

Volume 13
APRIL 1987
NO. 4

THE 66TH



Whirly-Girls



The Great Airspace Paradox

Listening to TV and reading newspapers, one cannot help but wonder if anybody likes general aviation. We seem to be a constant whipping post for all the ills (impaired or otherwise) of the air traffic system as it operates today.

We take abuse from everybody, but the media especially exploits whatever happens in general aviation. A forced landing of a Cessna 150 in Florida makes headlines in California. An aircraft runs out of fuel and lands on a freeway in Oregon and makes the papers in Philadelphia within hours.



A dramatic example of this type of media exploitation occurred at my home airport in January of this year. A light plane with four persons on board crashed on take-off. The accident was confined to the field; there were no survivors. The accident occurred at 6:00 p.m. Within 5 minutes there was on-the-spot continuous media coverage by five TV stations complete with satellite uplink. The coverage lasted from 6:05 p.m. until 11:30 p.m. The event was headline, front-page news for two days with follow-up stories for three additional days.

I do not want to make light of this terrible tragedy, but in this city, the same day, there were numerous homicides, automobile accidents with fatalities, drownings and other accidents, none of which received anywhere near the publicity. What is going on? Why is general aviation more newsworthy than a homicide? Is it because what we do is so unusual, envied or misunderstood? Will the very thing we cherish most, our freedom and independence, be our undoing?

In the United States our ability to take off and find some relatively unrestricted airspace, turn off the radios and forget about everything but flying is unique. In most other countries, general

aviation is much more restricted and controlled. Everyday this freedom is being eroded with more and more restrictions, more TCA's, ARSA's and the like — fueled by the lopsided media onslaught that makes general aviation the culprit in any aviation accident.

We are in a Catch 22 situation. Airspace is being allocated depending on the size of an aircraft rather than the number of aircraft. It is a fact that general aviation makes up approximately 98% of the aircraft in the U.S. Most operate outside restricted airspace. Forcing the majority of aircraft into less and less airspace will only increase the probability of mid-air incidents. This will fuel the media attack on general aviation, which will result in more restricted airspace. It is time to fight back! The situation defies logic. General aviation must take the offensive to stop the airspace grab by uniformed bureaucrats.

I urge you to write your senators and congressmen in the name of safety to educate them to what is happening to our right to fly without fear of collision in regulated congested areas. As pilots we have rights too; we also have the power to change things if we do it together.

As Spring in the Northern Hemisphere approaches, many of us are contemplating good flying weather and, except for the lucky ones who make their living flying, it is time to take to the air again. Get current and plan for a full flying schedule, while southern pilots will prepare for Fall and Winter months.

It is an interesting fact that most pilots do not fly with an instructor again after their initial rating, except for a BFR. Even though, it is a proven fact, that recurrent training is the one major key to safety. To encourage pilots to take regular flight instruction, the FAA has had the Pilot Proficiency Awards Program (or Wings Program) in operation for several years. This, along with the Back to Basics Program, is designed to encourage you to take the initiative and be responsible for your performance as a pilot. Your safety is determined by your confidence in yourself and the awareness of your limits and ability. Do yourself a favor, take a flight instructor to lunch after you have gone flying. You'll both be better for it.

MAY ISSUE:

Aerospace Education Update

National Congress On Aerospace Education Sets Record in Orlando, Fla.

99s Have Successful Week at EAA Sun 'n Fun Fly-in

PRESTIDENT

A
Message
From
Barbara Sestito

WHIRLY-GIRLS HAVE 32nd HOVERING IN DALLAS

The Whirly-Girls, an international organization of women helicopter pilots, was organized in 1955 by 13 women helicopter pilots from France, Germany, and the United States. In 1987 it was announced that the number of members is up to 570 in 23 countries. In 1967 the Doris Mullen Memorial Scholarship was established and is now up to \$4,000.00. In 1982 a second \$4,000.00 scholarship was established to be awarded to a Whirly-Girl to upgrade her rating. The Whirly-Girls have a men's auxiliary whose sole purpose is to raise money for the scholarships.

Mr. Thomas Stuelpnagel was the founder of the men's auxiliary and is still its current chairman. Mrs. Nancy Lee McKay is President of the ladies' auxiliary to the men's auxiliary of the Whirly-Girls. Our president, Barbara Sestito, is Whirly-Girl #258, and our immediate past president, Hazel Jones, is Whirly-Girl #85.



Jean Ross Howard, #13, is and has been the Executive Director of this organization since it began. She married Jim Phelan since the last "hovering." In their honor, Roys and Hazel Jones hosted a western party for the Whirly-Girls at the Elk's Club in Dallas complete with real western BBQ.

At the hovering on Saturday, each Whirly-Girl introduced herself by her official number and reported her activities since the last hovering.

Among those in attendance were #52 Betty Pfister, outgoing International President and President of the Air Rescue Service in Aspen, Colorado. It must run in the family,

because her sister is in charge of the Angel Network for cancer patient transportation. Also in attendance was Ltjg Vicki Karnes #326 just out of the Coast Guard and now a Flight Engineer for Delta Airlines. #460 Amelia Earhart scholarship winner, Enid Kasper, reported on her activities in helicopters as well as fixed wing. #310 Alacia Lane is the Ground Instructor for Bell Helicopter. She also coordinated the giant helicopter fly-in at Ranger Stadium in Arlington on Sunday morning. The national runner-up salesperson for Bell Helicopter, Sheryl Jones #340, was also present and installed as the new International President of the Whirly-Girls. For Sheryl it was homecoming as she started her career as a 99 in the Dallas Redbird Chapter. Also in evidence were #27 Charlotte Kelley, international helicopter competition judge, who was raising money to send a helicopter team to International competition and #27 Dr. Dora Strother, permanent AE scholarship trustee and recently retired chief of human factors for Bell Helicopter, recently nominated to be a member of the Texas Aeronautics Commission.

#428 Dayle Buschkotter, a tower controller by profession who flies cancelled checks for recreation. #4 Nancy Livingston, #10 Edna Gardner Whyte, and #13 Jean Ross Howard were the three charter members present. Edna reported she was still flying every day and is flying several races each year. She is 85 years young and looking younger all the time.

#567 Sharon Moore is teaching instruments in the Army National Guard, and #465 is also in the National Guard as a training supervisor.

#173 Cathy Jones is a Captain for Southwest Airlines. Her mother Cladia Jones, #161, is also a pilot for Southwest Airlines, a helicopter pilot and super entertainer she sent regrets for not being in attendance. Pat Jenkins, #316, also sent regrets. She was herding cattle in her helicopter and couldn't take time off.

#215 Betsy Johnson is general manager for Transwestern Helicopters in Scappoose, Or. Their primary job is still flying scientists in and out of Mt. St. Helens.

Mary Lu Brown, #189, and Ruby Sheldon, #144, reported they are staying busy. Ruby will be flying the Air Race Classic again this summer. Both

are still consultants with National Geophysics and do some flying for them.

#388 Deborah Peisen is a heliport systems planner.

It was reported that we have three new members from the Netherlands, one is the pilot who recently finished combat training here in the United States.

#570 Rita Miller is the newest member and was pinned in Dallas. She is flying in Alaska and loves it.

Job hunting is a favorite topic with the Whirly-Girls as many jobs are being abolished due to liability insurance. #292 Roxanne Stamer indicated her company liability insurance went up 257% last year and has forced the company to close its doors. There was also conversation about the difference in men and women on insurance policies and Executive Director Howard was going to look into that.

The meeting was very productive with input from dedicated helicopter pilots who happen to be women. Many of whom are also Ninety-Nines. It was a joy to see some old friends, like #74 Faith Richards, and also meet some new friends.

New International officers for the Whirly-Girls are Sheryl Jones, President; Lee Hixon, Vice President; Deborah Peisen, Secretary, and Betsy Johnson, Treasurer.

Many of the Whirly-Girls asked if they could be members of the Ninety-Nines and they were assured that an application was forthwith.



Mrs. Nancy Lee McKay, President of the Ladies' auxiliary to the men's auxiliary, was recently named Citizen of the Year in Tampa, Florida, for her volunteer work with helicopter ambulance service. She is quite a lady and when not working for the City of Tampa, she is selling items for the Whirly-Girls to raise money for scholarships. This lady is not a pilot, but is truly dedicated to this organization of women helicopter pilots.

The Whirly-Girls: Helicopter Pilots Extraordinaires

By Rita Cipalla
Smithsonian News Service

She's a brain surgeon, a helicopter pilot and France's first woman general. In 1950, she became the world's first woman to fly helicopter rescue missions in combat and is credited with saving 165 lives during the war in Indochina. The Legion of Merit and the Croix de Guerre are among her many medals and awards.

Sound unbelievable? Some would find Valerie André just that. A helicopter pilot for 37 years, "Madame le General" is indeed a remarkable woman.

But for those who know that André is a charter member of the Whirly-Girls, her exploits may not seem all that unusual. For the Whirly-Girls, an international association of women helicopter pilots, counts among its numbers a bush pilot, a movie stunt pilot and concert pianist, a pediatrician and a deputy sheriff.

"The Whirly-Girls began in 1955 to provide a support network for women who flew helicopters," explains Deborah Douglas, research assistant at the Smithsonian's National Air and Space Museum in Washington, D.C., and curator of an exhibit on the Whirly-Girls, which will open at the museum in September.

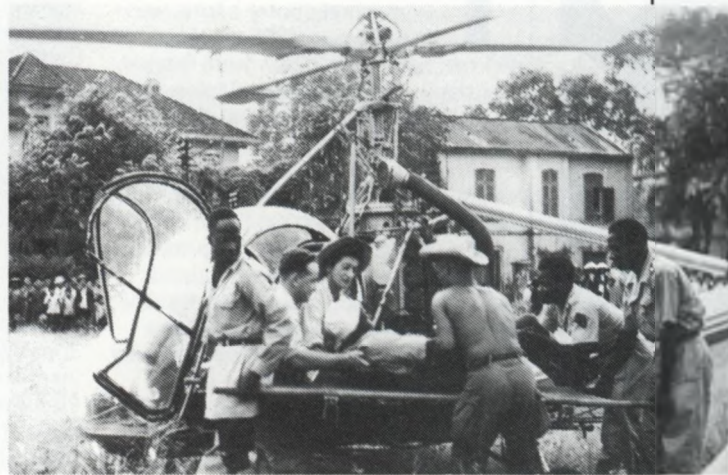
The organization was the brainchild of Washington, D.C., native Jean Ross Howard, who today serves as the executive director. Howard received her helicopter rating in 1954 and, thinking she was the eighth woman in the world to fly helicopters, decided to find out for sure by writing to flight schools and manufacturers around the world. "I discovered instead that I was lucky No. 13," Howard says.

