

INTERNATIONAL WOMEN PILOTS

THE 99 MELLS



VOLUME 13 NO 11

NOVEMBER, 1987



CHARITY FLYING

99 China Trip Review
International Safety Report

PRESIDENT'S

Message

Do you remember your first Ninety-Nine meeting? First impressions really stay with you. I remember the excitement of being asked to attend a meeting and being in awe of the people I met. I met women who had been flying for years and had hundreds - even thousands of hours. It was like opening a door to a whole new world — a place where anything was possible, no matter who you were before.

My first meeting experience was overwhelming and exciting. I was never left alone, but included in the group. Several people made sure I was never left to find out for myself what was going on. The Chapter Chairman saw that I was introduced and that I had information on what The Ninety-Nines were all about.

It wasn't long before I was a full-fledged member. They found a job I could help with and I was hooked for life. End of story — not quite.

We sometimes find out things about ourselves we'd rather not know. We, as an organization, have an alarming drop-out rate. Our non-renewals for first and second year members almost equals our new member increase each year. This alarming statistic results in a very small growth rate and has kept membership at a status quo for several years. Why does this happen? Why do we lose the 1st or 2nd year member? What can we do to keep them?

For the past several years, a letter has been sent to each member not renewing their membership. We ask why. Maybe there is something we can do to change their mind, or maybe we can find the key to the problem.

The responses are interesting:

1. I went back to school.

Click, Clique They're Gone



Barbara Sestito, President

2. My husband sold the airplane.
3. My husband lost his Medical.
4. We are boating this year.
5. I had a baby!
6. Flying is too expensive.

These are reasons over which we have little control. However, along with these comes another dialogue:

1. I've been to three meetings and only one person spoke to me.
2. Only certain people are asked to do things.
3. They are a very cliquish group and do not let outsiders in.
4. I didn't feel welcome.

Many times we fail to recognize our own weaknesses. Sometimes we need to reassess the way we do

things. A change of attitude or the procedures we use to welcome a new member may make all the difference in the world. None of us think of ourselves as unfriendly or cliquish. It is inherent in us to be individualistic, which may be perceived as aloofness. We also are the most loyal group of friends you could ever want to know. The trick is getting to know us.

The Fall Section Meetings are completed. I am happy to say a representative of the International Board of Directors was in attendance at every Section meeting in the U.S., Canada, and the Caribbean.

I was privileged to attend the North Central Section meeting in Traverse City, Michigan, where I was inducted into the Paul Bunyan Clan (a secret society requiring you to really like Blue Oxes). The South Central Section met in Colorado Springs, hosted by the Pikes Peak Chapter. Highlights of this meeting were the tour of the U.S. Air Force Academy and the cog-rail trip to the top of Pikes Peak — a beautiful sight.

The first "International Section Meeting" was held jointly with New York-New Jersey and the East Canada Section. They managed to hold two complete Section business meetings in one day! They also had representatives from eight Sections attending. Their Luncheon Speaker was Sue Maule, a member of the El Cajon Chapter. Sue joined the 99s seven years ago at the ripe old age of 19. She was an AEMSF Career Scholarship 'Winner in 1974 and used it to obtain an ATP. She started her airline career with the California commuter line Wings West. She now flies out of Syracuse for Piedmont as a First Officer. It was a real joy to hear her speak. She is a terrific role model and a bright and talented young woman.

THE 99 NEWS

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FAA Award

The 1987 FAA Certified Flight Instructor of the Year Award went to 99 June Bonesteel, Phoenix, Arizona.

June Bonesteel has 20 years experience and has flown over 9000 hours (7000 hours of which were as a flight instructor). Her dedication to safety led her to become an accident prevention counselor in 1971. She received her air transport pilot license in 1973 and became a certified aviation and powerplant mechanic in 1974. The FAA accepted her as a Designated Pilot Examiner in 1981.

IN MEMORIAM



Sally Strempe

Sally Strempe, 82, a pilot for over 50 years and owner for 16 years of Sally's Flying School at Palwaukee Airport in Wheeling, died in Sun City, Arizona of an apparent heart attack.

Her husband learned to fly and then taught her. She did public relations for barnstormers in Oklahoma from 1929 to 1934.

She officially soloed in 1936 and received her license in 1937.

In 1938 and 1939, she was doing aerobatics in airshows. She was billed as "The Thriller."

