drive, my father asked me if I knew what made cars go. "Gasoline," I said. Fortunately, my interest in mechanical things has developed over the years.)

I came away from the workshop thrilled by the knowledge that an airplane won't simply drop out of the sky if the engine stops, that small planes do not inevitably crash, and most exciting, that ordinary women can and do become pilots.

Made bold by these insights, I decided to take a "discovery flight" at the local airport. After all, I'd never even been in a small plane. On the day of the arranged flight, I presented myself to the instructor. We talked a bit, and then he led me outside to an airplane that looked little larger than those radio-controlled models you see soaring over vacant lots and parks. I followed the young man around the pretty red and white toy as he explained the preflight procedure. We climbed in and, in a few moments, were off the ground.

In the half-hour we were airborne, I was shown how to make the airplane turn, climb and descend, all of which seemed miraculous. Fear was there still, but tempered now by the rec-

ognition that flying was fun! By the time we landed, I had decided to become a pilot, and before leaving the airport signed up for a real lesson.

I was assigned to Ted — I think because, of the six young men available, it was he who was "good with older women." No one ever said that to me, but it soon became obvious. What I hadn't yet learned was that flying student and instructor are, for whatever time it takes, bound in a quasi-parent/child relationship involving enormous quantities of faith, trust and respect. Ted and I were going to spend a lot of time together in that tiny cockpit.

The lessons fell into a pattern. Two or three times a week, when ceilings weren't too low, the two of us would spend an hour in the air working on technique, and 15 to 20 minutes on the ground discussing theory.

In the beginning, when each lesson brought something new, I drove home from the airport feeling euphoric. Ted said I was a quick study. (It may have



Sponsor pilot Bernie Poland accompanies pinch hitter Cathy Sorock on a tour of the tower conducted by ATC Sue Howard (center).



Chairman Dorothy Price (above) talks with her transportation chairman, Carol Landefeld.



Pinch hitter Karen Pylar (below) discusses her first flight lesson with debriefer Judy Gray.

Detroit 99s Graduate 30 Pinch Hitters

May 16-18 was Pinch Hitter Weekend, sponsored by the Greater Detroit Area Chapter and chaired by Dorothy Price Gillis. The program at Ann Arbor Airport was carefully designed and executed to give the 30 students knowledge, skill and confidence to take over, fly and land an aircraft in the event of an emergency. This was the ninth year for the GDAC Pinch Hitter Weekend, and it gets better and better each year. Fifteen area flight instructors (two were GDAC 99s) donated their time to accomplish the actual flight instruction, while 99s pitched in full force to teach ground school, provide food and transportation, and take care of the other tasks necessary for a successful event.

The students were divided into three groups of 10, each a schedule of one hour ground school instruction, one hour flight instruction and one hour debriefing for four consecutive sessions beginning Saturday morning.

Late Sunday afternoon, when all four sessions had been completed, a graduation ceremony commenced. Each student was presented with a certificate of completion as the flight instructor commented on the progress and training flights made during the weekend. Meals and a cocktail party for 150 were also part of the program.

Two full days of Sponsor Pilot Seminars, facilitated by Kenneth Gillis, provided entertainment and instruction for pinch hitter spouses and guests. Sponsor pilots from past courses have had a wide range of experience with a median flight time of 1,000 hours. The level of sophistication of aircraft and equipment registered this year suggested higher level programs. Dr. Don Ross, long-time specialist in aviation medicine and FAA certification issues, spoke Saturday morning. Other programs included an autogas seminar, Dave McKenzie's

been merely a teaching ploy, but it worked.) However, as in a love affair, the elation at the start began to fade as novelty was replaced by repetition. Interspersed with the sheer joy were moments of faltering confidence. After all, Ted wouldn't be there forever to save me from myself.

My progress settled on a plateau. The landings would not come right, making me wonder why in the world I was doing what I was doing. A morning came when I awoke in a mood of gravest doubt. As the hours passed, I felt more and more uneasy. The lesson at 1500 hours seemed menacing. About noon, I phoned Ted. "I just don't feel up to it today," I whined. What a pitiful excuse. I hoped he would boost my spirits or give me the Dutch Uncle treatment, but he didn't cooperate. To make matters worse, my inner voice

would not be still. It said, *if you give up now, you'll never go back.*

The rain had been coming down for several days. Although the front had passed, there were masses of clouds north of the airport. Sunlight gilded the tops of the cumulus, but their dark undersides trailed gray veils. Ted didn't seem surprised to see me. "14 Hotel is waiting for you," he said. "Go ahead and preflight. I'll be out in a minute."

As usual, we were going to stay in the traffic pattern practicing landings. I wonder how he could stand the boredom. We did five or six touch-and-goes, and after the sixth landing, he said, "Pull off on the taxiway and come to a full stop. I'm getting out." My heart began to pound. This is it, I thought, suddenly finding my mouth very dry. Ted smiled reassuringly. "Do three landings and then, if you feel good

about it, do one more. Don't forget to pick me up on the way back."

I taxied to the runway, started the takeoff run and pushed in the throttle all the way. The little plane soared hard. I lowered the airplane's nose to a normal attitude and proceeded on the downwind leg of the pattern. A few raindrops spattered the windshield. No problem — airplanes can fly in the rain. I turned base and headed down final, touched the runway briefly, and went off for the second time. The sky definitely looked darker. Another trip downwind, and then, as I arrived opposite my touchdown point, the clouds, now overhead, released their heavy load in a torrent. As I struggled with the controls, I heard Ted's voice over the radio. "14

Susan Fraser, Marin County Chapter, describes how she learned to fly.

Hotel, make this one full stop. Over." He repeated it at least three times before I managed to acknowledge.

"Full stop. 14 Hotel."

After that, my attention was riveted to the task of putting the airplane safely on the runway. The only problem was that I couldn't see the runway. Fortunately, a shaft of light caught the gleam of wet pavement. Habit took over as I turned final, pointed the nose of the plane at the numbers and at long last felt the wheels connect with the ground. At least an inch of water covered the ramp as I taxied back to the tiedown.

In the old days when a

person soloed, I had heard the tradition was to cut off his shirttail and write the date on it. I was relieved to learn they don't do that anymore. They take your picture instead. Now, whenever I'm feeling old and dreary, I can bring out the snapshot and remind myself how well a woman can look when she believes that she is capable of accomplishing anything.

After my solo flight were to be many more supervised hours before I could call myself "pilot," but the process set in motion at the 99s workshop had carried me beyond any thought of giving up.

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.



June L. Beers reports on the weekend when pinch hitter aircraft took over the entire parking ramp at Ann Arbor Airport.



slide presentation on the construction and operation of the Great Lakes biplane, Howard Ebersole's program on aerobatics in sailplanes, a weather avoidance avionics seminar and a LORAN session.

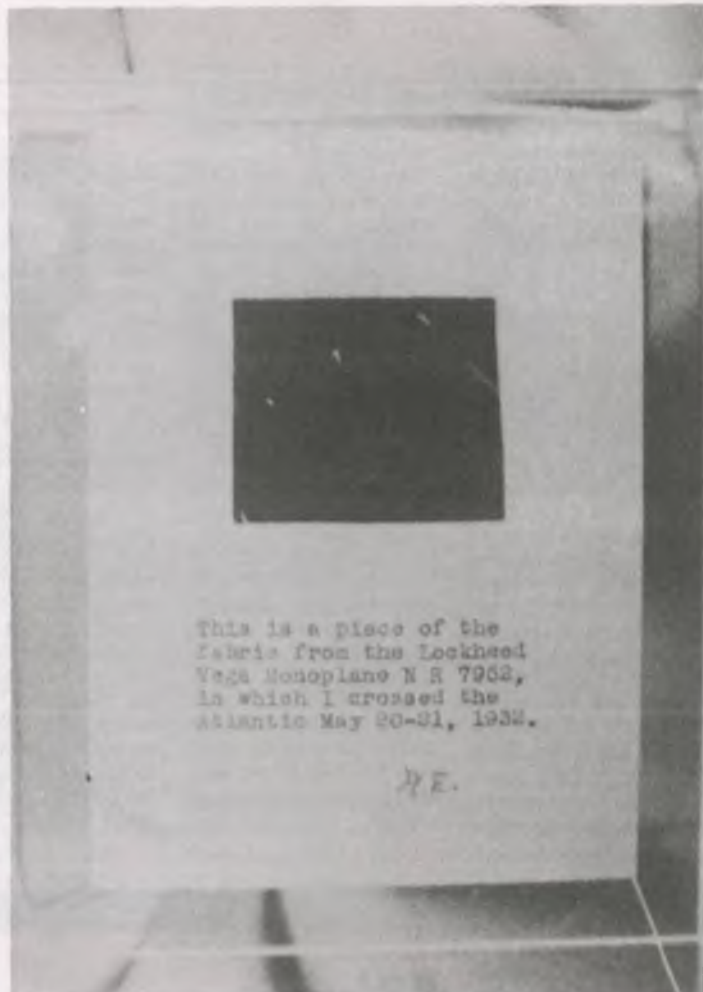
Checking aircraft papers and matching instructors to Piper and Cessna twins, two Mooneys, a Skymaster, Centurian, Lance and an Arrow provided a challenge, and the Ann Arbor tower crew worked diligently to se-

quence pinch hitter planes with regular traffic. It's an amazing transition to behold, usually just between pinch hitter flights one and two, when a student goes from reluctant to touch the controls to beating the instructor to the aircraft for the next flight lesson. A little knowledge goes a long way, so instructors and debriefers see almost instant results.

We look forward to GDAC Pinch Hitter Weekend #10!

Looking Back

One of a number of items on display at International Headquarters is this piece of fabric from the Lockheed Vega Monoplane in which Amelia Earhart crossed the Atlantic May 20-21, 1932.



This is a piece of the fabric from the Lockheed Vega Monoplane N R 7952, in which I crossed the Atlantic May 20-21, 1932.

A.E.



A navy scarf with gold patterns commemorates Fay Gillis Wells' membership in the Caterpillar Club.



This tiny object is a rheostat removed from AE's Vega after her solo Atlantic flight.

(Gift of Selma Cronin)

NOTAM

ALL CHAPTER CHAIRMEN
AND MEMBERSHIP CHAIRMEN:

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

Private Pilots...

Looking for a great excuse to fly?

Combine the pleasures of flying with the good feeling that comes from helping someone who really needs your services.

Corporations...

CompassionAir needs corporate aircraft with available seats on routine business flights. This is your opportunity to enhance community relations while performing an important services.

CompassionAir...

Cancer patients, in addition to the many problems associated with their disease, often have the additional problem of trying to get to a treatment facility located some distance from their homes.

CompassionAir, a service program of the American Cancer Society, Virginia Division, Inc., offers a solution to this problem. CompassionAir, through its network of volunteer instrument-rated pilots, will transport eligible cancer patients to recognized treatment centers. The pilots, located throughout Virginia, will fly patients in personal or corporate planes to treatment facilities in Virginia or neighboring states within a 500-mile radius of their home.

Patients must have medical authorization from their attending physicians to be eligible. They must be ambulatory and not require any special equipment or services enroute. Patients may be accompanied by a family member or attendant if space allows.

Flights are arranged at the mutual convenience of the pilot and patients. Although CompassionAir volunteers try to accommodate all eligible patients, transportation cannot be guaranteed. Patients are encouraged to arrange standby travel plans in case of flight cancellations.

For further information, call the American Cancer Society, (800) 552-7996.



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The Captains McGee

Renee Sharp began flying in 1978 after her high school graduation. She enrolled in Louisiana State University and simultaneously worked toward her degree and her aviation ratings. Upon graduation, she instructed tirelessly to build up her flight time and, when she had sufficient hours, she applied and was accepted at Royale Airlines.

Shreveport Chapter was very proud indeed when she took her ATP and captain's ride and moved over to the left seat. We were also very proud on March 23 when she married Captain Jimmie McGee, also a Royale pilot, and we added him to our long list of outstanding 49½s.

Voyager Flight Set for September 14

Launch window for the around-the-world flight of the experimental Voyager aircraft opens the end of August and closes the end of November.

Weather permitting, the fragile craft will be rolled out of its hangar September 14 at Mojave, California, and fueled with 1,536 gallons for its non-stop epic flight.

Expected to take 12 days, pilots Dick Rutan and Jeana Yeager will attempt the unprecedented flight.

Afterward, both will speak to the AOPA (Aircraft Owners and Pilots Association) annual convention in San Antonio, Texas, sharing their experiences with attendees. The convention is scheduled for October 29-November 1.

Airplane Wreckage Helps Students Learn About Aviation Investigation

Any time an airplane crashes, a team of investigators tries to discover what caused the crash and who was at fault.

At Central Missouri State University, Warrensburg students have the unique opportunity to investigate airplane crash — using wreckage and background furnished by a law firm in Blue Springs, Missouri.

The plane wreckage, which had been involved in litigation, was donated to the university after the litigation ended. A copy of the court proceedings, the FAA report and the



Janet Bonsall (left) points out the wreckage used in the Aircraft State University, while Corey photographs the wreckage.

Transportation Safety Board with the wreckage.

General procedure is to photograph the evidence. The wreckage is then mapped to the

The Air Force Academy is both Aircraft Photography

Free wreckage crash Schir the ear



The instrument panel from the airplane investigation Laboratory at Central Missouri State and Colin Miller examine and

(NTSB) report were donated

ring a crash investigation is to the wreckage to preserve the is also marked and its location investigative process.

Investigation Laboratory at the which spring to be used by students in Investigation and Law Enforcement s.

r, assistant professor, explained that the aged as closely as possible to the original ing FAA and NTSB reports. According to plane broke apart in the air and then fell to e added that this type of crash is one of the onstruct.

After a preliminary briefing, the students examine the plane wreckage and collect evidence to help them determine the cause of the crash. The students then try to determine which of the three scenarios actually took place. They then compare their reports with those of the FAA and NTSB.