Today, the 570 Whirly-Girls hail from 24 countries. The major membership requirement: a certified helicopter rating from the U.S. Federal Aviation Administration or its foreign equivalent.

André is Whirly-Girl No. 6. In spite of her "superwoman" image, she insists that her career has followed a predictable path. "As a child, looking at airplanes in the sky," she recently recalled, "I used to say, 'I shall be a pilot.' Some time later, I asserted: 'I shall be a physician.' The only thing I had not thought of was to become a servicewoman."

In the late 1930s, André took flying lessons in Strasbourg, France. Later, she entered the neurosurgery program at the University of Paris. After graduating in 1948, she volunteered for the Paratrooper Medical Team in Indochina, where she saw a need for helicopter rescue pilots. She began training immediately.

This remarkable woman flew 120 helicopter missions and also made 121 parachute jumps under combat conditions, astounding ground crews by "a girl, of all things, falling out of the sky," she says. In her Red Cross-marked Hiller 360 helicopter, she flew through enemy gunfire, received some direct hits, landed in the jungle or in rice fields, picked up the wounded and flew them to hospital areas. Then pilot André became surgeon André, performing many life-saving operations.



Smithsonian News Service Photo
courtesy of Valerie André

In the early 1950s, Valerie André combined the skills of a brain surgeon and helicopter pilot during the war in Indochina.

"She was a one-woman MASH unit," executive director Howard says.

André spent 33 years on active duty before retiring in 1981 as France's medical inspector general. She is now a member of the French Air Force Reserve.

This spirit is a common trait among the Whirly-Girls. "They are doers," Howard says with pride. "They are adventuresome and thoroughly professional."

André's desire to combine medicine with flying echoed the dream of Hanna Reitsch, another young woman, who lived in Germany at about the same time and who later became the first Whirly-Girl. Partly to please her father, an eye surgeon, Reitsch decided at the age of 13 to become a physician, but not an ordinary one. Instead, she planned to be a flying missionary doctor.

Still in her teens, this 5-foot-tall, 90-pound woman enrolled in a training course in gliding. The exhilaration she felt in the cockpit is evident in her later writings: "Potent, yet gentle, like some seductive wine, the fever of flying descended on me, coursing through me to my very fingertips." She was hooked — and eventually gave up on a medical career.

Reitsch became a glider pilot in 1931, going on to win numerous world records and awards. She made the first glider crossing of the Alps, a feat that required her to soar to 13,000 feet. She was so numb upon landing that she had to be lifted out of the craft. In 1937, she was asked to serve as a test pilot for the growing Luftwaffe, flying every type of military aircraft in its arsenal. She became the first woman to pilot a helicopter.

The test flights of the Focke-Achgelis FW-61, the world's first successful helicopter, so impressed the Germans that Reitsch was asked to demonstrate it again — this time for the public inside the Deutschlandhalle, Berlin's giant enclosed stadium. Reitsch

played the moment to the fullest, demonstrating the helicopter's maneuverability and preciseness of operation. She took off straight up, flew backwards, sideways, around in circles and landed — all inside the big indoor arena. Her unprecedented flight greatly impressed those who realized its military implications.

After a serious airplane crash in 1942, in which she suffered six fractures to her skull, Reitsch resumed test flying and received the Iron Cross, First Class. Taken prisoner by the Americans for 15 months when Germany fell, she returned to flying upon her release and continued to set aviation records. She died in 1979 in Austria at the age of 67.



Smithsonian News Service Photo courtesy of National Air and Space Museum

Hanna Reitsch became the first woman to pilot a helicopter in 1937. She later became the first charter member of the Whirly-Girls.

The first woman in the United States to earn a helicopter rating was Ann Shaw Carter of Fairfield, Conn., Whirly-Girl No. 2. Carter had flown with the Women Airforce Service Pilots (WASPS) during the war. In June 1947, she soloed in a Bell helicopter at New York's Westchester Airport. Hired soon after as a pilot by the Metropolitan Aviation Corp., one of the first helicopter passenger services in the country, she became the first woman helicopter pilot to fly for a commercial outfit.

Firsts are not uncommon for the Whirly-Girls. Take Dr. Dora Strother, a human-factors engineer at Bell Helicopter. In 1961, according to the Smithsonian's Douglas, Strother, a former WASP, obtained her helicopter pilot's license and within a few months had set two international records for distance and altitude. Today, Douglas says, Strother is the most prominent woman engineer in the helicopter industry. One of her most recent projects involves designing a new "head-up" display helmet for combat pilots that uses a stereo television display system to flash flight data on a screen inside the helmet. Thus, the pilot does not have to look down at the instrument panel.

Another record-setter is Gay Maher, who in 1965 became the first pilot — male or female — to fly solo coast-to-coast in a helicopter. Maher was aloft for more than 35 hours during the 10-day, 80 mph flight, which included 33 stops to refuel her Hughes Model 300 helicopter.

Then there's Nancy Miller Livingston, Whirly-Girl No. 4. Livingston received her helicopter rating in 1947, becoming the first woman pilot on the West Coast and the second woman commercially rated in the United States. Her husband, Arlo, and she ran a crop-dusting operation and flying school in Oregon during the 1950s.

In 1960, the husband-and-wife team relocated to Juneau, Alaska, where they took on a variety of flying jobs. They transported skiers, surveyed snow and water levels, flew rescue missions, took passengers on glacier sightseeing tours, even counted bears. The Livingstons retired in 1977.

Breaking new ground is not the only work of the Whirly-Girls. As an organization, it gives scholarship funds to young women (assisted by its men's auxiliary, formed in 1974) and provides stand-by pilots for helicopter rescue missions in emergencies. And these extraordinary women often save lives.

Such was the case one overcast spring day in 1958 in Morristown, Tenn. A helicopter had crashed soon after take-off. One man was dead; the pilot was badly injured. The engine continued to run with the blades beating the ground. Smoke poured out and an explosion seemed imminent. Evelyn Bryan, airport manager and Whirly-Girl No. 20, crawled with a fire extinguisher under the beating rotors, turned off the ignition and put out the fire. The pilot was saved; Bryan was awarded the Carnegie Hero Medal.

Heroines and more, the Whirly-Girls have one important bond: the love of helicopters. "In fact," Howard says, "we even have a term for it: We call it love at first flight."



Smithsonian News Service Photo courtesy of National Air and Space Museum

Ann Shaw Carter, shown here in the 1950s, was the first woman in the United States to earn a helicopter rating. She also became the first woman helicopter pilot to fly for a commercial outfit.

APRIL

April 4
Flying Companion Seminar
Orange County Chapter

April 4
Flying Companion Seminar
8 to 5 p.m.
Brackett Airport
Reservations \$35 donation
Contact: Claire Kopp
(213) 825-8426
Margaret Lawson
(818) 442-7371
Sponsored by San Gabriel
Valley 99s

April 9
Meet the Authors
Wings Club, New York City
Contact: Julie Talbert
(212) 741-3419

April 10
PCIFA Safecon, Brackett Fld
Contact: Fullerton Chapter

April 11
Flying Companion Seminar
Lexington Bluegrass Field
Contact: Kentucky
Bluegrass Chapter

April 11
Flying Companion Seminar
Contact: Bertie Duffy
San Fernando Valley Chapter

April 14
Flying Companion Seminar
Orange Coast College,
Costa Mesa, CA.
Contact: Orange County
Chapter, Charlene Hengesh
(714) 544-6419
Beverly Niquette (714)
551-6032

April 14
Flying Companion Seminar
Lexington Bluegrass Field
Contact: Kentucky Chapter

April 18
Flying Companion Seminar
Contact: San Fernando Valley
Chapter

April 18
The Mystery of Amelia
Earhart - 50 Years Later, by
Elgen Long - record-setting
aviator & noted Amelia
Earhart authority.
Airtel Plaza Hotel, Van
Nuys, CA. \$22 per person
(includes dinner).
Contact: Diana Nichols,
(818) 896-6009
Susan Skalla (818)
785-8374
April 1st ticket deadline

April 24-25
Death Valley Fly-In
Long Beach Chapter
Contact: G. Martin
(213) 375-8779

April 23-25
The Australian Women Pilots
Association Annual
Conference to be held in
Darwin, Northern Territory. If
interested
Contact: Heather Bat
Box 1814
Darwin, 5794, Australia
Phone 61-89-854640

April 24-25
Spring Section Meeting
NY/NJ Honoring Past
Governors & Charter
Members
Islip/MacArthur Airport,
LI, NY
Contact: Jill Hopfenmuller

April 24-26
Spring Section Meeting
Southeast. Hotel
Monteleone
New Orleans, LA
Contact: Suzie Major

April 24-25
Spring Section Meeting
Middle East, Frederick,
Maryland
Contact: Potomac Chapter

April 25
CFI Revalidation Clinic
Glendale College
Contact: Betty Irwin, San
Fernando Valley Chapter
(818) 349-2778

April 25
Flying Companion Seminar
Western Canadian Aviation
Museum, Winnipeg.
9-4 P.M.
Contact: Greater Winnipeg
Chapter - Janice Cannell
Registration \$16

April 25
Flying Companion Seminar
Flight Service Station, Spirit
of St. Louis Airport, St.
Louis, Missouri
Contact: Barbara Wilper

MAY

May 1-3
Southwest Section
Spring Meeting
San Diego, CA
Contact: Marian Banks
(619) 565-1504
Betty Wharton
(618) 582-7184

May 1-3
North Central Spring Meeting
Duluth, Minn.
Contact: Mary Hudec

May 2
11th annual ALLEGHENY
AIR DERBY at Latrobe, Pa.
(Westmoreland County Air-

port) on Saturday, May 2,
1987. Derby Time will be
12:30 P.M. (Rain date —
Sunday, May 3.) For rules
and entry information, send
\$3.00 to: Helen Davison,
4011 Dragon Rouge Drive,
Gibsonia, PA 15044.
(412) 443-5124 or Billie
Latshaw at (412) 327-
6723. Greater Pittsburgh
Chapter

May 6-9
Great Southern Air Race
\$10,000 Prize Money.
Open to men & women
pilots. Entries open
Feb. 15.
Contact: FRPA, Inc.
P.O. Box 290308, Port
Orange, FL 32039
(904) 253-3135
Limited to first 80 entries.