In 1941, the government sent her to Denver to train for a commercial pilot's rating and in 1942 she took air traffic training in Kansas City, Mo. During the war, she was made manager of the Racine, Wis. airport, and helped get it licensed.

Mrs. Strempe was the first woman in Illinois and one of the first five nationally to be designated by the Federal Aviation Administration as a flight instructor, who could give private and commercial exams to student pilots.

She bought a flight school in 1950, renamed it Sally's Flying School and retained it until 1966.

The Illinois chapter of OX5 Aviation Pioneers, of which she was president, is composed of pilots who have flown planes powered by OX5 engines before the early 1940s. She was also president of the Illinois chapter of the Silver Wings, made up of those who have been flying for more than 25 years. She was a life member of the 99s.

FRAN GALLAND

Fran Galland (Matthews) died 9/19/87 at the age of 63. A long time member of the Las Vegas Valley 99s and resident of Las Vegas for 35 years, Fran will be missed by her chapter members. Her family has asked for donations to go to the American Cancer Society.

DARLENE BRUNDAGE

Darlene Brundage, Orange County Chapter Chairman in 1970-71 and a member of the Fullerton Chapter, died of cancer 9/13/87.

GEORGE GRIFFITH

On Sunday, October 25, 1987, the 99s lost a long-time friend and supporter, 49½ George Griffith, husband of International Past President, Thon Griffith. He was chief executive officer and president of Long Beach, CA based Griffith Co., an engineering-construction company established in 1902, which was responsible for thousands of miles of streets and freeways in the United States and South and Central America.

George was both an avid pilot and deep-sea fisherman. He held a commercial license with instrument and multi-engine ratings, belonged to several national fishing organizations and set one record-catch that has never been broken. He and Thon over the years had flown many aircraft, owning at various times a Navion, a Cessna 182, and a Baron. They had traveled the entire U.S. and Central and South America.

Hundreds of Ninety-Nines will remember the 8 times George was the official starter for the Powder Puff Derby. He was always there when we needed some help or support. Perhaps the fact that in 1987 George was placed in the Forest of Friendship by a group of Southwest Section members, as a tribute to his years of contribution to the 99s and to all of aviation, says more than these few words can do. We miss you, George.

JOHN POCOCK

John Pocock succumbed to a short illness at the end of September. He was 49½ of 99 Jan Pocock of the Greater St. Louis Chapter. While John did not fly, he was an enthusiastic supporter of the 99s and the activities of the chapter. He was also active in the St. Louis Aviation Museum. John retired from McDonnell-Douglas in St. Louis at the beginning of this year.

ARTHUR TRUEMAN

Dr. Arthur Trueman, occupational physician and 49½er of 99 Yvonne Trueman, British Chapter, died June 28, 1987 after a short illness. He was 61 years old. He obtained his private pilot's license in the early 60's and was an Authorized Medical Examiner for the Civil Aviation Authority for many years. He will be sadly missed by many.



Pictured left to right: Vice-president Gene Nora Jessen, 99 June Bonesteel and President Barbara Sestito.

June has instructed several hundred students in various licenses and ratings and has developed a highly regarded ground school course for flight instructors and student pilots covering the aspects of the new Practical Test Standards.

CHARITY FLYING

Corporate Angel Network

In 1981, Priscilla (Pat) Blum, a former cancer patient and 99 with the Greater New York Chapter, was watching traffic in and out of Westchester County Airport and noticed that many corporate jets were either empty or only half-full.

"I was serving at the time on the board of the Connecticut division of the American Cancer Society," Pat recalls. "A recurring topic was how we could help people get the best

shot at treatment. I kept hearing this problem being discussed, and I remember attending a meeting where we were talking about a specific case where the patient was having trouble getting to treatment. Suddenly I raised my hand and told them that where I fly there are a lot of corporate jets. Maybe one of them will have an empty space."

An idea was born.



The CORPORATE ANGEL NETWORK (CAN) is a non-profit organization designed to arrange free air transportation for cancer patients. This nationwide program uses available seats on corporate aircraft being flown on business trips. There

to and from 30 states and Canada. The roster of CAN reads like an honor roll with 400 of some of the biggest and most influential companies in the United States listed. To date, over 1,700 patient flights have been flown (averaging 50 per month for the past few months).



Volunteers arrange and schedule flights through their computer network

are NO FINANCIAL NEED CRITERIA. CAN enables patients to obtain optimum treatment for their life-threatening disease. CAN permits patients to travel in comfort and dignity, spared the stresses of commercial air travel.