"The students were able to do everything a crash investigator would do," Schieszer said.

Australian Wins Gold Medal

For the first time, a gold medal has been won by a woman pilot at the Royal Federation of Aero Clubs of Australia Light Aircraft Championships. Barbara Gullan won the gold for the best score in the spot-landing competition. The score is the average of three attempts at three different times of the day with three different air judges.

At the next National Championships, Barbara did it again, this time winning the gold for the forced-landing competition.



Gay Hughes, Mary O'Brien, Glenda Philpott and Nancy-Bird Walton, OBE, admire Barbara Gullan's gold.

Ninety-Nines Are Talented

Ninety-Nines are versatile and talented women. Their abilities go in all directions.

Lillie Normington has been chosen the Outstanding Educator of 1986 by the Gage Institute, school for gifted children. Lillie is a concert pianist, music educator and businesswoman. The Indiana Chapter and the North Central Section are indeed proud of her.

ITEMS in the NEWS

Nickolaisen Appointed New Aeronautics Division Director

Catherine H. Nickolaisen has been appointed director of the New Jersey Department of Transportation's Division of Aeronautics. Nickolaisen, Jupiter, Florida, is a graduate of the University of Colorado with a degree in psychology. She has been in aviation since 1973, obtaining a commercial license with single, multiengine land and helicopter ratings. She has been operations analyst and an aviation consultant with Systems Control Technology's Transportation Systems Planning Division since April 1984.



She previously served as director of heliports for the Helicopter Association International, Inc., September 1983-May 1984, and was an aviation field representative for the Arizona Department of Transportation's Aeronautics Division, April 1980-September 1983.

A frequent author on rotorcraft research, Nickolaisen received certificates of commendation from the Federal Aviation Administration in 1983 and 1984, the Whirly-Girls Scholarship in 1983 and the outstanding public relations award from the Southwest Section 99s.

Photographers are invited to submit up to three pieces for a registration fee of \$10 per entry. The museum will assume the cost of return shipping. The juror will use the actual photographs (no slides) to select the winners for purchase awards totaling \$3,000.

The show, "Airborne: Aerial Photography," will include a major display of landsat photographs, many formal or mural size.

The exhibit's opening will coincide with the international space symposium, "Law and Life in Space," September 13, which is expected to draw 300 to 400 scientists, business leaders, faculty, students and space enthusiasts from the US and Canada.

For more information about the juried photographic exhibition, contact Laurel Rueter, director, Museum of Art, University of North Dakota, Grand Forks, ND 58202, (701) 777-4195.



A number of pilots attended the reception.

Aerial Photographers Invited to Display Work in Juried Exhibit

A juried invitational exhibit of aerial photography will be hosted by the North Dakota Museum of Art September 11-October 15 in cooperation with the University of North Dakota's Center for Aerospace Sciences.

The entries will be incorporated into a three-part exhibit to feature the works of four to six internationally-recognized aerial photographers, including William Garnett, James Turrell and Emmet Gowin. The aerial photos submitted for the invitational will be juried by one of these visiting artists, who will also present a guest lecture, "Capturing the Aerial Image," the day of the exhibit's opening.

99 Appoint

Robyn Sclair, 99, has been appointed publisher of *Western Flyer* and *Northwest Flyer*, publications of the Northwest Flyer Association, Tacoma, Wash. Sclair's appointment was announced by Dave Sclair, firm.

West's 28th year monthly the general the West included Colu Flyer ne' as r

more ITEMS in the NEWS



Seminar in Freeport, Bahamas



A Publisher

The firm also publishes *Whole Air* magazine six times a year for hang-gliding enthusiasts.

The new publisher is a graduate of Boston University with a bachelor's degree in business administration. After graduation in 1981, she accepted an assignment with a cargo handling company in Accra, Ghana, West Africa, before returning to join the newspaper organization, first in advertising and production and then in management. Sclair is also a licensed private pilot, and she expects to receive her FAA instrument rating this summer.



Virginia Oualline, 99 archivist, assists Claudia Oakes with research for the National Air and Space Museum.

International Archives Examined

Claudia Oakes, curator of the Aeronautics Department at the National Air and Space Museum in Washington, D.C., was a recent visitor at International Headquarters. Her primary goal was to research historical photographs contained in the Ninety-Nines Archives files.

NOTAM

Deadlines for the newsletter to replace *The 99 NEWS* magazine begin with chapter reporters submitting copy to section reporters by the first of each month. Section reporters will then submit edited news to the newsletter editor by the 10th of each month. Newsletter editor is Mary Fletcher, 350 7th St. North, St. Petersburg FL 33701. Section reporters are:

Thelma Pye
Australian Section
Sally Sandeman
Africa South Section
Francesca Davis
Caribbean Section
Isabel Peppler
East Canada Section
Roberta Taylor
Western Canada Section
Jean Pickering
Middle East Section
Sharon Kay Simmons
New England Section
Pat Rockwell
New York-New Jersey Section
Jan Pocock
North Central Section
Barbara Green and Carolyn Carpp
Northwest Section
Nancy Smith
South Central Section
Mary Fletcher
Southeast Section
Susan Tarabetz
Southwest Section

by Patricia
Tormey

Bay Cities 99s Go

*Chirrrp, chirrrp.
Morning's aviators sing reveille
as they take to wing,
Bare to the atmosphere,
Hearing only the slicing of the air as they —
Soar peacefully...
Floating free...
How wonderful it must be...
SKYDIVING!*

Instantly I awoke, and my mind recoiled in sickening fear. Stomach churning, I glanced outside at the dawn after realizing the reason why I was getting up at 0630 on a Saturday. I was going tandem skydiving.

Tandem jumping is a new skydiving method still considered experimental in the eyes of the FAA. It involves two jumpers, harnessed together with four safety locks at the torso, and one extra-large parachute (plus a reserve parachute of the same size, just in case). After about 15 minutes of training on the ground, the duo freefalls for

Air Parachutes, explained emergency procedures. After both made practice exits, the two pairs — Keith with Ferrell and Wells with tandem jumpmaster Mike Robinson — climbed into a waiting Cessna 205.

After the 205 took off, our group walked to the field where our brave jumpers were to land. We stepped around numerous people in jumpsuits packing parachutes. Looking up, I saw a sky speckled with humans suspended under brightly colored parachutes. "That doesn't look so bad," I thought.

When the plane with the 99s was overhead, we all held our breath in anticipation of the big plunge. "Are they really going to do it?" we wondered.

Suddenly, two black specks separated themselves from the airplane — a pair in tandem and a video cameraman. We watched the specks grow larger as they plummeted. Poof! The black specks suddenly metamorphosed into tiny, gossamer rainbows. They descended to earth slowly,

Moving?

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

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Oklahoma City OK 73159

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Ray Ferrell and Ann Keith (left) and Mike Robinson and Joyce Wells (right) team up to tandem skydive.

20 to 30 seconds, and then completes the jump under the giant parachute, which is attached to a tandem jumpmaster's back. Prior to tandem jumping, a person could experience this raw form of flying only after a day-long ground school session.

Before today, comments from fellow aviators, such as, "I see absolutely no reason to jump out of a perfectly good airplane," could not douse my flaming excitement. But as I got ready, I began to reconsider their logic.

When I arrived at Antioch Airport, Bay Cities' first two jumpers, Joyce Wells and Ann Keith, were suiting up. After they climbed into their jumpsuits and donned their leather helmets and plastic goggles, instructor Ray Ferrell (Jane's 49½) of Action

feather-like, occasionally twirling.

"If they can do it, so can I," I said to myself as my fear disappeared. After 99 Kamme Yousif and guest Jim Case jumped, it was finally my turn.

After going through the now familiar training, we climbed into the airplane. As the altimeter wound toward 8,000 feet MSL, I craned my neck around to see out the windows. On my right was Mt. Diablo; on my left were the winding waters of the Sacramento River Delta; straight in front I saw the motionless empennage. Focusing on the vibrating VOR antennas, I mentally rehearsed the procedures to the best of my thudding heart.

My meditation shattered when Ray Ferrell, to whom I was attached in the tandem harness, burst into song. He obviously didn't feel any fear. This wasn't a time to be serious, I realized, but a time to

Tandem Jumping

ney floats to earth under the tandem canopy with Ray Ferrell.



celebrate. I joined him in song.

Upon Ray's hand signal, the door was opened, immediately followed by a deafening roar. In a moment, Wende Mathews, attached to Robinson, was out the door. I leaned out as far as I dared, watching them fall. I was next. I couldn't wait.

"Okay. Slide your legs to the step, just like in the simulator," yelled Ray. Eagerly, I swung my legs out.

"Not too fast!" I slowed down and carefully folded my arms across my chest, tilting my head back and to the left as the procedures dictated. I knew there was no turning back. Instead of being afraid, I cautiously accepted the challenge of committing the bravest act of my life.

"When we first fall," shouted Ray, "I want you to look back and wave at the pilot." Sure, Ray, anything you say.

"Ready. Set. Go!" We launched from the

plane, so easily it was almost frightening.

"Look up to your left!" I looked and all my tunnel vision allowed me to see was the toothless grin of the old pilot, with his 1940s Yellow Cab hat, flying "a perfectly good airplane." I waved and then turned my head toward the view below.

Fear, excitement, concern and wonder combined into one indefinable emotion as we accelerated to our terminal velocity of 120 miles per hour. When we reached that point (within a few seconds), I no longer felt I was falling, but simply floating on a cushion of air. I was flying!

"Right turn!" The world below spun full-circle to the left. I screamed an approval, but it was left behind in my wake.

Suddenly, I was jerked from the horizontal to the vertical. The thrill, pent up inside me for the last 25 seconds, burst from me in a thunderous, "Waaahooo!"

"Here, grab these," Ray said from behind me, as he handed me the toggles. "If you pull down on the right, we'll go into a right turn."

Not too difficult, I thought — and it wasn't. Using the toggles, I swirled toward the ground, shouting a greeting when I saw my group below. After flying the downwind, base and final legs, Ray and I pulled on both toggles together and flared. Legs out in front of us, we touched upon the grassy field with a light step. It was a perfect landing at the end of an equally perfect flight.

Hiking out of the field with my cap and goggles in hand, my face beamed with joy as I mentally recounted the jump. It was wonderful, exciting, invigorating and peaceful, and I wanted to do it again — that instant.

I glanced at the faces of our last two jumpers — Chairman Joyce Hibbard and Vice-Chairman Gerda Ruhe. On them I read fear and concern, two feelings of which I was vaguely familiar. Wanting to encourage them with my know-how, I gave them advice. Why not? Wasn't I an old pro?

Needless to say, I was quite proud of myself, and I think all eight of the Bay Cities 99s who jumped felt the same. We had experienced a new type of flying in a once-foreign but now familiar atmosphere.

Each person experienced the jump in his or her own way. Some felt the fall as they watched behind closed eyes. Some focused on one thing, like Joyce Hibbard, who spent her freefall throwing kisses to a video cameraman in front of her.

But we shared the sensation of being suspended in the air, completely out of our natural element. We now better understand the experience of nature's aviators as we, in our airplanes, soar with them, side by side.



Patty Tormey, 20, has been flying for four years and has 1,200 hours. She has her commercial, multi-engine, instrument, CFI and CFII ratings, the last of which she pursued after receiving the Marion Barnick Memorial Scholarship from the Santa Clara Chapter. This fall, she will be a senior in liberal arts studies at California State University -Hayward. The 99 NEWS staff hopes you enjoy her article.



New from Headquarters

1987 color wall calendar, 20"x14" when opened. Filled with beautiful four-color aviation photographs. \$10 ppd. Order from International Headquarters, P.O. Box 59965, Oklahoma City OK 73159.

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CHAPTER NEWS, ETC.

Late Arrivals

MIDDLE EAST SECTION WASHINGTON, D.C. CHAPTER

Five members attended the wedding and reception for Holly Brenneman Cobb and Terry Merrifield April 12 in the Old Presbyterian meeting House in Olde Town Alexandria, Virginia. Later, 10 members represented the chapter at the Middle East Sectional near Byrd Field, Richmond. Our reordered Olefin jackets arrived just in time, and we sold our first six. Six more were snapped up at our booth during the May 10 General Aviation Safety Week closing ceremonies at Manassas Airport.

The May business meeting was held at the home of Katie Lou Webb, who was presented with the first chapter chairman's award for devoted service to the 99s. Chairman Lin Clayberg gave Katie Lou a jacket to take with her to her new home, a horse and cattle ranch outside Charlottesville, Virginia. Also at Manassas Airport June 7, Tom MacDonald, flying his C-172XP for three hours, represented us at the Middle East Sectional's Pennies-a-Pound.

Held for the first time in the quaint, rustic Cook House on

the grounds of Evans Farm Inn, McLean, Virginia, 22 members and guests enjoyed our annual installation banquet June 14. Outgoing Chairman Lin Clayberg commended Marilynn Greenleaf, outgoing vice-chairman, Amy Leete and Barbara Rohde for their special assistance during the past year. Continuing in office for a second year will be Secretary Maureen Long and Treasurer Holly Merrifield. Installed were new officers Martha Poteat, chairman, and Beverly Sharp, vice-chairman. Our spontaneous speaker was Charter Member Fay Gillis Wells, who described the activities planned for the Forest of Friendship's 10th anniversary in July. She also discussed some of her own adventures, including the one that made her a member of the Grasshopper Club.

Member Morgen Greschel, flying a C-152, won second place at the local USPFT rallye May 31 in Wilmington, Delaware, and first place at the Region 7 rallye June 14 at Danbury, Connecticut. She represented the Northeast in the Nationals at DeQueen, Arkansas.

by Lin Clayberg



Lin Clayberg, Barbara Rohde, Holly Brenneman Merrifield, Polly Carico, Peggy Doyle and Marilynn Greenleaf provide moral support from the Washington, D.C. Chapter for Holly Cobb Merrifield at the reception following her wedding.