May 9
Flying Companion Seminar
San Joaquin Valley Chapter
Contact: A. Baker
(209) 521-2923

May 9
USPFT Rally
Franklin Virginia Airport
Contact: Hampton Roads
Chapter

May 9
Executive Airport Aviation Fair
Sacramento Executive Airport
Contact: Sacramento Valley
Chapter 99s

May 9-16
Louisiana Air Tour (15th
Annual)
Contact: Fran Schmieder
(504) 622-2850

May 13-16
P-38 National Convention
Sheraton Universal Hotel
North Hollywood
Contact: Mary Lou Neale
(805) 259-2147

May 15-16
Jim Hicklin Memorial Air
Rally
Bullhead City, Az
Contact: Jeanne Fenimore
(818) 893-5806

May 15-17
Hayward-Bakersfield-Las
Vegas Air Race
Race Kit \$4.50
Mail to: Air Race
Committee
20301 Skywest Drive
Hayward, CA 94541

May 19-21
1987 International Air Race
Pensacola to Nassau, Bahamas
Contact: Peggy Sanders
(305) 771-6827

May 24
10th Annual Airshow
Breckenridge, Tx
Classics, Homebuilts,
Warbirds, Confederate Air
Force
Contact: (817) 559-9129

May 29-31
III-I-Nines Air Derby
Dupage Airport Open to
men and women: speed and
proficiency categories. Kit
from Beverlee Greenhill, 3301
Lake Knoll Dr., Northbrook, IL
60062

May 29-31
GDAC Pinch Hitter Clinic
Ann Arbor Arpt.
Ann Arbor, Mich
Contact: Dorothy Gillis
27217 Garden Way
Franklin, MI 48025

May 30
Kern River Rafting
Long Beach Chapter
Contact: S. Crawford
(213) 378-6855

May 30-31
Flint's International Air Expo
Air Show '87
Bishop International Airport
Flint Michigan
Contact: Kristin Shattuck
(313) 233-8989

JUNE

June 12
60th Anniversary Reunion
Winnipeg Flying Club
Contact: (204) 338-7927
All ex-members please call

June 14
Pancake Breakfast
Wisconsin Chapter
Contact: Lois Truchinski
1010 E. Griffith, Wisconsin
Rapids, WI 54494

June 12-14
Buckeye Air Rally
Contact: Judy Stream
3999 Alward Road
Pataskala, OH 43062

June 20-24
International Flying Nurses
Four Seasons Hotel
Edmonton, Alberta, Canada
Contact: June Simpson
3 Heidt Ave.
Middletown, N.Y. 10940

June 29-July 2
Air Race Classic
Contact: Pat Jetton
2162 Crestview Dr.
Durango, CO 81301

— Horace O. Waggoner, Lt. Col., USAF (Ret.), Waggoner III.

— Bee Haydu, Riviera Beach, Fla.

— Gertrude Tubbs, Bradenton, Fla.

— Charles G. Worman, Wright-Patterson, AFB
Ohio.

— Madge Minton, Indianapolis, Ind.

— Marty Wyal, Fort Wayne, Ind.

— Leslie LeBaron, St Peters, Mo

— Francie M. Park, Kansas City, Mo.

— Micky Axlon, Wichita, Kans.

— Betty Walton, Dallas Tex

— Marian Kiser Willer, Green Valley, Ariz.

— Lola Ricci, Los Angeles, Calif.

— Nan Fuller, Twain Harte, Calif

— Elaine Jones, Kahului Maui, Hawaii

— Bernice Batten, Estacada, Oreg.

— Ann Flynn Monkiewicz, The Dalles, Ore.

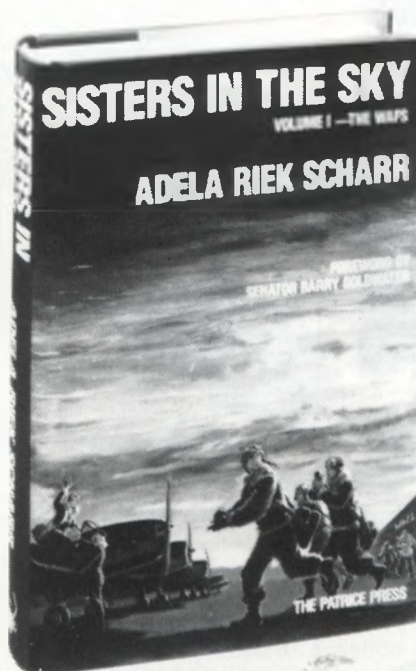
— Nancy Bird Walton, Australia.

— Mickey Clark, Guaymas, Sonora, Mexico.

— Bruce Arnold, Washington, DC

— F. G. Shutsy Reynolds, Connellsville Pa

— Phil Booth, St. Louis, Mo



Telephone (____)

MICHIGAN PIONEER WOMEN PILOTS TO BE HONORED

Michigan is celebrating 150 years of statehood in 1987. As a part of that celebration, the aviation subcommittee will honor women pilots who learned to fly in Michigan before January 1947. A sesquicentennial luncheon at the Dearborn Inn is planned for Saturday, June 27, 1987 at noon. The sesquicentennial awards will be presented to women whose careers have spanned 40 or more years in aviation. The committee would like your reservation by May 30th. The cost of the luncheon is \$25.00. Mail check to Mrs. Babe Ruth, Aviation Subcommittee, 14645 Airport Road, Lansing, MI 48906. The Aviation Subcommittee would also like the following information about the women pilots.

1. Name (maiden name) and nickname
2. Address and place and date of birth
3. Home and work phone
4. Date and place of solo and instructor certificate no.
5. Date of last FAA physical
6. Type of aircraft soloed and where solo took place
7. Date, type and number of pilot's license or certificates held at any time
8. Major aviation activity
9. Rank held if in military

Deadline for having the information in is April 20, 1987.

Deadline for luncheon reservation is May 30, 1987.

If you have knowledge of any women who qualifies or if you qualify, please contact Mrs. Babe Ruth at the above address. For further information you may also contact Babe Ruth.

NOTAM

Louise White, Southeast Section Gov. was named President of Western N.C. Pilots Assoc. Madeline Smith, Blue Ridge, elected V.P. of Spartanburg Aviation Assoc., Hilda Goley — Secretary.

NOTAM BUCKEYE AIR RALLY 1987

The all Ohio 99s extend to all Ninety-Nines and their pilot friends an invitation to participate in the 1987 Buckeye Air Rally (BAR) scheduled for June 12-14 at Port Columbus, Columbus, Ohio.

The BAR provides pilots, both male and female, a means to test their flying and navigational skills in a cross country rally. It further provides the means for each pilot to receive the Federal Aviation Regulations as it pertains to VFR flying. The overall purpose is to provide an educational learning experience with an end result of a safer and more proficient pilot.

All proceeds are donated to other flight oriented organizations such as: NIFA — AE Scholarships, USPFT, Etc. The kit sells for \$3.00. Write BAR, P.O. Box 19780, Port Columbus, OH 43219. Monetary prizes start at \$350.00 with accompanying trophies.

Here's an opportunity to enjoy the companionship of other pilots, hone pilotage skills, have an educational experience, and support worthy flight oriented organizations.

Write Judy Stream or call 614-927-6525 or office 614-239999-7882.

IN MEMORIAM

Gean Burson — long time member Chicago Area Chapter passed away December 30, 1986.

Frankie Sutton — Eastern New England — was recipient of aviation honor award 1985 and also accident prevention counselor — an inspiration to us all. Will be missed.

NOTAM

Plans are underway to recognize the 50th anniversary of the disappearance of Amelia Earhart. We hope to mount a wings agreed to the U.S. and symbolically with the help of the airlines have a "Wings Around The World."

We have asked the FAA to assign a discrete frequency for this activity and they have agreed to do so. We have assured them that we will not impact the TCAS or ARSAS or air traffic in any way. Of course, if the weather is not conducive to good VFR flying we will cancel the mission.

It is our hope to use the time 11:00 AM Eastern Daylight Time for the flight. All airplanes should be in the air at whatever time 11:00 AM Eastern Daylight Time is in your area. The first call should be made at 11:15 AM Eastern Daylight Time. The call itself should not take over 10 to 15 seconds. It is our suggestion that if you do not hear a response, wait a few minutes and try again. No one should be in the air more than one hour. You might spend the rest of the time practicing spot landings or doing BFRS or pilot wings proficiency.

All U.S.A. chapters should have received press kits with AE material in it. Please use it to get TV and news coverage. Please send copies of all publicity to headquarters for our scrapbook.

More on this in the next issue of the news. We hope to have the frequency by then and further details. Now is the time to get folks lined up to participate. We hope all 99s will fly that day, but get help from anyone who wants to participate.

We need help in contacting officials in the airlines that will request their pilots flying that day to participate. It would be particularly helpful to get airlines flying overseas to symbolically go around the world. If you can help, please do so and let Hazel Jones know who the contact is.



THE 99 NEWS

The Ninety-Nine News is published monthly by the Ninety-Nines Incorporated, International Women Pilots, Publication Division.

The Ninety-Nines, Inc. is a non-profit organization engaged in education, charitable and scientific activities and purposes.

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Oklahoma 73159

Telephone:
405-685-7969

ALL WOMEN CREW FLIES AGENCY BOEING

By Roland Herwig

Three Air Carrier Operations instructors at the Mike Monroney Aeronautical Center made FAA history recently when they became the first all female crew to fly the Agency's Boeing-727. The mission was flown to provide instructor recurrent training.

They are the only three women Air Carrier Operations instructors with the FAA, and are based in Oklahoma City with the Aviation Standards Branch, Air Carrier Operations Section.

The three are Debe Dunfee, four years with the FAA, from Washington, D.C., Valerie Ticer, three years with the FAA, from Santa Barbara, Calif., and Bonnie Kankaala, five years with the FAA, from Minneapolis, Minn. Dunfee and Ticer are the second and third women to be B-727 type-rated with the Agency.

A total of nine women with work-related pilot ratings are working for the Aeronautical Center or local tenant FAA units, officials said.

Debe Dunfee, whose father is a retired U.S. Air Force pilot, began flying after graduating from the University of Maryland, College Park. She gained her flight experience as a flight instructor, and charter and commuter pilot in Florida, Pennsylvania and Colorado. Debe began her FAA career as a Flight Data Assistant in the Will Rogers Airport tower in Oklahoma City. She transferred to Air Carrier Operations in 1983.