The first flight was flown Christmas Eve, 1981 by Safe Flight Instrument Corporation from White Plains, New York, the headquarters location of the Network. An 18-year-old Sloan Kettering patient had just lost a leg to cancer, wanted to go home to Detroit for Christmas, but had no money.

This Christmas the Organization will be six years old. CAN planes are located in 38 states and have made flights

For the patients to use the Corporate Angel Network, there are few rules. They must have a doctor's written approval for them to fly; they must be ambulatory, require no special in-flight services and have no life-support system. Generally, patients fly with a family member or companion. A staff of 35 volunteers, operating from an office in Building One, Westchester County Airport, uses a computer to match available flights with cancer patients, and at any one time several hundred flights are available. The participating corporations are not asked to provide special flights or special stops. Just by volunteering empty seats and going to their set destinations, corporations are able to provide this

extremely valuable service.

The national success of CAN is evidenced by the Network's receipt of the President's Volunteer Action Award in May, 1984. But in spite of CAN's efforts, the Network is able to assist only 20 to 30 percent of all the cancer victims who request trips. Pat Blum hopes eventually to expand the service to include almost all of the 15,700 American corporate aircraft now aloft.

Pat writes, "Ninety-Nines from Georgia, Connecticut, California, Texas, Long Island, Maryland and Illinois have done missions, even when there has not been a structured committee. The 99s have been great — and without exception each time we have called on them for help they have provided it, willingly and with great courtesy." ■

Editor's Note:

99s throughout the states who want their own chapters to help Pat Blum in this heartwarming project have an opportunity as close as their fingertips. All it takes, after discussing it at a chapter meeting, is a postcard or phone call to CAN for information (914) 328-1313.

Of our more than 190 chapters nationwide, many have already appointed a chairman who can be reached when CAN needs her. She then works from her active list of those chapter members who have volunteered to represent our 99 compassion and commitment at a time when a traveling cancer patient's spirit and energy are at a low ebb. The 99 volunteer, who is the ground link between CAN and the corporate network, then sees the patient safely through to or from the airborne part of his trip.

Your chairman may receive only an infrequent call, but if your chapter is needed only once, the warm glow that comes from knowing you made a difference when it counted should be worth the waiting. ■

Minnesota Chapter Volunteers

by Clara Johansen

Two volunteer programs, Flights for Red Cross and for American Cancer Society, give the Minnesota 99s the satisfaction of using their skills to help their communities. This volunteer service benefits the chapter threefold; we gain members, we keep members, and we receive favorable publicity. Women who have learned to fly like to have a reason for flying; there is something important for new members to do as soon as they join and the flying keeps over fifty of our members current.

Flying for the Red Cross, Lifeguard Flights as they are termed, originated over thirteen years ago when a member of the National Red Cross Board heard a Minnesota 99 speak at a Kiwanis meeting on how much she enjoyed flying. He reasoned that having the women pilots fly the blood from the draw sites to the Blood Center in St. Paul would insure that the blood could be processed into components within the allowable time span thereby guaranteeing an adequate supply of platelets (necessary for surgery and leukemia patients), and cryoprecipitate for hemophiliacs. The first Lifeguard Flight was made in July, 1975, and has continued without interruption. Since July, 1983, an additional program called "Shuttle Flights" has been made twice weekly and, at present, three times weekly to a stock hospital, a distance of 400 miles round trip, to rotate the supply of platelets. Last year, we made 458 flights, a distance of 114,750 miles or over four times around the world carrying out our service to community.

From its very inception, the program has succeeded because of the 99s' commitment. The schedulers, Linda Haedge, the 99 who originated the program, and the present ones, Sally Woodburn, Clara Johansen,

Rita Orr, and Linda Osland, spend many hours and make innumerable phone calls to line up the necessary pilots for each week's flights. One recent week had 60 flights. The pilots who are scheduled to take the flights cancel only because of weather conditions. The program of rotating platelets requires instrument pilots and is an incentive to acquire an instrument rating and keep current.

As a result of the Red Cross program, the American Cancer Society enlisted the help of the Minnesota 99s to fly daffodils to ACS Units in all sections of the state for their annual fund raiser called "Daffodil Days." Having the flowers delivered quickly by air to individual airports by women pilots sparked so much interest locally, that the event became tremendously successful and has increased greatly over seven years since it began.