NORTHWEST SECTION IDAHO CHAPTER

May 10 dawned with clear skies and calm winds, quite in contrast to the previous three occasions when we had scheduled the air marking for Hailey, the airport that supplies the beautiful resort of Sun Valley, Idaho. We had been waiting anxiously to paint our chapter's first compass rose, but had been thwarted at every turn by rain, wind, ice, sleet and snow. But the chapter would not be discouraged — we were determined to accomplish this feat.

No one in the chapter had ever painted a compass rose, much less engineered one, but that certainly didn't stop us. Bonnie Lazzarini is a drafting engineer, and she is the plan

ning genius behind this ambitious project. When the Boise contingent arrived Saturday morning, Bonnie had already completed the preliminary work. Sandra Peterson took one look at all the chalk marks and thought out loud, "Can we really make sense of all those crossed marks?" Bonnie patiently walked off the marks and got us started.

The marks began to make sense, with Ruth Garrison painting the yellow parts and Anita Lewis the white. Around lunchtime, Bev LaBrie and a friend arrived as re-enforcements. We then we raced to beat the clock and finish while beautiful climatic conditions held.

by Anita Lewis

SOUTH CENTRAL SECTION KANSAS CHAPTER

Two crews put on their wings June 7. One, piloted by Carol Lanning, flew to Emporia to re-paint fading numbers and the airport name; the other, piloted by Janet Yoder, headed to Abilene to paint the name of the airport on their new runway. It turned out to be a hot but wonderful day, and we had a great time!

For our June meeting, we had a fly-in/drive-in picnic at Maize Airport. Several fly-in planes mixed with the number who attended as "drive-ins," forming quite a group. This was a particularly important meeting for us because we

installed our 1986-87 officers, including Chairman Kay Alley, Vice-Chairman Karen Tucker, Secretary Ken Brunton and Treasurer Phyllis Blanton. We were honored with the presence of Margaret Ringenberg, a member of the Indiana Chapter, who will participate in the Air Race Classic with Janet Yoder. New South Central Section Governor Pat Mlady was also there to tell us more about the Hawaii Convention. She passed out some very tempting brochures!

Pat Wilson-Hobson was married May 1, and husband Jim is a new 49½!

by Debbie Klein



Idaho air markers include Bev LaBrie, Sandra Peterson, Anita Lewis, Ruth Garrison and Bonnie Lazzarini. An aerial view verifies the striking results.





El Cajon Valley 99 Susan Maule (left) now flies as captain for Wings West (American Eagle).

Dottie Campbell (below) is congratulated on being appointed chairman of the El Cajon Chamber of Commerce Aviation Committee by Charles E. Cordell, chamber president.



SOUTHEAST SECTION BLUE RIDGE CHAPTER

The home of Chairman A. Lee Orr was the setting for the combined business meeting and pool party in May. Members recognized for their achievements included Marie A. McKinley, who flew the Great Southern Air Race, and Louise White, who served as impound chairman.

Dot Penney spoke to the Eureka Book Club on "The History of Aviation," and Lee Orr discussed "Careers in Aviation"

at Duncan Elementary School. Dot and Lee also conducted a tour of the Spartanburg Airport for the First Presbyterian kindergarten, including helicopter and airplane demonstrations.

Madeline Smith has received Phase II Wings, and the chapter sponsored an FAA safety meeting in May for 50 pilots. FAA Accident Prevention Specialist Toney D. Goble presented "Back to Basics" slides on "Landings, Part II."

by Madeline B. Kennedy

SOUTHEAST SECTION FLORIDA GULFSTREAM CHAPTER

Our June meeting was a lovely brunch at the Lighthouse Point Yacht and Tennis Club, where we elected Chairman Barbara Cochrane, Vice-Chairman Ruth Brown, Secretary Brenda Cruz, Treasurer Martha Conte and Correspond-

ing Secretary Hope Nielander.

Barbara Cochrane, Alexis Ewanchew, Hope Nielander, Sue Perrigo and Ann Walker attended an interesting and informative Operation Rain-Check, recently sponsored by the Miami Center.

by Sue Perrigo

SOUTHWEST SECTION ORANGE COUNTY CHAPTER

Our May fly-in to Edwards AFB was attended by 51 members and friends. We were given "the treatment," which included a private tour and lunch. June's fly-in to Prescott, Arizona, arranged by our chairman, Marge, featured a tour of the FAA and delicious western barbecue Saturday. Sunday morning began with a pancake breakfast and a loooooong hike

to walk them off.

Many thanks go to newly IFR-rated Marikay Lindstrom for welcoming us to her home for the May meeting and pizza party, and congratulations go to all who were APT in 1985. We won first place in the section, so we got to gawk at the gorgeous trophy during the June meeting at Barbara Ward's home.

by Mary Lee Mershon

SOUTHWEST SECTION EL CAJON VALLEY CHAPTER

Spring was marked by a flurry of activities, beginning with February's Women in History Week at El Cajon Valley schools, for which we provided five speakers.

Our annual Flying Companion Seminar, chaired by Dottie McAuley March 1-2, saw 20 students through the basics with the addition this year of tower tours at Gillespie Field.

The March Essay Contest, coordinated locally by Dottie Campbell and co-sponsored by the FAA, El Cajon Chamber of Commerce and our chapter, resulted in local entrants going on to the FAA regional contest. Participants took field trips to the San Diego Aerospace Museum and Gillespie Field, and prizes were awarded at two school assemblies.

Chairman Frankie Clemens, Vice-Chairman Marian DeLano, Membership Chairman Dottie Campbell and Susan Maule attended the Southwest Section Chairman's Meeting March 22 in Oakland, and Dottie Campbell was named chairman

of the El Cajon Chamber of Commerce Aviation Committee in April. Dottie is also active on the Aviation Education Committee of the San Diego Aerospace Museum, and she and Frankie Clemens are active on the Cuyamaca College Aviation Advisory Board.

All San Diego area chapters enjoyed dinner May 6 at the San Diego Country Club. Ed Leiser presented a slide program, "San Diego County Aviation History," for the audience of 52, including Pat Forbes, section governor.

The Barrett Junction Fish Fry, organized by Eleanor Richardson, was enjoyed by 26 area 99s and 49 1/2s, including 14 from El Cajon Valley. A week later, June 21, we helped serve refreshments at the Aerospace Museum Hangar Open House at Gillespie Field.

Finally, we welcome spring's crop of new members, Sally Bacinski, B.C. Jessica Black, Martha Horwitz and Laura Hutchison, with a big welcome back going to Irene Rogers.

by Marian DeLano

NOTAM

Deadlines for the newsletter that is replacing *The 99 NEWS* magazine begin with chapter reporters submitting copy to section reporters by the first of each month. Section reporters will then submit edited news to the newsletter editor by the 10th of each month. (See page 26 for more information.)

more Air Racing News

1986 AIR RACE CLASSIC COMPLETED

The 10th anniversary Air Race Classic began June 21 when 51 aircraft were flagged from Santa Rosa, California, in 17 minutes.

The race route retraced the 1977 course and, with terminus at Toledo, Ohio, covered 2,606 sm. The weather cooperated, and good scores were posted by all contestants.

by Glenn Buffington



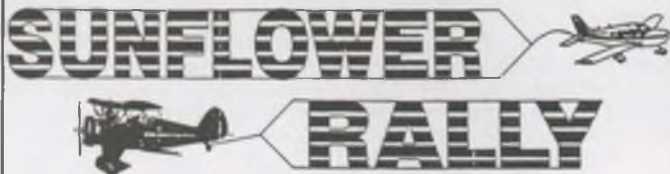
Winning the Air Race Classic is Marion Jayne, a three-time winner of previous ARCs. Janet Yoder and Margaret Ringenberg placed second in the ARC. Margaret also took second place in 1979.



Maybelle Fletcher, 1982 winner, teamed with Kitty Havens to place third in the 1986 Air Race Classic.

Fourth-place finishers in the ARC are Esther Lowry and Shirley Winn.

KANSAS CHAPTER NINETY-NINES 5TH ANNUAL



WHERE: WELLS AIRCRAFT, HUTCHINSON AIRPORT, KS

WHEN: SATURDAY, SEPTEMBER 13, 1986

WHY: FUN & PROFICIENCY

WHAT: SECRET COURSE - ROUND ROBIN / ENTRY FEE - \$35

OPEN TO ANY LICENSED PILOT

AWARDS DINNER & TROPHIES TO FOLLOW

HOW: FOR INFO. & RALLY KIT, SEND \$3 TO:

DEBBIE KLEIN, P.O. BOX 246, KECK, KS 67067

AIR RACE CLASSIC RESULTS

1st Place	#18	Marion P. Jayne	.....	Cessna 172P	120	Handicap	+27.287
2nd Place	#10	Margaret Ringenberg Janet Yoder	.....	PA-23-160C	118	Handicap	+23.487
3rd Place	#26	Maybelle Fletcher Kitty Havens	.....	Grumman AA5B	142	Handicap	+23.460
4th Place	#29	Esther Powell Lowry Shirley Winn	.....	Cessna 182RG	160	Handicap	+21.916
5th Place	#17	Marjorie Thayer Ruby Sheldon	.....	Cessna 182RG	160	Handicap	+21.452
6th Place	#34	Gary Wheeler Carolyn Pilaar	.....	PA-28-181	129	Handicap	+21.216
7th Place	#14	Gini Richardson	.....	Cessna 172P	120	Handicap	+20.654
8th Place	#32	Susan Kennedy Margaret Callaway	.....	PA-28-236	150	Handicap	+20.537
9th Place	#35	Carole Rose Lorrie Blech	.....	Cessna 182RG	160	Handicap	+20.370
10th Place	#5	Rita Buhl Mary Jo Buhl Volk	.....	Cessna 172H	112	Handicap	+19.975

EIGHTH OKIE DERBY A SUCCESS

For the eighth year, a successful Okie Derby rally has been organized by the Oklahoma Chapter — and completed safely and successfully.

Sundance Airpark was a beehive of activity July 11-12 as 99s and friends gathered for impound, hospitality, race briefing and the competition.

Race Coordinator Susie Mitchell kept people and time schedules flowing, but she couldn't temper the famous Oklahoma wind, which eventually caused two of the 26 planes entered to scratch.

Big winners were incoming South Central Section Vice-Governor Sue Halpain and 49½ Bill, who came away with first place honors. In all, eight places were recognized, along with a number of other awards.



Pilots Jeane Wolcott, All-Ohio 99, and Nancy Smith plan their route with Kay Roam's advice.

Race Coordinator Susie Mitchell fields questions at the pre-rally pilots' briefing.

Edna Gardner Whyte performed double duty as an Okie Derby contestant and awards banquet speaker.



Chapter News, Activities and Projects

AUSTRALIAN SECTION

Jan Hoopmann has returned from a fairy-tale jaunt around the world, which included some time spent in the jumpseat of a Concorde en route from New York to London. She was delighted to meet with 99 Sue Harper, Phoenix, Arizona, during her USA visit. Sue has been very hospitable to Jan's daughter, who is nursing at Scottsdale Hospital in Phoenix.

Jean and Les March recently piloted their Saratoga to Lightning Ridge in New South Wales, where they took up picks and shovels in order to try their luck at opal mining for a few days.

Adrienne Williams has been busy on the weekends piloting a skydiving group at Strathalbyn. We haven't heard if she has been persuaded to don a parachute yet.

Nan Manthorpe flew to Adelaide from Port Lincoln to give a well-researched, fascinating talk on the history and activities of women pilots in Australia during a dinner held by the Mitcham Air Force Association.

Sylvia Byers is rumoured to be in South Australia this weekend attending the International Ballooning Championship, which is being centred at Sepplesfield in one of South Australia's best-known wine districts, the Barossa Valley.

Jenny Houghton, Perth, attended the Royal Federation of Aero Clubs Annual Meeting in Darwin. Heather Bat convened the session, which is held at a different venue every year, drawing representatives from all over the countryside. Jenny stayed with Barb Stott, who keeps current in the busy Darwin airspace with regular formation flying. Darwin is the capital of the Northern Territory, and the airport is international, also serving as a Royal Australian Air Force base.

by Thelma Pye

CARIBBEAN SECTION

The section hosted and sponsored an FAA Safety Seminar May 17, welcoming over 30 aircraft from all over Florida to Freeport, Grand Bahama Island. Approximately 100 pilots and guests, as well as several localaviators, attended the seminar at the Holiday Inn.

Governor Yvonne Smith, Vice-Governor Francesca Davis, Gina Clarke, Iza Horsfall and Jean Snidow met the incoming participants, while Helen Veatch registered attendees at the hotel. A Bahamian-style buffet was served at lunch.

Mary Higgs, section treasurer, and copilot Dennis Williams, a long-time supporter of the 99s, placed 11th in the second annual Marathon Great Southern Air Race. The contest was a first for Mary. Dennis, Mary's rusty C-337 — but, all three claim, definitely not the last!

by Francesca Davis

EAST CANADA SECTION

First Canadian Chapter

By special arrangement, 99s and friends viewed the magnificent K.R. Thomson private collection of paintings by Cornelius Krieghoff. We were delighted with Krieghoff's bubbling enthusiasm for the work, play, costumes and pageantry of 19th century Quebec as captured on canvas. This was truly a glorious experience, followed by a delightful reception at Margo McCutcheon's home.

A wonderful CAVU day dawned for this year's May Poker Run. Some 30-40 aircraft, including a vintage Tiger Moth, flew to five of 10 airports in the Toronto area, arriving at Brampton Airport to vie for the highest hand. The winning four-of-a-kind threes earned a \$300 gift certificate for the Inn at Manitou. Runners-up won a "stay" at Thornbury Harbour Club and St. Ann's Bed and Breakfast in Grafton. Two pairs or better won the remaining 40 wonderful prizes. This fabulous day of fun and flying was made possible by our organizing committee of Diane Brockman, Susan Fisher, Jean Hancher, Mary Norman and Anna Pangrazzi, plus some 20 other 99s who manned airports.