Valerie Ticer's family association with aviation goes back to a maternal grandfather who barnstormed during the '20s. She began flying at 15 when she enrolled in a high school aeronautics class. A graduate of Rose State College, in Oklahoma City, she has four years of flight instruction and charter flying in California and one year of



In control of N-40, the FAA's Boeing-727, are (from left to right) Debe Dunfee (AAC-951A), Bonnie Kankaala (AAC-951B) and Valerie Ticer (AAC-951A). The three air-

crew instructors recently became the first all woman crew to fly the transport aircraft.

corporate flying in Tulsa. She also began her FAA career in the air traffic controller environment in the tower at Tulsa, Oklahoma.

Bonnie Kankaala interested in flying after a five-dollar demonstration ride introduced her to aviation. She soloed at the age of 16 in a Cessna-150 in Minnesota, and has taught flying and flown corporate and charter aircraft for many years. She was hired by the FAA as an Air Traffic Assistant at Minneapolis Air Route Traffic Control Center, and she was at the Midland, Texas airport's control tower prior to joining the

Boeing-727 Air Carrier Unit in 1985.

Other FAA Academy women who are rated pilots as part of their jobs are: Janice Tobey (AAC-953B), Aviation Safety Inspector, and Darlene Salisbury (AAC-953C), Air-space System Inspection Pilot.

Pilot-rated women assigned to the tenant Aviation Standards National Field Office include: Lucinda Schultz, pilot, Flight Inspection Section, Oklahoma City Flight Inspection Field Office (FIFO); Debra Roberge, pilot, Sacramento FIFO; Regulatory Support Division members Beverly Kelso and Roxanne Hykes (AVN-100), both aviation safety inspectors.

CONVENTION '87! FLYING TRIPS IN THE VANCOUVER AREA

There are several pleasant day trips possible for flight-seeing in the Vancouver area. Pilots will need a current Vancouver V.F.R. Navigation Chart (sectional), Vancouver VTA Chart and a Canadian Flight Supplement, (all available locally). B.C. Coast 99s will have area

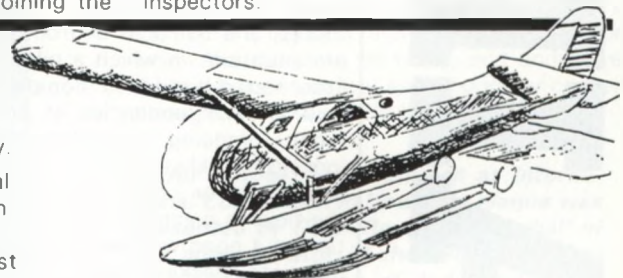
briefing information available.

Sunshine Coast — 165 nautical miles round trip, up the East side of the Strait of Georgia, over scenic inlets and islands to Powell River. The Flying Club there has a "loaner" so pilots can get into town for lunch. Return via the Eastern Coast of Vancouver Island from Qualicum to Nanaimo, and

across to Boundary Bay.

Tofino — 300 nautical miles round trip — from Boundary Bay head for Nanaimo and up the East Coast of Vancouver Island to Qualicum, then west along the Alberni Inlet to Barkley Sound, then north-west to Tofino and beautiful Long Beach, a ten minute walk from the Airport.

Return down the West



Coast of the Island to Victoria and back to Boundary Bay. The scenery is spectacular!

Glacier Flying — 80 nautical miles return — fly North from Vancouver up magnificent Howe

Sound to Squamish. If you're comfortable in the mountains follow the route to Whistler and enjoy the view. If you'd prefer an experienced Mountain Pilot, book ahead with Air Alps.

AVIATION SAFETY EVERYONE'S RESPONSIBILITY

by Carol S. Rayburn

In recent months, general aviation has received its share of unfavorable publicity resulting from a series of mid-air collisions. In the aftermath of these accidents, certain members of the news media created very negative images of the general aviation pilot, general aviation aircraft, and caused serious concern and public doubt over the safety of our general aviation industry.

Although the investigations into these accidents aren't completed, it appears that the resultant tragic loss of life and property was due, in part, to pilot complacency or lack of knowledge. These two factors continue to stand out as contributory causes of aircraft accidents, in spite of the vast amount of educational material available. Frequently, accident reports cite inadequate preflight planning, poor takeoff and landing technique, continued flight into adverse weather conditions, improper fuel management, failure to maintain adequate airspeed, improper handling of emergencies and the display of poor judgement, as leading causes of aircraft accidents.

Aviation does have an impressive safety record, but we must constantly strive to do better. Some pilots fall into the complacency trap when they become too comfortable and start cutting corners. When a pilot becomes very familiar and possibly bored with a situation, it is especially important to make a conscious effort not to forget something. This can also occur when a pilot is preoccupied with other events in their life such as business matters, personal events, and so on. In fact, during these times, complacency must be guarded against more than ever.

The accrual of a few hundred hours, routinely flying the same aircraft, flying the same routes, and flying to or from familiar airports are situations in which a pilot may become a little too relaxed and complacent. This can lead to such tendencies as omitting the preflight, foregoing a weather briefing, or overlooking checklists. This practice is the beginning of a poor judgement chain. Always taking the time to complete a thorough preflight, obtaining a good weather briefing, and using appropriate checklists will prevent little mistakes from occurring, and can prevent big accidents!

Pilots should avoid taking unnecessary risks. The pressing need to get somewhere, pressure from passengers to go, and not realizing personal limitations as well as that of the aircraft, can cause pilots to fly into conditions beyond their capabilities. Make sure you know and accept

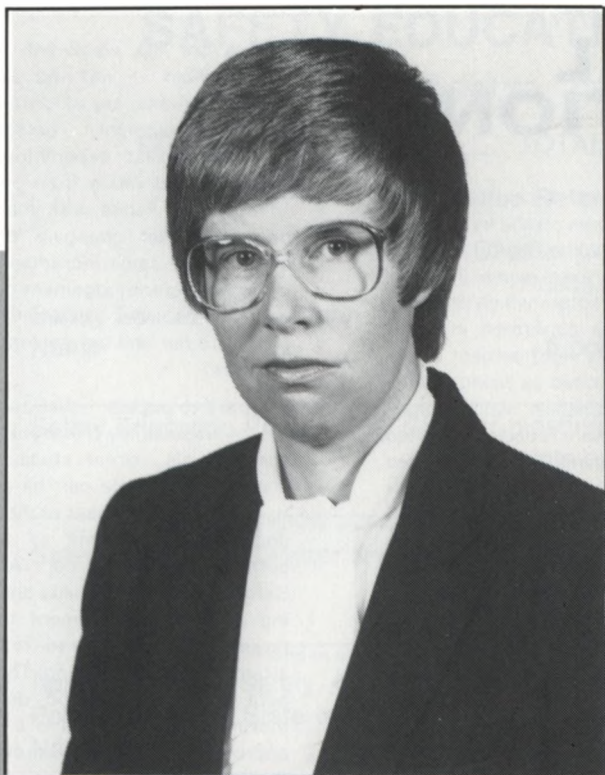
your personal limitations, set realistic safety margins for yourself, and know the limitations of your aircraft.

One of the most important elements in maintaining a high level of aviation safety is the requirement for high quality flight instruction. Flight instructors play an essential role in persuading pilots to develop good safety attitudes and to keep their flying skills proficient. This demands that instructors periodically reassess their own skill levels and teaching techniques, and keep up with current aviation safety issues. Flight instructor associations have been organized in many areas of the country with this goal in mind. Getting involved in an established association or starting a new one is a good way for instructors to share their ideas and experiences, to strive together to maintain high skill levels and to promote aviation safety.

As Ninety-Nines, each one of us can help by consciously practicing simple safety measures as a matter of habit, never to be compromised. We should each also accept the responsibility of maintaining the highest level of proficiency and knowledge by participating in periodic recurrent training, attending aviation safety seminars and continuing home study. Simply flying from point A to B on a routine basis and relying on knowledge acquired while working on a rating a few years back is not enough to consider ourselves proficient. The need for periodic flight training has long been recognized among industry professionals. Air carrier pilots and many corporate pilots participate in formal recurrent training programs and the safety records of those segments of industry are very good. Even though they fly hundreds of hours per year, the necessity of continuing their flight training is unquestioned — and the results speak for themselves in the annual low accident rates. The same benefits of recurrent training could apply to each of us individually, should we decide to participate. It's probably the cheapest insurance we can get!

There are many opportunities available to pilots who wish to continue their aviation education. Ninety-Nines throughout the United States have helped sponsor the FAA's Accident Prevention Program meetings and other aviation industry organizations frequently conduct aviation safety seminars for pilots, flight instructors, and maintenance technicians. The programs are designed to address a wide range of safety matters both of general and local interest.

AIR SAFETY



CAROL S. RAYBURN
Manager, FAA General Aviation
and Commercial Division

Carol Rayburn was raised on a farm, 40 miles southwest of Sioux Falls, South Dakota. She began flying while in high school, receiving her private pilot certificate followed by a commercial certificate. She obtained her flight instructor certificate while attending her first semester at South Dakota State University, majoring in Political Science. During her college years, she instructed, flew air taxi and fire patrols in South Dakota and in Montana, in addition to doing aerial application flying in central South Dakota. She has been chief pilot of several operations in Helena and Missoula, Montana, where, in addition to instructing, she flew air taxi trips and was a pilot on U.S. Forest Service contracts for forest patrol, cloud seeding, and personnel and cargo repositioning missions. Carol has grazed pastures, and small grain in Montana and cotton in Arizona.

After moving from western Montana to northern California in 1972, she continued working as a chief pilot for a fixed-wing operator doing primarily flight instruction, charter, and forest service consulting.

Carol was hired by the FAA in 1974 as an accident prevention program assistant in Denver, Colorado. She transferred shortly thereafter to Salt Lake City, Utah, as an accident safety inspector. During her 6

years in Utah, she progressed to the position of a principal operations inspector assigned to an air carrier operating Convair 440's under Part 121 of the Federal Aviation Regulations.

In 1981, Carol transferred to Washington, D.C., where she was a specialist assigned to the General Aviation and Commercial Division. This was followed in 1982 by assignment as the Manager of the General Aviation District Office in Fresno, California. In 1984, she was assigned as the assistant Manager of the Flight Standards Division at the Western-Pacific Regional Office in Los Angeles. She was selected for her current assignment as Manager of the FAA's General Aviation and Commercial Division in early 1985.