The air delivery originated in Minnesota and has been adopted by other American Cancer Society

Divisions enlisting the help of many 99s. Over forty of the Minnesota 99s show up for the excitement, camaraderie and challenge of delivering the yellow blooms by air to even the farthest corners of the state. It often is a challenge as invariably the weather can be bad in the Spring. However, if it persists, the women will drive the flowers if necessary. Driving is less costly but it takes many more hours. In March, 1986, 710,500 flowers were delivered to 81 airports by 42 pilots flying 18,314 miles and driving 4,226 miles at a total cost of \$7,771.00 to the women. Yet, they all said they wanted to do it again to help in the fight against cancer. The funds raised by donations for the daffodils are used for research and helping cancer patients. □



Linda Osland flying supplies for the American Red Cross



99 Mary Webb, Chairman Central Florida Chapter of AMSFT

The Angel Flight

by Mary Webb

One pilot had a vision. He wanted to use his plane to help others and he knew that there were many who needed transportation to medical facilities but were unable to get there because of funds or time. He went to the hospitals and offered his services and when the calls came, he got in his 182 and answered them. Soon he discovered that the need was greater than his ability to fill it and he called on other willing pilots to help. Thus was born the American Medical Support Flight Team, better known as the Angel Flight.

When I heard of the Angel Flight, I called and offered my services and my plane. The response to me was, "We would love to have you fly for us but there is not a team in Florida. We need someone to start one, how about it?" My immediate answer was, "Not me!" However, after thinking it over, I called back and said if I could get information and pilots, I would try. And that is how I backed into organizing the Florida American Medical Flight Support Chapter.

Mary Fletcher was the chairman of Florida Suncoast Chapter 99s at the time and I contacted her. She was very cooperative and at the next chapter meeting, called for 99 volunteers. Five pilots responded on the spot and they remain a strong backbone for our team.

Since our organization we have been called on for many missions. We primarily fly organs for the Florida Regional Bone and Tissue Bank. The most frequent flights have been to transport corneas. We have also flown 2 kidneys to Shands in Gainesville for transplant into patients. We flew a young girl from Stuart to Tampa for a kidney transplant and while we were airborne, they were harvesting the kidney. The nurse met the plane, took her to the hospital and while we were flying home, she was receiving her kidney. Her letter to us was to thank us for helping her to have a normal life, free of those machines.

One of our pilots omitted his 310 with oxygen and flew a baby from Tampa to Johns

Hopkins for special treatment. We were able to fly a terminal cancer patient from St. Petersburg to Miami to spend her remaining days with her family.

Sometimes the trips are too long for our planes and we have been able to make arrangements with some airlines to help us out. We sent a terminal cancer patient to Cape May, New Jersey to be with her family and we have a little boy with a brain tumor that we have sent three times this year from Miami to Boston for treatment. It is only with the help of donations that we are able to do this.

We have a close contact with the Atlanta team and help each other with information and flying. The largest team & best funded is the main organization in Los Angeles, headed by Dennis Torres. They write our newsletter and are always ready to give us advice and help. We are all separately incorporated, have a charitable status with the IRS and are grateful for any financial help.

All of our pilots volunteer their time and talents for this project without cost to the hospital or patient. I am very proud of our team and especially grateful to the 99s for all their support and help. ■



99 Barbara Sierchio flying tissue for a local hospital.



Southwest 99s Wings For DRF

by Joan Steinberger

When Southwest 99 Betty Ardell Hinn conceived the idea in 1970 of Wings for Direct Relief International, the program whereby 99s would undertake to fly medical supplies into Santa Barbara, little did she realize the response would be so great that this past year a C-119 Aerial Tanker was commandeered by the Santa Rosa Chapter, enroute to home base, to bring and drop off enough supplies to fill a 4 ton truck twice.

Established in 1948 as a nonprofit corporation, Direct Relief International has been helping to break the tragic cycle of poverty — malnutrition — disease by bringing donated medical supplies and services to millions in remote, medically underserved and disaster-stricken areas of the world without discrimination as

to race, creed, ethnic origin or political affiliation.

The Southwest Ninety-Nines have worked closely together in collecting and delivering medical supplies to DRI in Santa Barbara. Recently Dell arrived in a Cherokee Six with two hospital beds, three incubators, pairs of crutches, and stacks of bed pans crammed into the plane's baggage compartment. The Santa Barbara Chapter tries to meet all flights and arrange for a quick pick-up as some FBO's get nervous if bed pans are stacked in their lobby. Santa Clara Chapter, in a year's time, flew in 2 tons of medical supplies.