With spring and good weather, our Skywatch pilots are in demand to fly Ontario Ministry of the Environment personnel on air surveillance missions to monitor air, water and land pollution. Operation Skywatch has recently been featured on TV news and in newspapers.

Muriel Pigeon has put together New Member Orientation Kits to give new 99s a good overview of activities and history.

Chairman Shirley MacDougall recently returned from a trip to Yugoslavia. She and her husband had the opportunity to fly a Yugoslav aircraft and chat about flying in that part of the world with an air traffic controller.

Margo McCutcheon is currently viewing the countryside of Burgundy, France, from a hot air balloon. Not only do our ladies fly, but they visit foreign skies!

by Donna Deaken

MIDDLE EAST SECTION

Eastern Pennsylvania Chapter

Aviation education has been a concern, and Karen Gauby, Nina McKissock and Anne Shields have been most active in spreading the word to young people about general aviation. Our chapter has recently sponsored several safety seminars, at one of which Anne was a speaker.

We've discovered that, among fund-raisers, pennies-a-pound brings more participation than plane washes. (I guess most members don't want to get wet and dirty.) Nina McKissock arranged a plane wash in April, for which Marge Bryant donated hangar, water, coffee and doughnuts; 11 members "worked their fingers to the bone" all day. Then Kate

Macario arranged a pennies-a-pound in May; including pilots and ground crew, she had some 25-30 members to help.

Janice Holl has a job flying with Allegheny Commuter, while Joanne Hermann and Kathy Rodziewicz have joined the ranks of charter pilots.

We are pleased that the New Jersey State Aeronautics Commission has another woman director to replace Arlene Feldman, who was a long-time member of our chapter until she became the first woman to fill that position. Arlene resigned to become deputy director of the FAA Technical Center in Atlantic City.

We have welcomed six new 99s and several 66s so far this year.

by Louise Sacchi

Hampton Roads Chapter

New officers are Chairman Rosemary Doud, Vice-Chairman Dawn Kinard, Secretary Lois Young and Treasurer Betty Armstrong. They will be following a group who provided a strong core for this chapter.

The past two months have been busy, beginning with the spring section meeting April 19 in Richmond. That was also the date Sally Viken, a 66, became a 99.

Participants Connie Zook and Linda Hollowell received a third-place trophy May 3 at the Allegheny Air Derby. Of the eight planes in the race, three were piloted by 99s, who claimed first as well as third.

Franklin was the site of our May 10 pennies-a-pound, and June 7 featured a sectional pennies-a-pound.

The recipient of our chapter scholarship, Kathleen Rasmussen, a senior at Virginia Tech, will be awarded \$500 to further her studies. She's an aerospace engineering major with aspirations in various fields of aviation, including the pursuit of her private pilot license.

Congratulations go to Connie Zook and Edith Fischer, who have completed Phase II and Phase V Wings, respectively.

by Barbara L. Ramsey

Shenandoah Valley Chapter

The chapter has begun planning an all-out membership drive, which will begin at local airports where women serve as flight instructors or where there are known women student pilots. We hope to culminate our drive later in the summer with a get-acquainted picnic.

Sara Williams has been appointed an FAA accident prevention counselor by the Richmond GADO. This new job should keep her busy while she's waiting for her broken arm to mend so she can get back to flying herself.

Chairman Virginia Thompson attended the Department of Defense Joint Services Open House May 16 at Andrews AFB. She was treated to a fantastic flying display by the US Navy Blue Angels aerial demonstration team,

a parachute demonstration by the US Army Golden Knights, and a mass airdrop of 300 paratroopers from the Army's 82nd Airborne Division. Other activities included an aerial demonstration by the US Marine Corps SPIE rappelling team, as well as an aircraft display that included an Air Force F-16 Fighting Falcon, an A-10 Thunderbolt II, a German Air Force Tornado and a US Marine Corps AV-8B Harrier. Virginia also saw the short unsuccessful flight attempt of the National Air and Space Museum's mechanical pterodactyl. The day was a real treat in spite of the heat.

by Theresa H. Brents

NEW ENGLAND SECTION

Northern New England Chapter

We had the opportunity to host the spring New England Sectional, and it was an honor to have Charter Member Nancy Tier join us for the occasion.

The two-day event was a complete success, culminating with a luncheon at which our guest speaker was Michael Metcalf, a finalist in NASA's Teacher-in-Space Project. His speech was highlighted by a film about training finalists received in preparation for space flight.

by Leslie V. O'Shaughnessy

NY-NJ SECTION

Finger Lakes Chapter

Our February meeting was a seminar illustrating the usefulness of a personal computer for personal flying. We saw a demonstration of how to use the PC for weight and balance, as well as for accessing the Compuserve Database for flight planning and up-to-the-minute weather briefings.

Our chapter, in conjunction with EAA Chapter 44, sponsored an April 16 USPFT rallye at Genesee County Airport in Batavia. There was overwhelming support from both groups. Chapter Chairman Rosemary Gibson coordinated all efforts, GeorgeAnn Garms and 49½ Mickey prepared the route work, and Norm Isler, EAA chapter president, organized their workers. The 99s planned the route, provided registration and food services, and served as scorekeepers; EAA members marked the runway for the spot-landing portion of the contest, judged the landings and provided check pilots for the participants during the navigation phase. The FAA cooperated by designating this a safety meeting and providing an excellent synchronized slide show, "On Landings."

Finger Lakes air markers include Betty Roman, Carol Owen, Mary Hunkeler, Marcia Gitelman, Barbara Flick, Bonnie House, Marcia McDowell and Jutta Dudley.



Photo by Helen Rosenthal

Unfortunately, there were only four registrants, so we'll have to publicize it differently next year so local pilots don't feel intimidated by the rules. Niles Barlow, flying a Comanche 250, captured first place, and second went to 49½ Dave Gitelman, flying a Comanche 180.

Eleven members turned out May 17 at the Rochester Monroe County Airport to repaint the Compass Rose/VOR Receiver Check Point we gave the county in 1977. As long as we maintain this valuable addition to the airport, we can be recognized by our sign at the compass rose location. With paint brushes and rollers in hand, we held our annual meeting. I must say, we felt really important when two airport fire trucks and the airport manager appeared to help us with the power paint mixer.

by Marcia Gitelman

CHAPTER NEWS, ETC.

Garden State Chapter

Nineteen members and guests spent an informative and enjoyable April 19 at the FAA Technical Center in Atlantic City. Arlene Feldman, deputy director and a member of our chapter, coordinated the film program, question-answer period and tour, which provided an impressive idea of the many center activities. We were overwhelmed by the testing and research that will benefit general and commercial aviation.

The spring section meeting turned out to be a lot of fun for the 10 of us attending. Thanks to the gracious, hospitable North Jersey Chapter members, we enjoyed a great weekend. The auction was a terrific idea!

They did it again! Mary Helfrick and Betty Pifer took first place in the Allegheny Air Race on a blustery May 3 in Latrobe, Pennsylvania.

Diana Dade, Mary Helfrick, Racquel McNeil and Pat Valdata attended a safety seminar we co-hosted May 5 at Mercer County College.

Our May 18 meeting at Sky Manor Airport featured fascinating accounts of the recently organized Freedom's Wings — a World of Soaring for the Disabled. Providing information were organizers Mary and Irv Sobol.

by Alberta Bachman



At Meet the Authors Night are Greater New York Chapter 99s (above) Doris Renninger Brell, Diane Ackerman, Phyllis Sproul, Nina Claremont, (below) Bonnie Tiburzi, Julie Talbert and Pat Blum.



Greater New York Chapter

Inverted flight, rolls and hammerheads are not usually part of our everyday flight, but a group of us experienced an introductory aerobatic lesson May 17 at Poughkeepsie Airport. The outing was arranged by Denise Lamneck, a veteran aerobatic flier. Our hosts from Mudry Aviation enthusiastically demonstrated in CAP-10s the various maneuvers, despite a ceiling of only 2,500 feet for most of the day.

by Marian A. Campbell

Long Island Chapter

Doris Abbate and Jill Hopfenmuller recently flew to the New England Sectional to hear one of the astronauts discuss the manned space program.

The chapter had a very successful May 3, hosting a handicapped Boy Scout pack. In spite of wheelchairs and crutches, many of the boys made it to the top of the tower to view the entire airport. Most were carried up the last steep steps by tower personnel and Cub Scout leaders. Cubs and adults were also treated to rides on fire engines after demonstrations of equipment and waterhoses at the firehouse. Joyce Malkmes, Mae Smith and Bozena Syska used their airplanes for demonstration purposes as the boys were lifted into the seats for hands-on at the controls. A picnic lunch was held in the Mid-Island Air Service hangar amidst the parked airplanes, thanks to Lou Mancuso, manager, and his wonderful staff. Debbie Bonnard, Dorothy Campbell, Red Guernsey, Jill Hopfenmuller and Pat Rockwell kept everything under control.

Vice-Chairman Jill Hopfenmuller recently organized a chapter fund-raiser in cooperation with White Post Farms, a local farm that opened its doors to the chapter and friends for an evening of buying.

Ruth Dobrescu, who chairs the Glen Cove Beautification Committee, has received many awards for her efforts in arranging clean-ups, developing gardens and pushing government agencies to help in beautifying at least one community on Long Island. The most exciting bonus of this project must have been when she recently drove Russian officials living in Glen Cove to the Cradle of Aviation Museum at the old Mitchell Field in Hempstead. The Russians viewed many of our past aviation treasures. Ruth is also deeply committed to the improvement and growth of the museum.



Garden State 99s and guests tour the FAA Technical Center in Atlantic City.

Ida Van Smith was thrilled that the Flight Clubs will sponsor Bessie Coleman, the first black woman pilot in America, at the International Forest of Friendship's 10th anniversary celebration this summer. Ida was inducted two years ago.

by Patricia Rockwell

North Jersey Chapter

Despite strong variable winds, 25 planes and 59 people participated in our annual Poker Run, which is a major fund-raiser. Due in large part to the efforts of Leslie Highleyman, coordinator, it was a huge success. The top prize was a set of Time-Life aviation books worth \$300. Other prizes included 75 gallons of aviation fuel, sheepskin carseat covers, a dinner at the 94th Bomb Group Restaurant, a flight jacket and more.

Clarice Bellino, past section governor and a member of the Zonta Board of Directors, recently arranged for Muriel Earhart Morrissey to be the guest speaker for the annual AE program sponsored by the Newark Club of Zonta. The 99s were invited to attend when Muriel began her presentation by reading her sister's poem, "Let There Be Peace on Earth and Let It Begin with Me." She reminisced about her childhood and related family experiences. Muriel is currently at work on a biography of Amelia.

We hosted the April section meeting, which was enlivened by an auction Friday night. It's the consensus that President Hazel Jones was the biggest buyer. Accident Prevention Specialist George Strickland was the guest speaker.

We have been extremely busy as co-sponsors of three FAA "Back to Basics" safety seminars.

We purchased a button-maker and are selling buttons with popular aviation sayings and favorite photographs.

Our new officers are Chairman Barbara Mead, Vice-Chairman Carol Emmens, Secretary Leslie Highleyman and Treasurer Carol Cross.

by Carol Emmens



Clarice Bellino escorts guest speaker Muriel Earhart Morrissey to the Zonta AE Dinner.

NORTH CENTRAL SECTION

All-Ohio Chapter

The chapter honored Chairman Salley Berryhill May 18 at the Bowling Green Country Club. Salley, who assumed her



Long Island Chapter members host an airport tour for handicapped Cub Scouts at MacArthur Airport.

duties in January 1983 and was re-elected in 1984, just completed her term of office. According to historians, this is a record for holding the chairman's position. New Chairman Connie McConnell, Vice-Chairman Elinor Kline, Secretary Kathy Samuelson and Treasurer Linda Blodgett were sworn in by Salley, and prospective members Jean Allen and Judie Forestier asked Connie to sign their applications for membership.

Elinor Kline, who has been entrusted with the responsibility of the scrapbooks, was recognized during the spring section meeting in Lexington. Our chapter scrapbook won first prize.

Bernita Nickell will be playing hostess to daughter Amy Jean's high school class. The class will journey to the Nickell's farm and airstrip to learn about using a J-3 Cub in their agricultural operation.

Erica Scurr has been busy with the FAA's "Back to Basics" seminars. Sandy Gordley has held four seminars in Findley, Ohio, and Margret Bryant has another scheduled at the Air Force Museum at Wright-Patterson AFB in Dayton.

Ten years ago in June, the Air Race Classic held their first race with the terminus in Toledo. This year's race will also finish at Toledo Express Airport. Chairman Jayne Herman has enlisted the assistance of the Toledo Chamber of Commerce, Airport Authority, All-Ohio, Lake Erie and Greater Detroit Chapters and the Toledo Zontas to repeat the previous successful terminus.

The 11th Buckeye Air Rally, under the direction of veteran racer Pat Fairbanks and daughter Carol Deitsch, was held June 20-21 at Lunken Airport in Cincinnati. Along with the usual cash and trophies, special awards were also presented. This proficiency speed race is open to all pilots.

by Jeane Wolcott

Aux Plaines Chapter

Mary Wedel reports that the North Central Sectional in Lexington was an outstanding success. She came back from Kentucky with many new ideas. Mary also exhibited several of her alabaster sculptures and gemstone jewelry designs at a recent gem show at the DuPage County Fair Center. Who can deny that 99s are many-faceted?

We finalized plans for a different type of fly-in — an ice cream and strawberry social. If you can't fly, drive to Kenosha Airport, Kenosha, Wisconsin, June 22.

Switzerland and environs were honored by the presence of Sue DeWulf and 49½ Marcel on the occasion of their 20th wedding anniversary. They were fortunate to be able to stay in a Swiss chalet owned by another of our members, Johanne Noll, and her 49½.