Carol has over 6,400 hours of flight time and holds an airline transport pilot certificate with single and multiengine airplane, Convair 240/340/440, and Lear Jet type ratings on it. She also has commercial privileges in single engine seaplanes and gliders and is rated to give flight instruction in airplanes, gliders, and instrument flying.

Carol has been a Ninety-Nine since 1963. She is presently a member of the Washington, D.C. Chapter, and has held numerous chapter and section offices and committee chairmanships around the country.

During the next two years the FAA will continue to be involved in the intensive aviation safety campaign known as Back-to-Basics. In 1985, a task force of FAA and industry members developed this concept by first identifying 12 common accident causes. A program was designed to address these topics, one per quarter, over the next three years. The work done by various Ninety-Nine chapters to sponsor Back-to-Basics programs has contributed immeasurably to the success of this campaign. Through their efforts and the efforts of other organizations attendance is steadily increasing at these events.

The FAA also recently updated the Pilot Proficiency Award Program to provide pilots in all facets of aviation more of an opportunity to participate. Pilots who take altitude chamber flights or attend certain industry or airline recurrent training courses will now be able to receive credit towards the Pilot Proficiency Award. A sixth phase has also been added to the program and the awards certificate and pins have been redesigned. For more information, your local Accident Prevention Specialist can provide you with the new Advisory Circular, AC 61-91, which explains the program, in detail.

The programs and ideas outlined above are of no value if they don't reach the targeted audience — and that audience is each one of us. We know that accidents typically result from a chain of events and that breaking just one link in that chain frequently would have averted an accident. Recurrent training; attendance at safety meetings and seminars; participation in the Pilot Proficiency Program; self-directed study aimed at keeping up-to-date on changes in technology, regulations, and safe operating practices are all methods that can give pilots the tools to continue safe flight.

And, finally, safety is an attitude! We must constantly consider alternatives and choose the safer alternative during the course of a flight.

Generally speaking, a pilot with a "good attitude" is one who participates in many of the previously mentioned learning experiences; doesn't fail to do a thorough preflight check of the aircraft, the pilot, and the conditions under which the trip is to be taken, and undertakes the trip keeping safety as the primary concern throughout. How is your safety attitude???

Editor's Note: Last summer at International Convention in Hawaii, a plaque was presented by Carol Rayburn on behalf of the administrator of the FAA. It said in part "in recognition of dedicated volunteer service to the accident prevention program and for outstanding support of the back-to-basics effort, the Federal Aviation Administration expresses its appreciation to the Ninety-Nines, Incorporated for exemplary effort in promoting aviation safety". It was dated August 15, 1986 and signed by Donald D. Engen, Administrator

SAFETY EDUCATION

INTERNATIONAL SAFETY EDUCATION

BY ROBERTA TAYLOR, CHAIRMAN

Since your new international safety education chairman is a Canadian 99, and since many of you may be flying into Canada to attend the International Convention in August, I thought an article highlighting aviation safety from the *Canadian perspective* would be timely.

There has been much concern among the general public recently about the safeness of flying. Although occasional year-to-year increases have been recorded, the aviation accident rate in Canada continues the significant downward trend exhibited since the early 1970's.

There are a great number of factors assigned to these occurrences, but the predominant one is the human factor or pilot error.

The three most common causes of aircraft accidents in Canada are pressing the weather, attempt at flight beyond the aircraft capability and lack of training.

There are many causes of acci-

dents, however, aircraft malfunction is way down on the list! Statistics for the Pacific Region of Western Canada reveal some interesting accident factors which probably could also be confirmed in other countries. Only eight percent of accidents were cited as being due to aircraft malfunction while thirty-two percent were reportedly related to pilot problems. These included lack of pre-flight preparation, poor judgement, and deficiency of knowledge and/or skill.

Twenty-six percent of the accidents were due to fuel problems such as exhaustion, mismanagement, water, starvation, or vent, drain, and cap problems.

The remaining accidents were due to ground personnel or crew member problems, hypoxia and undetermined causes.



SAFETY EDUCATION REPORT DUE IN JUNE

BY ROBERTA TAYLOR

The 1987 Safety Education Year End Report is due June 23, 1987. The purpose of this committee is to utilize our national/international network of membership as a tool in the education of the flying and non-flying public, as well as our own members.

I hope that each section and chapter chairman will make an effort to sponsor safety education programs. This not only accomplishes the mission of this committee but it makes the section and chapters eligible for the annual safety education award.

A perpetual plaque is awarded each year at our international convention to the section that accumulates the most points. The chapter within that section that accumulates the most points also receives a plaque. Each of the top ten chapters within the Ninety-Nine organization will receive a certificate. The top five sections will also receive a certificate.

Each chapter safety education chairman should forward her report to the section safety education chairman by May 31. The section chairman must forward it to me by June 23. Reports postmarked after this date will not be included in the com-

petition.

A copy of the form is in this issue of the news. Put additional data on a plain piece of paper attached to the form.

I would like each governor to be responsible for contacting her chapter chairmen and not only remind them of the deadline, but encourage them to have their chapter participate. The upcoming section meetings would be a good time to get a friendly rivalry going between chapters to see who can win the awards or certificates. The governor might wish to coordinate all of this thru her section safety education chair-

man.

Safety is an important part of the Ninety-Nines. The first aim of this committee is safety education for our own members. The second aim of this committee is safety education for other pilots and the third aim of this committee is the safety education of the non-flying public. The indication of how well we are doing our job is how well you respond with your report of safety education for the last year. Let's make 1987 the year that we all got involved, promoted safety, and then reported to the safety education committee.

People are the weak link in the safety chain — not the aircraft. We, as humans, are all different in our temperament, personality, knowledge, and experience. Our state of mind varies from one day to the next. Faced with making a decision under changing circumstances, the same individual might make a different judgement call depending on new conditions presented to her and her present mental state.

Contrary to popular belief and after much research by Transport Canada officials, recent studies have shown that people can be trained to use good judgement in their pilot decision-making. This is a real breakthrough. Regional Aviation Safety Officers in Canada are working on a pilot judgement training project which it hopes to try out on a target group this spring. This concept of teaching good decision-making ability to pilots is a unique approach to accident prevention that is being discussed worldwide.

Credit: The information for this article was adapted from the February 9, 1987, issue of *Communique*, a Canadian Aviation Safety Board newsletter and from seminar notes of Harold Townsend, Regional Aviation Safety Officer, Transport Canada, Pacific Region.

THE NINETY NINES, INC.

SAFETY EDUCATION YEAR END REPORT

YEAR ENDING 5/31/87 CHAPTER _____

SECTION _____ TOTAL MEMBERSHIP AS OF 5/31/87 _____

Please Refer to Instructions Attached

	Chapter Level Points		
1. Safety Education Chairman Name _____	5 points	10. Physiological Training Session (Full Day) _____	25 Points Per Member
2. Safety Education Programs at Chapter meetings _____	5 points each	<small>(List names & place on attached form)</small>	
<small>(List items on attached form)</small>		11. NIFA and USPFT Judges & Check Pilots for SAFECON - National & Regional _____	5 Points each Member
3. Safety Education Chapter Newsletter Articles _____	5 points each	<small>(List names, place, dates on attached form)</small>	
<small>(List items on attached form)</small>		12. Co-Sponsoring a Safety Seminar _____	25 Points
4. Appointed FAA Safety Counselor or Equivalent Position for Your State or Country Name _____	10 points each	<small>(Include a brochure of seminar)</small>	
*5. Each member completing BFR, New Rating, APT or Pilot Proficiency Program _____	200 points each member	13. Conducted Pinch-Hitter, AWARE Clinic or Flying Companion Seminar for light plane passengers _____	50 points per day
<small>(List names on attached form)</small>		<small>(Include brochure announcing the event)</small>	
*6. Each member passing written exam _____	10 points per exam	14. Sponsored CFI Instructor Revalidation Clinic _____	50 points per day
<small>(List names on attached form)</small>		<small>(Include brochure announcing the clinic)</small>	
*7. Attendance at a Safety-oriented Clinic _____	10 points each member	15. One Day Check Ride Clinics _____	50 points each
<small>(List names on attached form)</small>		<small>(Include brochure announcing clinics)</small>	
*8. Airport tours of ARTCC or Towers _____	5 points	16. Published articles on Aviation Safety not in own Newsletter _____	
<small>(List names, date, place on attached form)</small>		Date _____ Publication _____	5 points each
*9. Participation in Spot Landing Competition _____	5 points	<small>(Include xerox copy of articles or name of publication & date)</small>	
<small>(List names, place, dates on attached form)</small>		17. Being speaker for Aviation Safety Meeting not sponsored by your Chapter _____	
		Date _____	5 points each
		Name _____	
		Topic _____	
		<small>(List additional items on separate sheet)</small>	

I certify the above information to be correct to the best of my knowledge.

Signature Chapter SE Chairman or
Chapter Chairman _____

Signature _____

RETURN REPORT BY JUNE 23, 1987 to:
Roberta Taylor, Box 69, Cranbrook, B.C
VIC 4H6 CANADA

AUSTRALIAN SECTION

Neva Cavenagh spoke at the St. Peter's Rotary Club February meeting about women pilots, their role in aviation and the 99s. Jean March was afforded the privilege of chairing the meeting and introducing Neva. Neva has been busy practicing formation flying with Barbara Collins as her observer and is going to take part in a demonstration formation flight over Edinburgh Air Force Base.

Ten members thoroughly enjoyed a dinner held at Barbara Collins' lovely new home to welcome Kathryn Butler. Barbara's house guest and a 66er from Michigan. It was a super evening and most unusual to have so many Australian members together at one time including Kathryn Flynn from Darwin. The Sydney girls also had a get together to welcome Maria Christen, a 99 from Chile.

Glenda Philpott reports all is going really well with The Fear of Flying Program in Sydney and that the latest course has twenty participants.

Jean and Les March flew from Adelaide to Melbourne last weekend and are planning to fly to Hobart next weekend in their Saratoga. They provide crew and backup support for their son who is a racing car driver.

Nancy Bird Walton has been contacted by Macersey Productions of New Zealand, who are planning to produce both a book and a documentary on the life of Jean Batten. Jean Batten disappeared without trace in 1982 causing worldwide concern for her well being and whereabouts. Jean Batten won the Harmon trophy three times, sharing it on one occasion with Amelia Earhart.