Members are looking forward to a full report of aviation activities in that fairylend. Who knows — they may have decided to climb the Matterhorn, or they may have chosen the easy way, flying around or over it.

Johanne has passed her instrument written exam and, with good weather coming, will no doubt have her rating very soon.

by Virginia Rabung

Chicago Area Chapter

Casino Night was a big success, and we made money to continue our charitable donations and aviation scholarships. We had wonderful donated gifts, such as a sailboat ride on Lake Michigan, airplane rides, lunches and dinners for our auction.

We did it again at the section meeting by winning the Attendance Trophy.

Johannah Grieco, Sue Murray, Deb Piekos and Marlene Winters recently flew to San Salvador Island, Bahamas, in the Piekos' 310 for fun and sun. They also flew to Stella Maris for the world-famous Cave Party. Jo and Sue completed the 40-foot open ocean checkout dive and were cleared to Shark Reef. Gail LaPook and Eileen Perch flew from Nassau to spend a few days with them.

Arta Hensen and her 49½ found that it is faster to fly your own plane when you go to Phoenix. Commercially, it took three airplanes — and the luggage was lost.

Ruth Rockcastle presented the "Back to Basics" program, "Landings II," April 10 to the Navy Glenview Flying Club, and she had 45 sets of open ears.

Elinor Kline (right) custodian of All-Ohio's history scrapbooks, presents the first-place trophy won at section for the best and most pleasing history book to Salley Berryhill.



Presenting Salley Berryhill, outgoing chairman, with her chairman's pin are incoming Treasurer Linda Blodgett, Vice-Chairman Elinor Kline, Chairman Connie McConnell and Secretary Kathy Samuelson.

Betty and Gale Strother recently traveled to Machu Picchu, Peru, flying over the markings of Nazca. They took sectionals to exchange with the pilot who flew them over the Nazca lines, but they were informed by all pilots that no VFR sectionals exist in South America. You use only WAC charts and road maps. They also went to the West Indies and flew into a 1,000-foot strip on the top of a small 3,000-foot, high, sheer-sided island.

Gail LaPook, Eileen Ferch and the Keppels recently spent 21 days in the Bahamas, flying and snorkeling. Eileen had an engine failure, but a wonderful landing in Panama City.

Nancy and Wayne Haraldson recently flew their Mooney 201 to Dallas-Ft. Worth and Houston to visit and work. Sue Nealey soloed a Pitts and Peggy Rastetter glided in Hawaii, while Diane Hromek spoke with students in the Midwest about flying and being a 99.

by Debbie Karas

Our very first chapter chairman, Adela Scharr, is to receive the prestigious Spirit of St. Louis Award, presented by the St. Louis Regional Commerce & Growth Association. This represents 45 years of dedicated service to the 99s because this year marks our 45th anniversary. Del's book about life in the WASPs is due out in August, so it is a very special year for a special lady.

We again called on Del to install our new officers, Chairman Ruby Fudoli, Vice-Chairman Vivian Waters, Secretary Helen Hall and Treasurer Jan Eveans. She told the 30 people in attendance at the installation dinner to be sure and watch the KTVI news the next day. We did, and found her smiling at us from the Charles Lindbergh Trophy Room in the St. Louis Historical Society, where she was interviewed as a witness to the occasion of his trans-Atlantic flight 59 years ago, May 20, 1927.

7. Fay Gillis Wells —

What a pleasure to meet, visit with and listen to a most fascinating lady.

8. And... Most of All —

Diana Austin, Courtney and Earl Bargerhuff, Char and Walt Falkenberg, Barb and Harry Jennings, Carol and Marshall Zander, T.J. Shaum, and Joy, Vern and Paula Rickel.

by Carol Zander

Kentucky Blue Grass Chapter

The chapter is resting from section meeting activities.

Friday evening included a trip to the Red Mile harness racing track with a race named for the 99s. Much 99 currency was won and lost. At one time, it was reported that Charlene Falkenberg was \$29 ahead.

On Saturday after the business meeting, 99s toured Spindletop Mansion and the Spendthrift Horse Farm. The evening banquet was delightful as speaker Fay Gillis Wells entertained with her many aviation experiences. Awards were presented, and every 99 left with a complimentary thoroughbred horseshoe.

by Terri Donner

Lake Erie Chapter

New officers installed at the June meeting included Chairman Pat Baron, Vice-Chairman Dodie Jewett, Secretary Jeanne Simpson and Treasurer Helen Sammon.

Attending the Lexington section meeting were Meigs Adams, Pat Baron, Dodie Jewett, Marg Juhasz, Edy Maxim, Evelyn Moore and Coralie Stamp. Members presented a delightful skit composed by Meigs, sung to the tune of "Auld Lang Syne," inviting members to our fall section meeting at the Quaker Hilton in Akron, Ohio. A Goodyear blimp replica and two of the gals in Quaker outfits completed the skit.

Ellen Catlin, 66, has passed her checkride and will be our newest 99, while another 66, Jennifer Jewett, has graduated from Kent State University and will now earnestly work on getting that private license.

by Margaret Juhasz



Lake Erie's Evelyn Moore looks on as Meigs Adams "rings" her propeller during the spring section meeting.

Lake Michigan Chapter

Our March meeting was held at the Lansing Community College Airport. An LCC teacher of aviation showed our group how to use the computer and modem with the CompuServe weather service.

CHAPTER NEWS, ETC.

Greater Detroit Area Chapter

Members gathered at the home of Ilene Hemingway in May for our regular meeting. We were fortunate to have an excellent speaker, Colleen London of the San Fernando Valley Chapter. She is in Michigan for a temporary period completing the writing of a textbook. A real seaplane enthusiast, Colleen discussed getting a seaplane rating.

The chapter has approved giving a section newsletter subscription to each new member beginning in June. It is felt that this publication is an excellent method in which new members can learn about the 99s, other chapters and our section.

The chapter has acknowledged a letter from Jerrie Cobb, thanking us for our recent donation, and we learned that member Elaine Evans has passed her FAA instrument written examination.

New officers include Chairman Marie Littler, Vice-Chairman Ilene Hemingway, Secretary Geraldine Kemichick and Treasurer Mardi Drebing.

by June L. Beers

Greater St. Louis Chapter

Four of us accompanied Jan Eveans in her Bonanza to Lexington for the spring section meeting. Amy Laws flew copilot, while Dorothy Haupt, Jan Pocock and Vivian Waters supplied the ballast. Martha Norman and Barb Wilper had the long task of driving. In spite of "iffy" weather, we were especially proud Saturday evening when the section committee awards were announced. A certificate of merit was presented to the chapter for Air Marking (three compass roses) and a plaque for first place in Aerospace Education.

The fact that we won the Aerospace Education trophy hasn't slowed us down at all. In early May, St. Louis County's Parkway Central High Schoolers were treated to a presentation on ballooning by Jane Buckles and Viv Waters. This followed a late April talk by Amy Laws for fourth and fifth-graders at a school in Kirkwood, leading to an airport tour of Downtown Parks Airport for 67 kids! Jan Pocock assisted Amy by giving half the group a tour of the tower while she gave a hands-on visit with her Cessna 182.

Our guest speaker was Gene McNary, St. Louis County supervisor and private pilot. His wife, who is working on her instrument rating, is a prospective 99. He updated us on the county activities in the world of aviation. This is a very progressive program to maintain the small feeder airports for general aviation in and around the St. Louis area.

Jan Eveans and Amy Laws were able to show off the trophies they brought home with them from the Great Southern Air Race. Our ladies did us proud, placing seventh overall and logging the best all-woman team score. Besides that, they had a lot of fun! It was Jan's first race, and she's hooked.

by Jan Pocock

Indiana Dunes Chapter

Did you miss the spring North Central Sectional? If you did, you really missed something special — and everyone wished you were there:

1. The Weathermen —

They really outdid themselves for the weekend with warm temperatures, sunshine, smooth air, high cirrus, light winds and VFR conditions (with some haze thrown in to keep it interesting).

2. Indiana Dunes 99s, 49½s and Guests —

We all got to know each other better, had a few laughs, proudly represented our chapter and made new friends.

3. Members of Other Chapters —

A friendly caring group of folks enjoyed each other's company.

4. Horses —

They showed off their magnificent countenance at Spendthrift Farm, and ran especially well at the Red Mile. (A few were reportedly afraid to cross the finish line in front of everyone else.)

5. Employees of Spendthrift Farm —

What an education they gave us! They filled our heads with facts and figures about horses, racing and breeding.

6. Kentucky Blue Grass 99s —

They outdid themselves to make us feel welcome.



Queen Elizabeth II bids farewell to officials at Blue Grass Airport before her return to London. At left are Eleanore and James Brough and Skip and George Gumbert. Dr. Gumbert is chairman of the Lexington-Fayette Urban County Airport Board.

Ruth Rose has volunteered to serve as chapter secretary in place of Jeanne Vandersloot, who moved to California during the summer, and Barb Goodwin has volunteered to be news reporter so Lois Stevenson can spend more time on her airport.

Members continue to work in various areas of aviation.

Wendy Holfory is a member of the Michigan Aviation Aerospace Education Council, officially admitted to the master's program in astrophysics at MSU. She was also promoted to first lieutenant in the Charlotte Civil Air Patrol Squadron, and she flew to Canada in May to participate in a Royal Cadet program.

Joan McComb, flight instructor, is working with two students on their instrument ratings. In addition, she recently helped the Greater Detroit Chapter with their Pinch Hitter Course at Ann Arbor.

Barb Goodwin's Young Astronaut Group recently toured the Aerospace Museum in Washington, D.C. The YAG recently sponsored a balloon launch at the Kalamazoo Kite Fest in honor of the *Challenger* astronauts, with balloon donations going to the Jackson Space Museum to help with their future *Challenger* monument.

Maisie Stears flew her Bonanza with Mary Gardenier and Barb Goodwin to the spring section meeting. With over 200 other 99s, they toured the Spendthrift Horse Farms. What a wonderful way to become better acquainted with 99s from all over the section!

by Barb Goodwin

Minnesota Chapter

Thermals and thunderstorms can't keep this chapter from completing its first air marking! Good weather held May 30 for the taping and chalking crew to mark the Mankato Airport, and the painting crew completed our "experience" event. Look out, Faribault — we mark you in July!

Clara Johansen made the cover of the April issue of *Active Seniors*. She was interviewed by Diana Seyb, who wrote, "Clara Johansen began flying 20 years ago and hasn't come down since." Our chapter also is proud of Clara's recent election to the post of section vice-governor.

Lifeguard flights made in March totaled 21, with eight shuttle platelet flights completed.

The April 19 Scavenger Hunt was a combination flight, walking and driving event. Gathering at FBO Flying Scotchman at Crystall Airport, four crews divided and covered four different airfields. Trading airport guides for interesting "junque" became wild when the spirit of the game overcame one team, who just began begging for items. They won a beautiful box of chocolates. Arnie Johansen won the boobie prize for an X-rated trade, and all tried to top each other with stories over lunch and coffee.

Jimmie Olson set up the 99 booth at Anoka County Airport May 18, and a business meeting was held at the EAA Chapter 237 fly-in breakfast.

The 40th anniversary of Triangle Aviation, Inc. was held May 25 at Staton. We helped Malcolm and Margaret Manuel and Clarence Hines celebrate this pioneer aviation site. Even the History Theatre Company of St. Paul is celebrating aviation with the production of "Speed," the story of barnstormer Speed Holman.

by Catherine M. Balazs

Scioto Valley Chapter

The chapter hosted two "Back to Basics" safety seminars. We have sponsored all three "On Landings" segments, and a June 19 seminar is scheduled to show "Collision Avoidance."

Our chapter has also acquired a new 49½ with the May 17 marriage of Sue Windomaker and Mike Messina.

by Marilyn Miller

NORTHWEST SECTION

Columbia Cascade Chapter

Members Betty Jackson, Beverly Ringer, Debby Slapper and Shirley Twigg participated in Career Day programs at two of our local high schools in March.

With logbooks in hand, 11 of our members were excited to have an opportunity for a soaring lesson at a local gliderport May 17. It was a first for all of us and a gorgeous day with four mountains in view at 3,000 feet. (Where else but in the Northwest?) New member Debby Slapper arranged for instructors and aircraft to be available to us. And since Debby already has her rating, it is possible the fever will be spreading for this "uplifting" experience.

The recent local tragedy of teenagers on Mt. Hood took 534 total units of blood products. At times like this, we feel our efforts as a Red Cross Volunteer group, assisting with blood donor collections, are fruitful.

by Pegge Blinco and Mary Wohlgenuth



A first for Columbia Cascade members is a soaring lesson on a beautiful spring day.

Columbia Gorge Chapter

After carrying paint rollers and brushes in our cars for a month, we finally found ourselves painting numbers on Runway 30, the helicopter circle and "The Dalles" name by the gas pump. We had a welcome assist from Dave Urban, who stirred the gooey, fiber-laden paint supplied by the city street department.

Chris Snyder, 66, made her first solo in a C-150 and reported she "lost her shirt up to her shoulder blades."

A prospective member, Roxy Kessler, visited our May meeting at the Hood River Airport. She and her husband have come to this windy Columbia area for sailboarding. Watching those colorful sails zip over the water is akin to watching a graceful aerobatic maneuver.

Jan Mlnarik has left us for the summer for Homer, Alaska, where some of the first women she met were 99s.

by Jeanne Hillis

North Dakota Chapter

The Region 3 USPFT Rallye was held in Jameston May 17. We had seven participants: two winners from last year's rallye, Bob Simmers and Charles Kalvoda; Aimee Kuprash, a 99 from Oregon; and Don Meier, Rodney Reynolds, John Caturia and Tim Kutchera, who participated in the NIFA competition in Texas in April.

Eleven 99s and three 49½ were kept busy the entire day, marking, briefing, judging, scoring and serving lunch.

FAA Accident Prevention Specialist Fred Clark, Fargo, was on hand to make sure everything was conducted safely, and Beth Lucy did a superb job as overall chairman. Everything went like clockwork. The three top winners were Robert Simmers (first), John Caturia (second) and Charles Kalvoda (third). Runners-up Rodney Reynolds and Don Meier will also go to the National Championships in DeQueen, Arkansas, while Audrey Baird, Beth Lucy and Kay Vogel will participate as judges. Beth and 49½ Bob hosted a social hour preceding the dinner that evening at the Dakota Inn.

Our April meeting was held at Grand Forks with Cindy and Christie as hostesses. Four University of North Dakota 99s joined us for lunch and the meeting, after which Christi took us through the Center for Aerospace Sciences on the UND campus.

Kay Vogel was named chapter "Back to Basics" chairman at the March meeting, which was hosted by Audrey in Dickinson.

by Lorraine Boehler

Western Washington Chapter

Spring 1986 has brought many changes to the chapter. We have moved our meeting time to the second Saturday of the month, flying or

driving to Seattle area airports. New officers were elected in February with Anita Hapka taking over as chairman and Mary Mittee as vice-chairman.

We worked with the Greater Seattle Chapter on a joint project to prepare a booth for the State Aeronautical Convention in Tacoma in January, and the booth was again erected for the annual Boeing Field Expo in June.

Chapter members also prepared presentations for a Flying Companion Seminar May 17 at the Lake Washington Vo-Tech in Kirkland, and 11 members toured the Renton Tower during our May meeting. Joanne Andrus, Rainier Chapter 99 and a regular controller at Renton Tower, conducted our tour of the facility.

We are especially proud of two of our members — Marlene Nelson and Susan Darcy, who recently became the first women test pilots for the Boeing Aircraft Company. In addition, we have increased our 66 membership to seven. Some recruiting will be in order to maintain that number, however, because Teresa Evans and Edweena Hartly have received their private pilot licenses and applied to be our newest full-fledged 99s.

by Carolyn Carpp



At the April Willamette Valley Chapter meeting are Aimee Kuprash, Sally Plumley, Shirley Teutsch, Karen Anderson, Wanda Joyner, Lola Skirvin, Jane Capizzi, Jan Amundson, Charmaine Byers-Jones, Betty Cameron, Dorothy Johnson and Verda Guistina.

Willamette Valley Chapter

We welcomed the Oregon Pines Chapter to our March meeting. Gil Sperry, well known to our chapter because of his support of our Petticoat Derby, aired the FAA "Back to Basics" film, "On Landings."

Everyone attending the April meeting flew to McMinnville to check out their new on-field restaurant, Flight 99. A KC-97 military refueling plane was remodeled to accommodate a dining area, while leaving the cockpit fully operational and available for guests' pictures. The plane was flown to McMinnville from Phoenix and taxied to the site.

Elections were held in April. Chairman Laurie Hewitt, Vice-Chairman Lola Skirvin, Secretary Eleanor Wetgen and Treasurer Ann Louise Borella will be installed in August.

A Flying Companion Seminar was held in Eugene. Two of our very capable members, Molly Sliger and Laura Schneider, both CFIs, instructed 20 participants in the April event, with the assistance of several other members.

Betty Cameron and Jane Capizzi hosted our May meeting at Betty's beautiful beach home in Newport. There has been a desire to form a coast chapter, and several prospective members were invited to explore that possibility. Members had to hurry home to attend the Safety Seminar we co-hosted with the FAA at Linn Benton Community College.

We wish the best of luck to Aimee Kuprash, who will be participating in a regional USPFT rallye in North Dakota.

by Lola Skirvin

Southwest Montana Chapter

The chapter's first meeting was called to order with the roar of USAF Thunderbirds in the background. They were at Gallatin Field for an air show May 24.

We were delighted that 15 ladies, more than enough to establish the first 99s group in Southwest Montana, attended the breakfast meeting. The main topics of business were to get organized, set guidelines and elect officers, who include Chairman Kay Barnett, Vice-Chairman Suzanne Nellen, Secretary/Treasurer Jan Auble (also news reporter), Photographer Lindy Rushing and Motherbird Patti Mitchell. Others in attendance were April Carr, Kay Chapman, Loretta Chapman, Lynn Kitto, Linda Marshall, Clare McCann, Lathie Pool, Leesa Poole, Tina Pomeroy, Lisa Weamer and Tammy Yedinak.

After the meeting, which included discussions of future fly-ins, uniforms, tax laws, a loan program, soliciting new members and gaining more recognition, we gathered around a B-13 aircraft for a group photograph.

Our group is an impressive cross-section of individuals with a wide variety of talents and interests, and we are eager to become one of the most active chapters in the West.

by Jan Auble



Kay Barnett, Lynn Kitto, Patti Mitchell, Lindy Rushing, Clare McCann, Loretta Chapman, Tammy Yedinak, Lathie Pool, (kneeling) Jan Auble, Suzanne Nellen, Lisa Weamer and Leesa Poole, members of the new Southern Montana Chapter, gather around a B-13 aircraft after their first meeting.

SOUTH CENTRAL SECTION

Abilene Area Chapter

May has been another landmark month!

We tried our hand at air marking Albany Municipal Airport on the 10th. Little did we know the thinner in our mixture would react with the recently-poured asphalt surface and melt just enough of it to give our letters a zebra effect. Needless to say, our letters will be repainted in a couple of weeks.

We held our regular meeting at Abilene Aero on the 12th. We evaluated the very successful Pinch Hitter Course taught by Greg Launder, one of Abilene's top instructors, and decided that the only major change to make next year would be to find a place capable of accommodating a larger class.

We co-sponsored the second of the "Back to Basics" seminars on collision avoidance on the 15th. Approximately 40 attended in spite of the fact that this was the third time the session had been presented within a 150-mile radius.

Nancy Robinson emceed ceremonies at the Ballinger Airport on the 17th. Her 99 uniform really stood out on the speaker's stand — an encouragement to fellow lady pilots to become one of us.

The 25th was, as usual, a very big day for us. Once again in uniform, we collected the landing donations and sold programs for the ninth annual Breckenridge Air Show. There were over 100 vintage aircraft and a crowd of 8,000-plus. Jackie Jennings had the privilege of riding back seat in a P-40 during the Tora-Tora-Tora scene.

We are very proud of Jan Terrell. She has become a CFI and will be able to check us out next year for our Phase III Wings. She is the only active CFI at Breckenridge Airport. She also got .8-hour flying in the B-25 the day before the air show.

by Penny Montgomery

Colorado Chapter

Our guest speaker at the May meeting was Mick Wilson from the Flight Standards District Office. Mick's topic was Part I "On Landings," the first part of a new safety program. Mick has visited us before and, as usual, his presentation was excellent.

A one-woman play, "Amelia Lives," was recently presented in Denver. Those who attended reported an enjoyable time, and the review in the *Rocky Mountain News* was also very favorable. "Amelia Lives" comes recommended by the Colorado 99s.

Plans for the annual Mile High Air Derby are well underway. This year's competition is to be held September 12-14.

by S. Sillerud

Dallas Chapter

Elections brought Sue Matlock in as the new chairman and Margie Carter as vice-chairman. Bonnie Tassa is secretary, and Jerry Whitbeck, treasurer. Anita Gebhardt is the new air marking chairman.

Carol Morris and Sue Matlock hitched a ride with Carol Sue Wheeler, section governor, to the South Central Sectional in Omaha. The trip included a stop in DeQueen, Arkansas, to pick up Pat and Roger Ward and Jody McCarrell. She and Carol reported a busy time in Omaha. In addition to taking in all the scheduled events, they did a lot of promoting for the September section meeting in Dallas. It will offer a wide range of activities — and Dallas shopping, including Sunday for those who stay an extra day.

Several members attended a recent FAA safety seminar, "On Landings," and are making enthusiastic plans to participate in the Pilot Proficiency Program.

by Margie Carter



Dallas Chapter air markers pose in the middle of their work as the rest of the crew take a controller's eyeview from the tower. Incoming traffic takes a wide berth to avoid wet paint — and painters.

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Dallas Redbird Chapter

May 14 was Phase II of "Back to Basics" at Mesquite High School. Elizabeth Jordan and Hazel Jones registered participants, distributed information and collected the names of several prospective members.

Invited after attending the seminar, Peggy Goll of Ebby Halliday was a guest at the May meeting in the home of Fran Shelton. We re-elected our existing officers for another term.

Helen Wilke flew to Colorado May 20. She and Pat Jetton will complete plans for the Air Race Classic.

Members are invited to an Open House at the art gallery where Kathy Long works and paints. Some of her art will be on display.

by Margie Taylor



Kathy Long and Helen Wilke are honored as chapter charter members at the Dallas Redbird 15th anniversary luncheon.

El Paso Chapter

New officers were elected at our May 25 barbecue at the home of Louise Austin. This new set of leaders is sure to keep us "flying in formation" this year!

The month began with our fly-in breakfast May 4 at West Texas Airport with 99s cooking for about 75 people. A fund-raiser hangar party was given May 17 by CAP and local 99s at the NASA Hangar. A buffet dinner was served to over 400, and lively entertainment for dancing was provided.

We were represented at the South Central Sectional in Omaha by Louise Austin, Didi Shaffer and Betty Sue Yearwood. Didi accepted an AE Medal for Estelle Kirkpatrick's parents. Estelle, who was killed in a plane crash in Alaska, had been one of the 1985 AE Scholarship recipients.

Vicky and Jerry Wingett announced the May 4 arrival of a baby girl, Kimberly. And we have received word from Jan Swager and 49½ Len that they are building a villa on the island of San Martin in the Bahamas as their permanent home. Let's see — how long will it take our 99s to organize a fly-in?

by Lynn N. Stover



New El Paso officers include (above) Secretary Debbie Reavis, Vice-Chairman Fara Green and Chairman Betty Sue Yearwood. Not pictured is Edna Lavazzari, treasurer. Enjoying the section meeting riverboat ride are (below) Storey, Shaffer, Yearwood and Louise Austin.



Ft. Worth Chapter

Mary Wheelock and Winkie Fortune of the Golden Triangle Chapter joined us at our May meeting. Guest speaker was Kevin Dwyer, chief test pilot for General Dynamics. His slide and film presentation covered the 1985 Paris Air Show. We were shown the flight patterns for the show from the cockpit and learned all about heads-up display.

We would like to welcome Sandy Harpole, our newest member from Arlington. She received her private license last September and is scheduled for a July IFR checkride.

by Kelli L. Hughes

Golden Triangle Chapter

Installation of officers for the new year was May 20 in Hurst. They include Chairman Beverly Stephens, Vice-Chairman Winkie Fortune, Secretary Barbara Bethea and Treasurer Betty Thomas.

We hosted the May 17-18 regional meet for our section's USPFT at Denton Municipal Airport. May 17 recorded the greatest rainfall since our USPFT attempt last year, but the clouds lifted Sunday just enough to give entrants the opportunity to complete the landing competition. Because of the weather, all eight competitors will be allowed to enter the Nationals in DeQueen. Sue Simler, a Houston-area section member, did an exceptional job as the only female entrant. Look out, World Competitions, we've got some slick pilots coming to see you!

Barbara Bethea, Betty Carter, Winkie Fortune, Nan France and Beverly Stephens re-marked Gainesville Municipal Airport in April. Mary Wheelock and Beverly Stephens attended the South Central Sectional in Omaha in May. And Winkie Fortune and Mary Wheelock attended a special presentation on the Paris Air Show at Meacham Field in Ft. Worth.

by Ellen Hamlett



Mary Wheelock, USPFT Region IV coordinator, presents the first-place trophy to Don Maxwell at the regional rallye in Denton. Don is the 49% of Texas Dogwood Chapter Chairman Jan Maxwell.

Houston Chapter

Spring means air racing for many 99s, and Houston is no exception. Rose Lepore and Ann Ragsdale flew as copilots with their husbands in the Great Southern Air Race in Florida in mid-May. The Ragsdale team finished 12th out of 51 planes, also picking up the best husband-wife team prize. The Lepore team finished 15th, also winning an award for best score for the team with less than 1,000 hours. Houston 49 1/2 Mike Wappler finished third in the same race.

Our May meeting gave us a glimpse of what life is like for a corporate pilot. We enjoyed listening to a Shell corporate pilot — and even tried recruiting her for the 99s! May also brought officer elections, with our present slate being re-elected for a second term.

We are very pleased to welcome new members Rita Benton, Barbara Johnson and Janelle Lear.

by Cathy Wappler

Oklahoma Chapter

Rita and Leonard Eaves hosted a breakfast May 18 at Cole Airport. Weather prevented a fly-in, but over 40 members and guests were on hand after arriving by car. Although rain prevented the Tulsa, Top of Texas and Wichita Falls members from attending, other 99s took turns at pancake, sausage and bacon preparation. A short business meeting in the hangar followed breakfast.

Stillwater was the location of the May 29-31 International Aerobatic Club Regional Contest. Gina Taylor placed ninth in the Advanced Class, her first competition in that category. Shirley Brown, Gwen Crawford, Charlene Davis, Sue Halpain, Lu Hollander, Helen Moulder and Poochie Rotzinger served as judges in this year's competition, while Sharon Carter handled the event's publicity.

Mary Kelly, our 1985 AE Scholarship winner, graduated from Western Oklahoma State College in May with a degree in airport management, and JoAnn Carpenter has completed her degree in aviation education from the Altus college.

Norma Vandergriff is now at home recovering from bypass surgery.

by Nancy Smith

San Antonio Chapter

As usual, we are a very busy group. Our chapter had to postpone the June 14 installation dinner to attend the big two-day Texas Air Exposition in Waco.

We were the first group to inspect the new tower at International Airport. With winds gusting to 42 mph on the ground, we were glad the tower was solid.