If anyone has any information on Jean Batten or any anecdotes to relate about her, please contact Nancy Bird Walton OBE, 136 Mona Vale Road, St. Ives 2075 Australia. Telephone 61-2-443185. We would be most appreciative to hear

anything at all concerning this famous and very talented aviatrix.

WESTERN CANADA SECTION

Alberta Chapter

Members have been busy taking advantage of the quieter winter months by holding Flying Companion Seminars. Two seminars were held recently in Calgary and Edmonton and were well attended. Rosella Bjornson is busy getting reacquainted with the plane she learned to fly in when she was in her teens. She and her husband Bill have recently found and purchased the old C170 which used to belong to her father Bill, who is a commercial pilot as well as an AME, has spent many hours restoring the plane.

B.C. Coast Chapter

A farewell was held for member Lee Williams who will soon be leaving to make her home in Australia. The February "fly-out" was to Cassidy Airport in Nanaimo, B.C., for an organizational meeting for a new Vancouver Island Chapter of the Ninety-Nines. Formation of the new chapter will mean a loss of at least five B.C. Coast members but a stronger and more active organization overall. Members held a very successful Safety Seminar in Vancouver and met a number of prospective members.

Greater Winnipeg Chapter

Shirley Render, 1983 Amelia Earhart Research Scholarship winner, had an excerpt from her study on "Canadian Women Pilots, 1928-1985", published in Canadian Aviation, January, 1987. After three years as Vice-President of Museum Operations of the Western Canada Aviation Museum in Winnipeg, Shirley Render has accepted the position of Coordinator of Volunteers at the Museum. The Aviation Museum has approximately 185 volunteers who contribute roughly 25,000 hours per year.

Saskatchewan Chapter

Members held a winter survival weekend at Candle Lake, with resource persons and films.

Dr. June Mills has moved to Penticton, B.C., where she will continue her medical practice.

EAST CANADA SECTION

The section project of sponsoring a prize for an aviation or aerospace exhibit at the Canada Wide Science Fair is well on its way to implementation. The Science Fairs, which are held at local, regional as well as the national level, and in which students from grades 7 through 13 participate, are considered an appropriate and excellent vehicle for promoting a greater understanding of the role and importance of science in aviation and aerospace and the careers associated with it. Individual chapters are being encouraged to become involved with the local and regional science fairs by presenting a prize for an aviation related exhibit or by volunteering to be resource persons or judges.

Eastern Ontario Chapter

The Chapter met in January at the home of Chapter Treasurer, Suzanne Frogley, to discuss chapter business and upcoming programs. A special treat for the members present was a showing of slides with a very informative commentary presented by Betty Jane Schermerhorn of her trip to Egypt this past summer. Zita Timmins, member of the Canadian Aviation Tribunal, was guest speaker at the Chapter meeting in February. The CAT has been recently established to give the aviation public such as pilots, engineers, etc. the opportunity to appeal enforcement decisions or penalties assessed under the Aeronautics Act. Loss of license for medical reasons may also be appealed to the tribunal.

First Canadian Chapter

Lt. Col. Poplow, M.D., from the Defense and Civil

Institute of Environmental Medicine gave members a superb talk and slide presentation on "Space Medicine" at Maple Airport. Several Skywatch pilots met at Anna Pangrazzi's home to discuss plans for the new year with Ron Johnson and Ron Clark from the Ministry of the Environment and viewed a slide presentation of previous aerial surveillance photographs. Our annual Ski Day at Devil's Elbow, Bethany, Ont., was held Jan. 24th with Shirley and Ken Allen as hosts. Our Chapter's Wings Network Employment Data Bank has been set up by Anna Pangrazzi and Dagmar Boettcher for members pursuing employment in the field of aviation as pilots or otherwise. A Members' Flight Directory File has been established by Dagmar and Pat Archer to assist members who wish to find a flying partner.

Maple Leaf Chapter

The Chapter will participate in the Youth Science Fair program by sponsoring a prize at the London Public School Fair in April. The Chapter also will give financial support to the cost of bolo ties for the International Convention, the Ninety Nines Canadian Award in Aviation, the Canadian Women in Aviation Collection at the Winnipeg Aviation Museum, and the A. E. Scholarships. The February meeting of the chapter was held in Sarnia and took the form of a seminar on winter flying.

NEW ENGLAND SECTION

Connecticut Chapter

The Connecticut Chapter has begun a series of Back to Basics for Ninety-Nines. The topics will cover knowing the aircraft we fly, proper radio communications, and review the FARs and AIM. These will be held in conjunction with business meetings and be presented by chapter CFIs.

The March meeting will feature our newest

continued on pg. 15

member, Laurie Kent, who is a flight briefer with Bridgeport FSS, the first fully automated FSS in the U.S.A. Laurie will give a seminar on "Getting the Most Out of Your Flight Service Station". In March the Chapter will begin its schedule of Sunday Fly-in Breakfast/Brunches. This is strictly a fun flying activity and all are welcome. The Eastern New England Chapter will join us.

Eastern New England Chapter

Eight Eastern New England Chapter members braved the New England winter weather to visit the site of the Collings Foundation, and the New England Escadrille. The Foundation acquires classic aircraft and restores them to flying condition. They currently own a B-17 which is now flying. The New England Escadrille is the northerner's answer to the Confederate Air Force and owns many classic planes as well as possessing a beautiful collection of antique autos.

NEW YORK/ NEW JERSEY SECTION

North Jersey Chapter

The North Jersey Ninety-Nines and the Garden State Ninety-Nines held a joint meeting of the chapters March 8, 1987. This was a Sunday brunch at the Flying W Airport in Lumberton, N.J. with a speaker on Aviation Liability.

Garden State Chapter

The Garden State chapter and the C.A.P. co-sponsored a safety seminar on February 26th at Fort Monmouth. The main topic was on Landings.

Central N.Y. Chapter

The Central New York Chapter of the Ninety-Nines are planning for the Fall Section Meeting to be held at the Horizon Hotel at Oneida County Airport on October 16-17. They will also

sponsor an accident prevention seminar in June.

N.Y. Capital District Chapter

The New York Capital District Chapter of the Ninety-Nines is thinking spring and getting prepared to co-sponsor the annual Seaplane Pilots Seminar in Speculator, New York. Land airplanes will land at Piseco Airport, seaplanes on Lake Pleasant in Speculator. This year, the seminar will be June 4-7. It is hosted by Camp of the Woods. The Chapter does registration for the FAA.

Greater N.Y. Chapter

The Greater New York Chapter's April 9, 1987, meeting was a "Meet the Authors" celebration. Attendees get to meet and talk with authors of aviation-related books. The authors spoke briefly and autographed the books purchased. This year's new books and authors included: Dick Collins, of Flying magazine with AIR CRASHES, Norbert Slepian's AOPA book called DEFENSIVE FLYING, Ted Gilman's small book about Lindbergh THE FLIGHT, and THOUGHTS TAKE FLIGHT by Mr. and Mrs. B.W. Stanley.

MIDDLE EAST SECTION

Delaware Chapter

The Delaware Chapter will have a Pennies-a-Pound at Summit Airport on Saturday, May 16, 1987. There was a showing of "Silver Wings and Santiago Blue" a history of the WASPS on March 17 at the University of Delaware. After the film, there was a discussion of Women in the 40's versus Women of Today.

Hampton Roads

Ellen Evans, a member of the WASPS in World War II, was our guest speaker in February. Ellen shared memories of her training at Avenger Field, Sweetwater, Texas, and her many flight missions. On March 21 members of the Kitty Hawk Chapter will be flying to Patrick Henry Airport and will tour

the NASA Visitors Center then have lunch with members of our chapter.

Western Pennsylvania

If Western Pa. sounds like a new chapter, it is — sort of! Western Pa. was formerly Steel Valleys. The change became official in January 1987. Our March meeting was held at the US Air Simulator Center where we had a chance to fly the big simulators. Chris St. Onge, from our chapter, has recently learned she's going to be one of the two applicants from the Middle East Section to be in the finals for an AE scholarship. If Chris should win, she'll use her scholarship to pursue an ATP rating.

Shenandoah Valley

Shenandoah Valley Chapter held their 99/Eaa dinner meeting on March 28. Their guest speaker for the evening was Tom Foxworth, former Navy pilot, who now flies a 747. He has written two books: The Speed Seekers and Passengers. Jean Silverstein of Western Pa. and Theresa Brents of Shenandoah Valley were the recipients of the Middle East Section Award. This is a \$250 cash award presented each year for a variety of aviation-related uses.

SOUTHEAST SECTION

Alabama Chapter

The Business Meeting at Bessemer Airport was followed by Safety Meeting on all types of controlled airspace and the requirements for flight into them.

Blue Ridge Chapter

At the February Meeting in Asheville, NC, members finalized plans to host Warbirds Dinner on April 17, 1987. Lee Orr, Dot Penny and Tence Rhea recently completed a Flight Instructor Revalidation Clinic.

Carolinas Chapter

January's meeting recapped the accomplishments of three famous Chapter Members: Louise Smith,

past International President; Page Shamburger, well known aviation writer; and Louise Thaden, Charter Member, holder of numerous records and winner of the Harmon trophy.

Florida Goldcoast Chapter

Fly-in to LaBelle Airport for meeting in the park. New members/transfers include Laura Schaffly, Pat Mastos, Joanne Calabrese, Barb Maxey, Ann Nobles and Dorothy Williams.

Florida Suncoast Chapter

The Chapter sponsored an FAA Safety Meeting in February.

We had a most successful poker run, thanks to the planning of Doris Brigg and Thelma Johnson and the participation of the Venice Cloudbusters. Ethel Gibson, Mary Fletcher, Diane Baynard and Barbara Sierchio sold hands at Albert Whitted Airport, while Alice Cutrona and Fred Hartman took care of Sarasota Airport. Anne Roethke and Betty Simpson were at Ft. Myers and Nancy Cadorette was at Charlotte County Airport. Judy and Al Lester flew the run as did Kathryn Fugua, the terminus was Venice Airport.

North Georgia Chapter

Robert Losurdo presented an FAA Safety Program following the regular Business Meeting, at Gwinnett County Airport.

NORTH CENTRAL SECTION

All-Ohio Chapter

Mother and daughter, Pat Fairbanks and Carol Deitsch, hosted the February 15th meeting at Lunken Field, Cincinnati, Ohio. In the near future, Carol will take her first airline trip as she returns from Daytona Beach, Florida. This is particularly remarkable since she has been in aviation for twenty years.

Lala Flynn took part in an air show held at Northland Mall in Columbus during the first

continued on pg. 16

weekend in February. She participated with the EAA Chapter 9.

Aux Plaines Chapter

Carol Benning, a controller at Palwaukee Airport, was quest speaker for our February 8 meeting at Stick & Rudder, Waukegan Memorial Airport. Since most of the traffic at this location must be cleared through the O'Hare International Airport control area, operations are Palwaukee are a constant challenge. Carol is also a pilot and cited many instances where it was a great help to her as a controller. Members of Stick & Rudder were invited to attend; many of them did. Sue DeWulf and Virginia Rabung, also members of EAA Chapter 414, attended a dinner given by that group in Kenosha, Wisconsin on February 20.

Central Illinois Chapter

The Central Illinois Chapter was responsible for the Flying Companion Seminar presented in conjunction with the annual IFR/VRF Seminars sponsored by the Illinois Division of Aeronautics on February 7th in Springfield, Illinois. Anita Albert, Barbara Brusseau, Lynne Trupin, and Wanda Whitsitt conducted segments of interest to flying companions. The Chapter met February 14th in Peoria with Theo Sommer as hostess. Nine members attended in spite of the IFR conditions. Anita Albert represented the Ninety-Nines the same day at the Illinois Aviation Forum meeting in Springfield. A donation to the AE Birthplace was approved. A video on Bob Hoover was shown after the meeting.

Chicago Area Chapter

Polly Gilkison and her daughter Barbara spent a week in Moscow with stops in Newfoundland and Ireland. They traveled with a group of 16 people led by Dr. Mervin Strickler

that consisted of teachers and CAP members. The highlight of the trip was an afternoon with Russia's Young Pioneers. That is their counterpart of our young astronaut program. Arta Henson spoke about the 99's to the Zonta Club of St. Charles, Illinois, at their meeting January 7. Guest 99s at different tables who spoke informally were Nancy Heraldson, Mary Krautkramer, and Ruth Rockcastle. Also on January 7, Mary Panczyszyn spoke to the Zonta Club of Oak Park, Illinois. Mary also spoke to the Zonta Club of Waukegan on January 21. Winners of the Achievement awards at the dinner meeting were: Beverlee Greenhill, Highest Total Points; Connie Miller-Grubermann, Pat Thomas, and Marge Sundmacher, Chapter Activities; Donna Klein, Madeleine Monaco, and Diane Cozzi, Flying Activities; Polly Gilkerson, Aerospace Education; Ruth Rockcastle, Aviation Education; Cynthia Madson, New Member Award; Diane Cozzi, Chapter Service Award; and Robert Frantz, 49-1/2 Award.

Greater Detroit Chapter

Our chapter celebrated its thirteenth annual Amelia Earhart Commemorative Brunch on February 15 with guest speaker Edna Gardner-Whyte from Roanoke, Texas. Members from all three Michigan chapters, spouses, friends, chapter chairpersons from the state and section, and the news media were present at the memorable event in Troy, Michigan. Legislation Chairman Gini Sutherland and Dorothy Gillis attended the MAC listening session in Lansing, Michigan, and the ARSA meeting in Flint, Michigan.

Greater St. Louis Chapter

The February meeting was hosted by Barbara

Wilper and Martha Norman at Ideal Aviation on St. Louis Downtown Parks Airport. The program featured Steve Nowak and his group from The Skydiving Machine from Sparta, Illinois. He talked about tandem skydiving. Del Scharr was the lucky 99 that received a free "jump" that was given away at the end of the program.

The chapter sponsored a float in the Souldard Mardi Gras parade held on February 28th in spite of the rain.

Indiana Chapter

The Indianapolis Aero Club honored our three WASPS: Esther Berner, Betty Nicholas, and Madge Minton on February 10. Esher has been a professional pilot and Director of the Aeronautics Commission of Indiana. Betty, who participated in the WASP'S 30 year fight for veteran's benefits, has been a sky writer, a state pilot, and an Operations Manager of CAP. Madge's courage and determination led her to many flight hours as a WASP.

Sue Sears, LeAnn Anthony (66), Nellie Reynolds, Dorothy Smith, Esther Wyandt, Jo Neal, and Mildred Davidson were recognized by FAA Accident Prevention Specialist Bob Bissonnette for their assistance at the Accident Prevention Program at Ben Davis High School in Indianapolis, Indiana.

Indiana Dunes Chapter

Charlene Falkenberg, Phyllis Webb, Joy Rickel, her daughter Paula, and 49-1/2 Vern attended the AE Luncheon sponsored by the Greater Detroit Chapter on February 15. Charlene gave the invocation. Edna Gardner-Whyte was the featured speaker.

Lake Erie Chapter

Dodie and Jennifer Jewett hosted the chapter at their home for the

February meeting. Jennifer, recently commissioned second lieutenant, has been in Army Reserve training in San Antonio, Texas. Chapter Chairman Pat Baron has been accepted as a delegate to China in May.

The chapter sponsored an FAA Safety Seminar at Stark Technical College in Canton, Ohio, on February 12th.

Bernice Barris, CAP member, had a symposium at the Air Force Academy in Colorado Springs.

Michigan Chapter

The Ninety-Nines of Michigan hosted the AE Brunch on February 15th. Edna Gardner-Whyte was guest speaker. Her topic was titled "Trying to Make a Living in a Man's World 50 Years Ago." She told about her interesting witty experiences of life in aviation with men.

The Michigan Chapter presented the Mary von Nach Scholarship award to Tammy L. Newton and Anna Harned.

Nancy Walker initiated Mary Ann Bench of Freeland, Michigan, and Becky Clark of Saginaw, Michigan, and presented Gooney Bird patches to them.

Scioto Valley Chapter

We welcomed new member Kathy Gatto into the chapter. The Scioto Valley Chapter was present on February 8-9 at a local shopping mall to inform people about the 99s and the type services that we provide. The "Air Show" featured various flying organizations with public relations booths. We sponsored an FAA Safety Seminar and Project Aware on February 19th. There were 18 nonpilots present.

Presentations were given by Amy Yersavich, Janie McIntire, Mary Ellen Keil, and Sue Messina.

Our February Meeting was held at PDQ Air Service. Members stayed

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INTERNATIONAL WOMEN PILOTS

until 11:00 p.m. to watch the check runs.

Three Rivers Chapter

The Three Rivers Chapter is continuing to receive AE Scholarship donations in memory of our chapter charter member Judy Graham.

Wisconsin Chapter

The Wisconsin Chapter held its annual dinner meeting and awards banquet February 14th at Wilbern's in Wisconsin Rapids. Seven 49-1/2s were initiated. Awards for outstanding achievement went to: Lois Truchinski, 6-year; Cindi Cope and Cathy Smith, 5-year; Kathy Dempsey, 4-year; Carolyn Arnold, Jean Combs, Tayna Cunningham, and Eloise Hanlan, 3-year; and Krys Brown, Lynn Swartz, Karen Tessmer, and Kay Totzke, 2-year.

SOUTH CENTRAL SECTION

Abilene Chapter

Abilene Area members sponsored a seminar on "How To Overcome The Fear Of Flying". A Pinch Hitter course started in February and the local newspaper gave the 99s extensive coverage on both seminars.

Dallas Chapter

Dallas Chapter gathered for a covered dish supper at Sue Andrews' home. Members viewed a film on the DC-3. Martha Ann Reading presented a slide show on the Spruce Goose.

El Paso Chapter

El Paso's Valentine Dinner Party and meeting was held at the home of Evelyn and John McLaughlin. Fara Green is heading the planning committee for the chapter chalet at the 1987 Amigo Airshow.

Golden Triangle Chapter

Linda Wolf has returned to the Golden Triangle area and has been reinstated after a two year absence.

Kansas Chapter

Members of the Kansas

Chapter toured the Beech Aircraft Corporation where they viewed the Beechjet and toured the Starship I.

A news documentary featured Captain Cathy Clothier and husband Brian on Wichita television recently. Film footage of the "Flying Air Force Couple" showed Brian, a T-37 instructor, taking off from McConnell AFB. Cathy was seen flying left seat on a refueling mission in the KC-135.

The February meeting was conducted at Flight Safety International where members were allowed to fly the Citation III simulator.

Oklahoma Chapter

A Civil Air Patrol presentation that included slides, was made at the February Oklahoma Chapter meeting and brunch held at Mindy Denham's home.

Orders for new chapter shirts were taken at the Lunch Bunch meeting the next week.

Grace Stevenson has rejoined the chapter. Grace was one of the 25 women who went to England with Jackie Cochran in 1942. A member of the ATA (Air Transport Auxiliary), Grace transported military aircraft in England during World War II.

San Antonio Chapter

San Antonio members inspected aircraft at the Swearingen-Fairchild facility during a recent meeting. They were joined by Judy Reinhart, section treasurer and member of the Austin Chapter.

South Louisiana Chapter

A Mid-Air Collision/Pilot Technique/Weather Seminar was sponsored by the south Louisiana Chapter in February. Adversities such as the newspapers' failure to publish news releases and the threat of thunderstorms and tornados kept some from attending. A pop VFR/IFR quiz made 99s proud when they ace'd the quiz.

Dallas Redbird Chapter

The Dallas Redbird Chapter met at past president, Hazel Jones's house for a spaghetti supper and work party. A mailing was going out to the Dallas area flight instructors for their bi-monthly meeting.

Following the stuffing of the envelopes and ourselves, work began on our flying companion seminar which is scheduled for April 11, to be held at Addison Airport.

Hazel also reported on a meeting held at the Amelia Earhart Learning Center in Dallas. The principal, Dr. Rita Newman is very anxious to have any and all help available to encourage her students. She wants the theme for this year to be aviation at this school named for this famous aviator. Tentative plans were discussed to have a "play day" at the school in May complete with runway marking (halls) renaming of the principle rooms and a paper airplane contest. Prizes will be a ride in a glider.

Hazel will be speaking at the EAA Sun 'n Fun week in Lakeland and also at the National Aerospace Education Congress to be held in Orlando. While in Lakeland she will also address the Lakeland Zonta Club.

Tulsa Chapter

Tulsa Chapter's speaker at the February meeting was Officer Harold Hadley of the Tulsa Police Department-Helicopter Division. He explained the role of helicopters in police work.

NORTHWEST SECTION Columbia Cascade

New Chairman, Jean Krotzer, is replacing Linda Berger for the remainder of the term. Our chapter contributed to women's faire, February 6th through 8th with a new pictorial display stand and handouts.