We will relax July 13 with our annual picnic around Chairman Margaret Cosby's swimming pool, and we will install our officers at Randolph Field after returning from Hawaii.

by Mary Ann Greer

Shreveport Chapter

The "star of the show" at our May meeting was our own Starr Stone! She took a leave of absence and moved to Denton, Texas, where she enrolled in North Texas State University and completed requirements for a master's degree in library science. Jere Saur hosted the meeting, a graduation luncheon complete with tiny mortarboards and diplomas.

Lisa Garrett has done it again! She's not quite five feet tall, but she's a bundle of energy. She has succeeded in getting our chapter through five air markings so far this year. Although there were only six of us, we finished our recent effort at Vivian Airport by noon. Dottie Ports' motorhome parked by the runway for breaks helped make it a fun effort.

Can you top this? With the recent transfer of son Jeffrey to Fairchild AFB in Spokane, Washington, Helen Hewitt can now claim having a son in each of four USA time zones.



Gina Taylor (above with her Pitts Special) is the Oklahoma Chapter's only aerobatic pilot, but other Oklahoma 99s, including (below) Sue Halpain, Poochie Rotzinger, Helen Moulder, Gwen Crawford, Charlene Davis, Shirley Brown and Lu Hollander enjoyed the International Aerobatic Club Regional Contest from the ground.



San Antonio Chapter members Geils Hegranes, Rosemarie Burkett, Laura Richter and Ruth Nichols model the neck scarves they will wear in Hawaii.



Shreveport Chapter Air Marking Chairman Lisa Garrett lays out letters at the Red River Airport.

Eileen Anderson, squadron commander for the Louisiana CAP Wing, had the honor of hosting members from the entire state in a recent Search & Rescue practice. Our chapter volunteered to feed the hungry pilots, and we received many compliments on our barbecue sandwiches and homemade chocolate cake. We also boosted our sagging treasury.

by Helen Hewitt

South Louisiana Chapter

The chapter's 20th anniversary party was celebrated May 11 with a catered barbecue at Baton Rouge Ryan Airport, attended by chapter charter member Foymae West and her 49½, Dr. Phil West. Several out-of-town charter members, including Jean DeJarnette, Yvonne Fort and Mary Jean Prestridge, called to say hello.

Chapter officers include Chairman Pat Ward, Vice-Chairman Sandy Leder, Secretary Karen Milchanowski and Treasurer Fran Taylor. New directors are Mary Gatipon, Cal Meredith, Shirley Penton, Gloria Peterson and Jan Scheunemann.

Sandy and Ann Self are helping a Girl Scout troop to earn aviation badges, and 49½ Roger Ward was in attendance at the section meeting in Omaha when Pat was installed as section secretary.

by Gloria Peterson

Tulsa Chapter

The Omaha Chapter provided a variety of activities for our members during the May section meeting. Ozelle and Bill Landrum enjoyed the horseraces, Ron and Charlene McCullough visited the public library genealogy section, Jan Minnerath toured the Pioneer Cemetery, Melissa Whitehead found the hotel sauna, and Phyllis Scott and Fran Rankin went "antiquing."

We celebrated the chapter's 40th anniversary May 16 at the Marriot Hotel. Among the 48 in attendance were three chapter charter members and several 66s, as well as active, inactive and potential members. The evening included a brief chapter history presented by Jan Mauritson, a description of a 99 by Charlene McCullough, and special appearances by "Dainty Maid" and "Daisy Dim Wit," portrayed by Thelma Frank and Lee Brown Duncan, respectively.

Outgoing officers were recognized, and new ones were installed by Frank Rankin and Ginger Thompson. The new slate includes Chairman Janet Minnerath, Vice-Chairman

Fran Rankin, Secretary Kathy Knott and Treasurer Cheryl Sloan.

Art Cotton, Oklahoma Water Resources Board, presented information on weather modification at the May meeting. He talked about the political problems of cloud-seeding, and members were especially interested in ground water supplies as well as the slow demise of the Ogallala aquifer.

Carol Thompson has been hired by American Airlines in their APU shop, and Tiana Pickle Etzkorn has been hired by International Business Aircraft to fly copilot on their Lear.

by Caroline Harper and Janet Minnerath



Jim Terrell, crew chief of the American Airlines APU shop, instructs new employee Carol Thompson, Tulsa Chapter 99.

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SOUTHEAST SECTION

Carolinas Chapter

For anyone who enjoyed reading Isak Dinesen's *Out of Africa* or viewing the magnificent film version, our May meeting was a proper answer to the lure of that vast continent and its incredible animal life.

Following a morning business meeting at the Asheboro Municipal Airport, we embarked on a safari to the North Carolina Zoological Park, a nearby natural-habitat zoo of 1,371 acres on the northern edge of the Piedmont's Uwharrie Mountains. This expansive park is unique in its offering of wild animal life viewed in representative family groups, living and interacting much as they would in the wilds.

From the Forest Edge through the lion and chimpanzee habitats and Baboon Island to the African Plains, we toured, some walking the two-mile trail and others riding the tram.

The most enchanting treat was a visit inside the R.J. Reynolds Forest Aviary, which spans 18,000 square feet of lush tropical world beneath its transparent dome. More than 40 species of brilliantly-hued birds darted

through the foliage, delighting us with their nearness and beauty.

We heartily recommend a visit to the North Carolina Zoological Park. Tie-downs are available at the airport, and both good food and accommodations are offered at the Sir Robert Inn. Incidentally, all aircraft are advised to remain above 2,000 feet AGL when flying within two nautical miles of the zoological park.

by Nancy Wrenn

Florida Spaceport Chapter

Spring activities for our chapter started with Women Pilots Day at Sun 'n' Fun in Lakeland. It was our pleasure to welcome guests Alexis Montague-Ewanchew, past section governor, and International Vice-President Barbara Sestito. The joint program of the Suncoast and Spaceport Chapters was a definite success.

The first weekend in April saw some of us flying to St. Augustine for the Southeast Sectional, while others went to the mini-regional NIFA meet sponsored by Embry-Riddle University in Daytona. At the meet, members helped stage contests and acted as judges for landing, simulator and preflight events.

Chapter members have also been busy with rollers and brushes. With the help of the Embry-Riddle Chapter, we painted a compass rose April 2 at Ormond Beach Municipal Airport. This project was followed by another compass rose painting at the Melbourne Regional Airport, this time with students from FIT pitching in to help.

Embry-Riddle University marked its 60th anniversary April 12-13 with a well-attended Skyfest. Our chapter brought a 99s booth to the celebration, and Chairman Rosemary Jones' Little Champ, as well as 49½ Frank Delp's glider, attracted a great deal of interest to the ramp on which they were parked.

by Jeannie Ball

Florida Suncoast Chapter

The second Marathon Great Southern Air Race is only a memory now, but one that members will long remember.

First-time racer Connie Farrell and her "Spirit of Winter Haven," a Cessna 152, won first place. Pat Judges and "Mama-San," her Cessna 310 came in second. Susan Rice, in a Cessna 172, also competed as a first-time racer.



At Embry-Riddle's Skyfest, Spaceport 99s decorate Rosie Jones' Little Champ (above) and erect a special 99s booth (right).

The people behind the scenes, who helped make it all possible, spent many hours preparing and working on the race. Skip Fernandez, Roni Johnson and Barbara Sierchio were timers at Tallahassee, where Ann Nobles served as stop chairman. Grace Whitecar was stop chairman at Lakeland with help from Connie Chancey, Sophia Payton and Floy Sawyer, while Diane Baynard and Mary Webb timed. Dottie Birdsong was stop chairman at Vero Beach, while Alice Cutrona and Fred Hartman had the tremendous job of stop chairmen at Marathon, the start and terminus of the race. Betty Simpson gave Alice and Fred a helping hand, as did other 99s from our section.

by Barbara Sierchio

SOUTHWEST SECTION

Arizona Sundance Chapter

Several 99s, 49½s and children recently gathered at Falcon Field Park for a "filing" cookout. The 49½s helped us put together shelves and move boxes as chapter papers were sorted and filed in our newly-acquired storeroom at Falcon.

At our last meeting, Ron Thayer, 49½ of Chairman Marge Thayer, spoke about the Desert Sportsmen and Pilots Association. He thanked the 99s for our help at DSPA air shows and announced that the organization had donated \$1,000 each to the Sundance and Phoenix Chapters.

A guest at that meeting was Greater Detroit Area Chapter 99 Eileen Wehr, whose daughter, Mary Trusler, is a recipient of an AE Scholarship, which she will use for a multi-engine rating.

Nine members, including Mary Morrison, attended the Southwest Sectional in Tucson. We are pleased to welcome Mary back from Texas. She is now living in Prescott, teaching flying and working on her CFII. Pat Barta, Sherry Connor and Pat Moreland received a special award for finding Tucson despite an error in navigation!

Congratulations go to Dianna Radford, who won a trip to Hawaii after being selected Secretary of the Year in a contest sponsored by America Temporary, Inc. Dianna recently checked out in a Cessna 210.

Congratulations also go to Virginia Womack, who has earned her private pilot license and is now a 99.

by Kay Kohler

Cameron Park Chapter

At the May meeting, new officers were elected, including Chairman Mary Bovee, Vice-Chairman Jeanette Bell, Secretary Mary LaCroix and Treasurer Betty Kohler. The royal blue T-shirts picturing our beloved Sierras and accompanying evergreen trees were painted by member Pat Collins.

Chapter members recently elected to section offices include Misti Flaspohler, secretary, and Mary Bovee, chairman of the Nominating Committee.

Blue skies will be in order for the summer now. With one fly-in behind us, we are planning another to Jackson, where we will lunch and convene our monthly meeting at the home of Dorothy Benker.

Pat Collins and Nancy Martino flew to Davis May 24 to check out the USPFT



New Cameron Park Chapter officers include (above) Chairman Mary Bovee, Vice-Chairman Jeanette Bell, Secretary Mary LaCroix and Treasurer Betty Kohler.

Regional for Region 1. As expected, they found that the Sacramento 99s, with able assistance from Verna West and Marvin Ellis (US Team) were operating a well-organized competition. And we are proud to announce that one of our chapter's members, Jeanette Bell, has been named USPFT Region 1 coordinator.

Paulette Banks, pilot of Mooney 7450V, can often be seen loading her plane with piles of luggage and baby paraphernalia, as well as her cat and her son, James, for trips of up to five hours in duration — most often to San Diego. With all his early flying experience and a great mama at the controls, we're taking odds on James becoming a pilot.

At present count, we have five reservations for the Convention in Hawaii, as well as three flying in the Palms to Pines Air Race.

by Nancy Martino

Fullerton Chapter

Our first attempt to stage the Shirts 'n' Skirts Air Race was rained out, but we capped the day with a barbecue at Jan Nieleksy's to use up the food prepared for the race. The following Saturday, April 19, was beautiful and all went according to plan.

We held a wine and cheese party May 3. Everyone brought their favorite wine to share. We did not raise much money, but we had a great time.

Sixteen of our 37 members attended the Southwest Sectional — six of whom were first-timers.

by Jan Nieleksy



Fullerton Chapter members and friends gather in Tucson for the section meeting (above), while Ed Nieleksy, Butch Morris, Bill Covell and Don Beede cook steaks at the "race rainout" party (right).

LaVonne Boyle, Marilyn Boyd, Anne and David Silverman (below) arrive in "Claudia," the Silvermans' Cardinal, ready for fun in the Tucson sun!



Los Angeles Chapter

Yes, Eugenia, that fuzzy ball is the famous Halley's Comet!

Many thanks go to the London Bridge Havasu 99s who met our group of four airplanes and 13 people at the airport and joined us for lunch, as well as to their chairman, Evelyn Borst, who arranged lunch and joined us for dinner and comet-sighting. Thanks also go to Mary and Jim Firth for providing a telescope and sighting experience.

Mary, who has had several Halley's adventures, just returned from Hawaii, where she led a comet-sighting group.

In addition, Rachel Bonzon, Sally La Forge and Dorothy Limbach took the Halley's Comet flight with Alaska Air Lines April 5, while Virginia Showers joined John and Georgia Lambert for the April 6 trip.

Rachel and Dorothy also flew to Oakland for an Easter visit with friends in Berkeley. They enjoyed hiking in Joaquin Miller Forest, then spent a day and overnight in Monterey, where they visited the aquarium.

by Sally La Forge

Marin County Chapter

LaVonne Boyle, checked out as a CAP mission search pilot, and Peg Williams, CAP pilot checked out in a T-34, will be flying a C-172 in the Air Race Classic.

Randy Blume has a job with CalAir flying charters, and Anne Silverman was elected treasurer of the California Aviation Council. In addition, Anne and Renee Adams recently spoke to high school students about aviation and aerospace careers. The kids were very interested in Renee's helicopter time, and we now have three prospective 66s.

Renee, LaVonne, Anne, Peg and Lyn Thompson, along with 49½s David Silverman and Paul Thompson and guest Marilyn Boyd, flew to Tucson for the spring section meeting. Renee got her first taste of fixed-wing flying under Paul's tutelage, and she's now interested in a transition to fixed-wing. We all enjoyed the desert, and we were delighted to receive the section Membership Award.

We completed May with an air marking. Elaine and Peter Bull, Anne and David Silverman, and Renee Adams traveled to Calistoga very early because we had to be finished by 0900. It's tough to paint a busy soaring center — but fun!

New officers are Chairman Anne Silverman, Vice-Chairman Elaine Bull, Secretary Renee Adams and Treasurer Peg Williams.

by Anne Silverman

Monterey Bay Chapter

Vicki Karnes joined us May 2 for our meeting, a potluck dinner at Carolgene Dierolf's house. She related her experiences with the Coast Guard flying a Falcon jet out of Miami — very exciting stuff, including drug interdiction as well as Search & Rescue operations. She was transported from Sacramento, where she's now stationed by Diana Peterson.

The next day, the two of them, along with Chairman Lynne Hsia, flew to Hollister to help Gavilan Chapter with their USPFT rallye. Dell Hinn was also there to help. The weather was very uncondusive to cross-country flying, but the spot-landing contest was held. Later in the day, it cleared enough for part of the cross-country event.

In the meantime, Diana, Vicki and Lynne took off IFR to return Vicki to Sacramento. It was a very interesting trip. Due to mike button problems in Diana's Bonanza, she had to call on Vicki to be navigator and radio operator. Lynne did the honors on the trip home, and the teamwork resulted in a safe round-trip.

The following weekend, 10 members and one 49½ traveled to Tucson in four planes for the Southwest Sectional. Dell Hinn flew Bobbie Garin and Lynne Hsia; Harriet and Bill Brin came in their Mooney; Diana Peterson flew Theresa Levandoski, Anne Haile and Carolgene Dierolf; and Joanne Nissen took Geneva Cranford along with a cargo of registration materials for our upcoming fall section meeting, plus assorted sheepskins, live chickens and one egg (that didn't make it) in her "sheepship." Joanne's Debonair is an appropriate reason for her "EWES FLY" personalized license plate!

We all had a great time in Tucson, once we got on the ground and the passengers all recovered from the airsickness induced by some eager pilots trying to win a tank of gas in the Treasure Hunt. We pre-registered a large number of delegates to the fall section meeting in Asilomar. We did a brisk business in distributing butterflies, and hope to see them all return to us in September.

On the return flight from Tucson, the two Bonanzas stopped for a great country



The Watsonville Antique Fly-In (left) draws a crowd of aircraft, while (right) Carolgene Dierolf, Anne Haile, Diana Peterson, Theresa Levandoski, Dell Hinn, Bobbie Garin and Lynne Hsia enjoy an old-fashioned country breakfast.



CHAPTER NEWS, ETC.

breakfast at the Ready Room in California City. It was a beautiful weekend for flying.

Our booth at the Watsonville Antique Fly-In over Memorial Day weekend was such a popular spot that our treasury is in healthy shape to help us put on a sensational section meeting. Chairman Theresa Levandoski did a great job in the face of the hordes that descended upon us in the sunny, hot weather, seeking cool drinks and strawberries and cream. Many thanks go to all the members and friends who turned out to man the booth, as well as to Doug and Geneva Cranford for trailering it over and camping on the field. In addition, Dell and George Hinn deserve a special thank-you for responding to a call for help on their answering machine after church Sunday — and coming over in spite of George's flu bug.

by Diana Peterson

Mt. Shasta Chapter

Root-te-toot-toot and vo-de-o-do... Mt. Shasta goes to the rodeo!

May was the month for the annual Redding Rodeo. We entered a float, consisting of an experimental airplane all "duded" up in ear-rings, cowgirl boots, false eyelashes and six-guns. Because the plane was bright yellow, we didn't need much more to attract attention, but we let two of our 24½s, Michelle Lewis and Carleeta Romero, add humor.

The next major event for us is the Palms to Pines RON, which will be in Redding for the first time this year. After all the fun we had hosting the Air Race Classic, we're sure to have a good time with this contest.

by Bev Tickner

Phoenix Chapter

Spreading goodwill for the 99s and general aviation is the underlying theme of most activities in which members participate. Our enthusiasm and willingness to share our resources, skills and competency to fly "in the system," or to handle any job we undertake, are more effective in advancing the cause of women in aviation than any laws ever enacted that demand rights and privileges just because we're women. Chapter activities in recent weeks prove the point.

Chairman Carole Tobey, Stacy Hamm, Grace Jones, Nancy Nay and Kitty Pope with her little butterfly, Christina, set up and manned a booth at the Scottsdale Air Fair, celebrating the 20th anniversary of Scotts-

dale Airport. Several prospective 99s and 66s were signed up and given information about our organization. A great deal of interest was shown by the general public as they wandered by, looking at the many static displays provided by the US Air Force, the Navy and the Confederate Air Force.

After umpteen tries and just as many cancellations, all for good reasons, air marking leader Curt Tinsler, Kathleen Browne and munchkin Joanna, Judy and Jim Martin, and Sue and Joe Storm recently traveled by airway and highway to the Mexican border to paint "COCHISE COLLEGE ELEV 4120" on the Cochise Airport. Aeronautical students from the college provided great assistance.

Toni Patino handled arrangements for 99s to participate in Career Day activities at Cholla High School. The students were most enthusiastic, but also surprised that there are many career opportunities for women in the field of aeronautics. This type of service could have a significant impact on student career choices, and we plan to do more of it.

Grace Jones chaired a minimum donation airlift in early May for the benefit of the Southwest Human Development Group, which works with handicapped children and adults with particular emphasis on autistic children. Eleven generous owners provided airplanes that were flown by 99s, 49½s and friends, and a profit of several hundred dollars was raised to provide therapy for the children. As always is the case, our success in such ventures is dependent on the cooperation and courtesy of controllers and management of the airport used; this time, Scottsdale Airport personnel earned our continued gratitude for their patience and hospitality.

The May meeting was full to overflowing with nice surprises. First, Arizona Sundance Chapter Chairman Marge Thayer and 49½ Ron, on behalf of the Desert Sport Pilots Association (DSPA), presented us with a check for \$1,000 in appreciation of our assistance with parking and ticket sales for their two-day air show at Falcon Field in early April. In addition, we were delightfully enlightened and entertained by Major Butler, chief of flight medicine at Williams AFB. His knowledge of the medical aspects of flying belied his boyish appearance, and we asked many questions, probably as much to hear his humorous replies as to seek information.

by Mary Lou Brown

San Gabriel Valley Chapter

The chapter concluded a successful year with a June potluck-installation meeting at the home of Harold and Eve Hunt. Sydnie Watson was honored as one of the chapter's new members, and Margaret Lawson received the coveted chapter Pilot of the Year Award. Besides amassing over 1,000 hours of flying time this year, Margaret has been supportive of all chapter activities. She has also been named an FAA designated flight examiner at El Monte Airport.

San Luis Obispo Chapter

Thanks to the super efforts of Shirley Moore, our chapter now has an official published history, "First Fifteen Years." Right after publication, we held a potluck dinner party and signed each other's books. Shirley did a terrific job, tracking down facts, members and scrapbook photos.

In May, we held our second successful Flying Companion Seminar, for which enthusiasm has been very high. Other recent activities included air marking San Luis Obispo County Airport, a fly-in to the Flying Lady and participation in Airport Day.

by P. Kamm

Santa Clara Valley Chapter

Elaine Florio, Rosemary Lane, Lois Letzrig, Nancy Rodgers and Jackie Petty jumped out of a perfectly good airplane May 15. They all flew to Antioch and participated in tandem skydiving with Ray Ferrell. After other members viewed the videotapes of the jumps, some 20 more signed up to skydive.

The Hollister USPFT rallye was won by Maurine Hack May 3, with Vera Arnold and Mayetta Behringer among the judges.

by Debby Cunningham

Tucson Chapter

We knew it would be fun, but we had no idea *how much* fun. Guests, 99s and 49½s totaled 310, including International President Hazel Jones, Past Presidents Kay Brick and

Thon Griffith, Vice-President Barbara Sestito, Treasurer Judy Hall and Chanda Budhabhatti, for the spring section meeting. Everywhere we looked were governors and officers of other chapters, and we were pleased that several stayed over to re-visit the Pima Air Museum.

Rachel and Robert Watkins, Santa Barbara, won over 87 contestants to take home the Treasure Hunt prize. Others were consoled by great tours of Sabino Canyon or Davis-Monthon AFB and the Pima Air Museum. Lunch at the Officer's Club included a film and a talk on current aircraft at the base.

Our psychologist, Ron Machado, was smashingly funny at the Saturday night banquet, helping to round out the entertainment of the Tucson Boy's Chorus and Mareche on the previous evenings.

We do wonder if the luggage meant for the Hughes shuttle, which ended up at the Westward Look, ever caught up with its rightful owner. Never put anything down near a 99; she'll load it on the nearest van.

We enjoyed having you! Ya'll come back, ya hear?

Please note that, effective June 5, the current Tucson Terminal Radar Service Area (TRSA) will be canceled and replaced with regulatory airspace known as Airport Radar Service Area (ARSA). Be sure and contact approach control 20 miles out. Each one is a little different.

by Maggie Schock

Nancy Rodgers and Jackie Petty are ready to tandem jump!



Las Vegas 99s Entertained by

The Las Vegas Valley Chapter annual Valentine's Day poker run and spot-landing contest was scheduled February 15, but the day dawned cold, rainy and windy. We had a big turnout in spite of the weather, but we sadly had to postpone the competition. It was rescheduled for March 8 and, once again, the normally beautiful weather turned ugly. We had, however, an even larger turnout and pilots being the resourceful group that they are, held our contests anyway.

Instead of flying to Jean, Sandy Valley, Sky Harbor and North Las Vegas, we went around the world and "flew" to Paris, Tokyo and Cuzco by "flying" from one "airport" (table) to another. We landed at each place and drew our cards. The suspense built and the eventual winner of the \$30 first place was Barbara McDonald, with second going to Richard Emmons and third to Jeanne-Marie Soderquist.

The spot-landing contest was a bit more challenging and creative. Try to imagine, if you will, a group of fully qualified licensed pilots making, flying and landing — paper airplanes! The designs ranged from school-room planes to elaborately designed and decorated planes. A "50-foot obstacle" (a large group of tree branches) was added to the "runway" (three large banquet tables end-to-end), and the contest took off (so to speak). The competition was tough and a

Air Racing News



FIRST PLACE: HYDER & EVANS



SECOND PLACE: HENSLEY & HOFFMAN



THIRD PLACE: MORRIS & MORRIS

Burt Reynolds & Paper Planes

number of landing accidents occurred, but the winner, at three inches, was Ed Johnson; second place went to Chuck Kramer, and third to Hilton Hudson.

The highlight of the day was our raffle. Donated prizes ranged from dinner at Sam's Town Casino and a 1986 FAR/AIM to lunch with Burt Reynolds on location in Las Vegas filming his latest movie, "Heat." Yes, fellow pilots, two of our lucky ladies and their guests won an afternoon with Burt Reynolds! The winners were Chairman Kathleen Snaper and Linda Gagnon, the newest member of the chapter. Their guests were Joan McBain and Ron Owens. The event was hosted by Jan Hatt, a 99, and Denny Weddell, public relations director for Summa Corporation.

The date with Burt was fabulous. We watched two scenes being filmed, and we were treated like VIPs on the set of the movie at the Aladdin Hotel. Mr. Reynolds is a very nice, polite, gracious man, who is just as handsome and sexy in person as he is on the screen. He was given a poker run T-shirt, and Linda's huge hug from Burt was immortalized in film when his publicist took a picture of all of us. (Linda still hasn't, at last report, washed her dress.)

Fun events like these are just part of the benefits of being a member of the greatest group of people around — the Ninety-Nines!
by Linda Gagnon

NOTAM

The "How to USPFT" seminar will convene 1000-1200 hours August 13 during the Hawaii Convention. Come and meet the 99/USPFT Council to get and give more input. If you cannot attend, send a representative. We need to hear from you.

Support your team and help in regional and national rallies. For more information, contact Doris Abbate or Jody McCarrell. Tax-deductible donations may be sent to 99/USPFT Treasurer Virginia Showers.

RIL 19, 1986

Hilton Shirts 'n' Skirts Air Race

1ST PLACE		
Hyder/Bob Evans	Sierra	+10.980
2ND PLACE		
Hensley/Janice Hoffman	C-172	+ 5.755
3RD PLACE		
Morris/Butch Morris	C-182	+ 5.425
4TH SKIRTS		
Rawlings/Mary Rios	Warrior	+ 5.336
5TH SKIRTS		
MacInnes/Bill Speaker	C-172	+ 3.596
6TH MIXED		
Buhl/Tom Buhl	C-172	+ 4.681



Lu Hollander, Nancy Smith, Nema Masonhall and Norma Vandergriff

Staff Completes Six-Year Stint

After nearly six years of juggling schedules to meet publishing deadlines, the staff of *The 99 NEWS* marks its swan song with this issue of the magazine.

Lu Hollander, editor; Nema Masonhall and Nancy Smith, editorial assistants; and Norma Vandergriff, advertising manager, cleared their desks as they wrapped the July-August issue and sent it to press.

Reflecting upon the realization of goals they set in 1980 to upgrade the magazine, Lu observed that producing this publication has been a rewarding, although sometimes hectic experience.

"As coverage was broadened and content expanded," she said, "our staff frequently evaluated the response to the magazine. At this point, we are pleased with the positive feedback we have had from members."

Emphasis has been placed on content pertaining to the growing opportunities for women in aviation-related fields. Articles featuring 99 personalities and their achievements have been a priority in allotting space.

"We had a definite sense of direction from the beginning," said Lu. "Our mutual commitment to produce a quality magazine kept us on our toes."

Nancy pointed out that the staff was always sensitive to the needs and interests of our members. "We welcomed input from members everywhere," she said, "and tried to respond to suggestions."

To help "Chapter News" reporters prepare their reports, Lu developed and provided a style sheet and reporting form that included guidelines for structure, punctuation and form.

The format of the magazine was updated with contemporary graphic techniques, and careful proofreading eliminated most mechanical errors.

"Overall," Norma said, "we feel we have had an excellent balance of talent and skills on our staff. Lu's professional experience, her creativity and know-how, Nancy's organizational skill and aviation background and Nema's invaluable perception, insight and historical knowledge contributed tremendously."

Add Norma's perserverance in selling advertising under difficult circumstances (she tallied over \$11,000 in advertising revenue in 1986) and you have a team spirit that was reflected in the presentation of *The 99 NEWS*.

"We view our experience," said Lu, "as a trusted legacy, and we have enjoyed the wonderful association with all the 99s who contributed to our efforts. We plan to keep on helping in every possible way to promote the continued growth and success of every aspect of the 99s."

by Liz Burdette

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