On February 12, four of our chapter members met with a local flying club to explain the history of the 99s and offer a

brief description of our Pinch Hitter class, which we will present to their members upon request. February 19, featured a coffee/dessert meeting to hear Portland Tower/Appr. controller Phil Ackerman brief us on the new Portland ARSA.

Mid Columbia Cascade

At our February meeting guest speaker, Mr. Richard Allan from the FAA presented information and answered questions on ARSA's, changes in FSS resulting from consolidation into the "hub" concept, weather briefings, radio communications and job openings with the FAA.

Final plans for our 1987 Spring Egg Hunt were discussed. The chapter members have done considerable barnstorming/brainstorming to make sure that this is a great hunt for everybody. Participants will be able to fly the hunt between April 1st and May 23rd.

Far West

Our chapter is organizing a Physiological training session at the Whidbey Island Naval Station — (high and low altitudes). It will be limited to 24 people. Cost will be \$30 through our chapter. Anyone interested contact Linda Rose (206) 452-1321 (days), or 452-5856 (eves.)

We welcome new member Maryann Philbrick.

Southern Cascade

We are currently working on an Aviation Badge for a local Girl Scout group. This will involve four Saturdays and a total of 16 hours for each girl. Member Mary Jo Knouff will coordinate this project.

Our February meeting was held in the Red Baron restaurant at Medford Airport. The guest speaker was Keri Gunly, tower controller at Medford. After the meeting she took us for a tour of the tower.

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SOUTHWEST SECTION

Arizona Sundance

Our annual Charter Party was held at the home of Virginia and Jack Womack, celebrating the chapter's fifth year. We rode our bikes to Hawk Rock in the "real" desert and returned for a barbecue and patio buffet. Of course, we were all more than just slightly interested in the Womack's private airstrip and their Cessna 210.

Las Vegas Valley

The seventh annual Valentine's Day Poker Run and Spot Landing Contest challenged everyone as the sky was VFR, but the wind was most intense. North Las Vegas, Sandy Valley, Searchlight, and Henderson-Sky Harbor were the designated airports. Sixteen aircraft contained many student pilots, veteran pilots, CFIs, and friends including Joan McBain, the office manager of Aerleon, our very supportive local FBO. Joan was very nervous as it was to be her first flight in a GA aircraft, but she is now hooked and may soon be our next 66! The Poker Run was won by Tia Maria Millonzi, a 66, second place went to Joan McBain, and third to Gib Oswald. The Spot Landing Contest was won by Tom Bartholomew, a student pilot, second went to Lou Mango, and third to Sonny Murphy, both CFIs. The Las Vegas Valley 99s heartfully thank the controllers at North Las Vegas Airport as they were VERY cooperative, polite, professional, and understanding.

San Luis Obispo

The chapter held a Flying Companion Seminar at Santa Maria for nearly 40 companions. Because the response to the program was so upbeat and positive, we have decided to hold another seminar in May at Paso Robles! In addition to the great feeling of satisfaction gained by our members, we also made enough money for two \$500 scholarships.

Utah

With some regret we have decided to discontinue sponsoring the Density

Altitude Clinic with which we have been closely associated for the past 10-15 years. Lack of participation by Utah and Nevada pilots and lack of proper support by the local FSDO compelled this decision.

The February meeting program featured our own Jan Knowles who is an operations officer for the Ogden Wing of the CAP. Jan explained to us how searches are instigated, how they are carried out and organized, and how she works to make decisions on aircraft use and assignments.

Monterey Bay

Some twenty 99s, 491/2ers, and friends flew to Mohave on February 17th to see the Voyager and then car-pooled over to Edwards AFB for a NASA tour which included the Ames/Dryden Research Hangar where various tests were being conducted on military jets.

Members Hallie McGonigal and Diana Peterson are already APT this year. Hallie did her ride in a Lear, and although Diana's F33 isn't quite as fast, at least as chairman, she is setting a good example.

Orange County

Husbands, other friends, and especially former members of Orange County Chapter joined us for our February Valentine meeting. It was a real treat to see old friends and hear what they have been doing since leaving the chapter.

Dan Mortensen presented slides of the Reno Air Races and discussed stress in the cockpit.

We had a great turnout for our fly-in to Santa Paula for brunch, but bad weather caused a small turnout for our fly-in to The Flying Lady Restaurant in Morgan Hill.

Long Beach

The chapter sponsored its annual Flight Instructor's Revalidation Clinic in January. Volunteers deserve a resounding cheer for goodwill, competence, endurance, and a myriad of other good qualities. Registration, monies, and

greetings were ably handled by Gloria Martin, Lynn Schug, Jean Schiffmann, Mary Wenzholz, Sharon Crawford, and Tracy Tanouye. Creative coffee making and snacks were handled by Ella Pattison, Carlene Smith, Elaine Tzetzos, Lucille Fernandez, and Dorothy Ruether. The chairman, Mary Jane McNeil, did an outstanding job as usual.

Robert McCaffery, Chairman of the Save the Huges Flying Boat Committee and Past President of the Aero Club of Southern California, presented a slide show at the February meeting. Scholarships were awarded to Debbie Sterns, Linda Martin, Barbara Hartman, and Tessa Young. Tessa has been accepted into the U.S. Navy Academy.

Fullerton

Chapter members Evelyn Craik and Sylvia Paoli placed second and third respectively at the February USPET meet sponsored by the chapter. First went to Jim Stevenson, husband of Los Angeles chapter member Bernie. LA chapter members were on hand to learn how to do it and help with the meet. They were of great assistance. Jan Morris, Jan Niesky, Mary McDonald, and Sylvia Paoli attended the Southwest Section Winter Board Meeting in Bakersfield on February 21st. Mary McDonald has been appointed to the Airport Users Task Force (AUTF) committee planning community/airport events to improve relations between airport users and the community. Chairman of the AUTF is Sylvia Paoli.

San Fernando Valley

Shirley Winn, SW Section Governor, joined in the celebration of the chapter's 35th anniversary at the February meeting. After a dinner at (appropriately) Amelia's Restaurant, Ms. Winn enthusiastically praised the chapter of almost ninety members on its many accomplishments since 1952. Congratulations to 66s Kellie Haynes and Hayley Toller for

successfully passing their private pilot checkrides. Both young women were recipients of the chapter's Future Women Pilots Scholarships. Tina Gossman, Future Women Pilots committee chair, is beginning interviews for this year's program. Welcome to our two newest members, Beverly Mahoney and Toni Price, who were pinned at the February meeting.

Mount Diablo

Greg Miller, CFI and husband of chapter member Vicki, will be giving APT check rides and donating the money to the chapter. Let's go team! Recent events have included a fly-in to Marysville with four plane loads of 99s and guests, and a slide presentation by Barry Fill on the preparation of the Voyager for its record setting flight. Congratulations to Lisa Peters, Mt Diablo Scholarship winner, for the second quarter of 1986.

Golden West

Warren Hall, chief test pilot at Ames Research Center, presented a slide show on the supersonic X Wing helicopter still in the development and test phases. He touched on technical problems of combining fixed and rotary wings, and the desire to optimize the best characteristics of each, endurance and hovering. He got us all in the mood by showing a film made by his fighter squadron in the fifties that was a spoof on naval pilots on alert during the Cuban missile crisis.

Palomar

"Special" chapter friend Robin Gartman recently joined the 99s. She graduated from UCSD last year with a degree in marine biology. She now works for Scripps Institute and is somewhere in the vicinity of Punta Arenas, South America.

Connie Francis' move to Boulder City, Nevada, is completed, but she can't stand to be without us. She came back to complete her CFI in Oceanside and put in

continued on pg. 19

THE 99 NEWS CLASSIFIES

an application with Grand Canyon Airlines.

Aloha Chapter

Aloha Chapter's Barbara Teague will be one of the two Hawaii representatives at the U.S. Precision Flight Team national competition in 1988. Flying her Cessna 152. Barbara placed second behind Alton Farm, a flight instructor at Hawaii Country Club of the Air at Honolulu International Airport. Navy Lt. Ed Finnegan is the third place back-up pilot. The state competition held Feb. 7 and 8 for the Hawaii pilots' competition, was conducted by the Aloha Chapter at Dillingham Field on the island of Oahu. There were seven pilots in the two-day event that tested navigation and accuracy landings.

NEW RATINGS

NEW ENGLAND SECTION

Denise Dolstoler — Connecticut — Instrument
Sandy McDonough — Connecticut — CFII & ATP
Jane McCallrey — Connecticut — Falcon Type Rating
Jo Rita Jordan — Eastern New England — Commercial
Ann Honer — Eastern New England — Basic Ground Instructor

NORTH CENTRAL SECTION

Joan J. Smith — Minnesota — IFR
Jo Neal — Indiana — Multi-Engine Inst
Carol Fiene — Wisconsin — IFR

MIDDLE EAST SECTION

Linda Hollowell — Hampton Roads — ATP
Barbara Ohliger — Delaware — CFI
Margan Hapeman — West Virginia — CFI
Louise Heite — Delaware — IFR

Jane Toskes — Maryland — CFII
Dee Watson — Maryland — Commercial

SOUTH CENTRAL SECTION

Suzie Azar — El Paso — CFII
Mary Hertzman — El Paso — Comm

SOUTHWEST SECTION

Maryann Macklin — Arizona
Sundance — Seaplane
Linda Anderson — Utah — AGI and IGI
Robin Luchinger — Orange County — IFR

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Jean Swedes — Orange County — Aerobic
Tracy Tanouye — Long Beach, CFI
Evelyn Craik — Fullerton — APT — ME
NORTHWEST SECTION
Teresa Thompson — Far West — IFR
Kathy Adams, Mid Columbia — IFR

EAST CANADA SECTION

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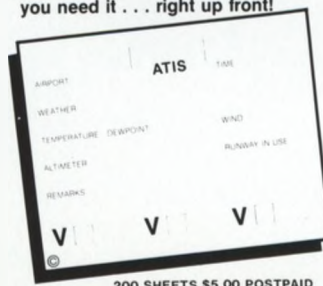
MARY
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PANGRAZZI Twin-Engine

TERESA COULTHARD
Commercial

SOUTHEAST SECTION

Madeline Smith Phase III Wings. Blue Ridge
Virginia Kurdziel
Falcon-50 Type Rating
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Holly Friedman — Instrument FL
Goldcoast
Ann Nobles — Basic Ground Instructor FL
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Joanne Calabrese
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