The Southwest Section is also becoming more involved in DRI's SOS (share old spectacles) program. These used eyeglasses are sent to refugee camps, small hospitals and health centers in remote bush and jungle areas of the world. Ninety-Nines collect from service groups, places of employment and their own chapters. They then transport their collection to Santa Barbara.

Many of the Ninety-Nines use the trips to keep up their proficiency and training as Santa Barbara Airport has Stage II and a full ILS, VOR and NDB. The missions, therefore, become two-fold.

Cooperating with the

women of the medical auxiliaries who collect the supplies, the Southwest Ninety-Nines are making a very special contribution to Direct Relief International's medical relief programs. ■



International Safety Education Committee Report

by Roberta Taylor

During the convention at Vancouver, B.C., the results of both the 1986 and 1987 international safety education competition were announced, and the awards presented. The governor for Australia was especially pleased to take home the award for top scoring section for 1986; while the top scoring section for 1987 was South Central.

Congratulations go to the Chicago Area chapter which won top scoring chapter overall for both 1986 and 1987! The top scoring chapter within the winning section for 1987 was Oklahoma. For 1986 when Australia won, there was no top scoring chapter and congratulations therefore goes to all 48 Australian 99s who contributed to the competition. Full details of the results were attached.

Participation in the competition was not particularly enthusiastic. Many chapters did not report, and some sections were not represented. The participation factor was about 40 per cent.

There were quite a few inquiries from chapters and sections indicating that they do not fully understand the purpose or the procedures involved in the competition. Inquiries which were received indicated that many chapters feel the competition is cumbersome and the reporting system far too time consuming and difficult to keep track of, especially in chapters that are large or geographically distant from others in the section. In many instances, the sections did not have active safety education chairmen and chapters were sending reports indirectly to the international chairman which is far too big a volume to handle efficiently.

It appears that most of our members do not realize that the mandate of this committee is to help us educate:

1986 INTERNATIONAL SAFETY EDUCATION COMPETITION

SECTION RESULTS

Top scoring section: Australian

Top five scoring sections:

	Points
1. Australian	15,380
2. South Central	15,140
3. Middle East	13,095
4. New York/New Jersey	11,130
5. North Central	9,780

Remaining scoring sections:

6. Southwest	8,520
7. Western Canada	6,040
8. New England	4,085
9. Southeast	3,085
10. East Canada	2,500

CHAPTER RESULTS

Top scoring chapter overall: Chicago Area

8,155

Top scoring chapter in winning section:
no chapter (Australian section wins).

Top ten chapters overall:

1. Chicago Area	8,155
2. Santa Clara Valley	6,175
3. Oklahoma	5,800
4. Potomac	5,110
5. Abilene Area	4,100
6. Houston	3,995
7. Alberta	3,435
8. Long Island	3,345
9. Garden State	3,255
10. Blue Ridge	3,085

1987 INTERNATIONAL SAFETY EDUCATION COMPETITION

SECTION RESULTS

Top scoring section: South Central

Top five scoring sections:

	Points
1. South Central	40,975
2. North Central	31,370
3. New York/New Jersey	11,660
4. Southeast	11,120
5. Southwest	10,930

Remaining scoring sections:

6. Northwest	8,720
7. Middle East	8,290
8. East Canada	5,950
9. Western Canada	5,655
10. New Zealand	1,075

CHAPTER RESULTS

Top scoring chapter overall: Chicago Area

12,450

Top scoring chapter in winning section: Oklahoma

7,060

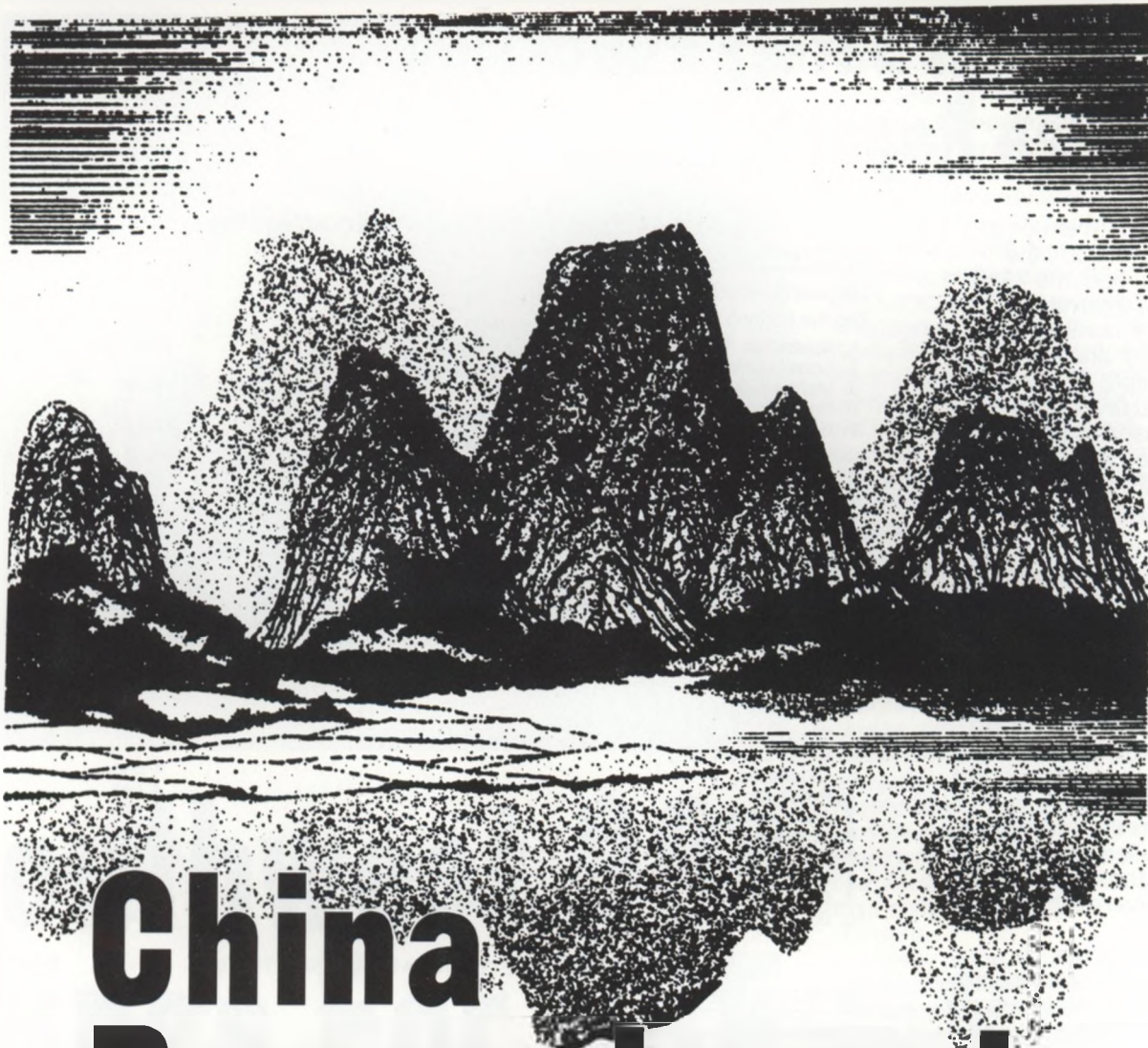
Top ten chapters overall:

1. Chicago Area	12,450
2. Oklahoma	7,060
3. Phoenix	5,930
4. Greater Seattle	5,835
5. Michigan	5,405
6. Blue Ridge	5,365
7. Abilene Area	5,010
8. Aloha	5,000
9. Florida Suncoast	4,735
10. Indiana Dunes	4,425

- a) other (non 99) pilots
- b) the non-flying public
- c) ourselves and fellow 99s

Perhaps there are alternate activities which we can pursue to fulfill this mandate and allow

us to lessen the record-keeping requirements. All 99s are invited to contribute ideas and suggest new safety education projects.



China Remembered

by Marie Christensen

An aviation education exchange, what does that really mean? What type of aviation exists in China? How many women pilots are there? Is there any pleasure flying? What will my traveling companions be like? Who is my roommate? Did I bring the right clothes? Those are just some of the many questions going through the minds of the 99s delegates to China when we all met for the first time in San Francisco.

After our orientation dinner hosted by U.S. Exchanges that first evening, we had the answers to a few of the questions. We already knew we had a SUPERB group of traveling partners. We also knew our itinerary was very full

with very little free time so we would be together constantly. Keeping a positive attitude and remaining flexible would be essential.

The excitement of our adventure prevented most of us from sleeping during the long flight to Tokyo, where we would have a brief overnight visit. To break the monotony of the flight, the JAL Captain invited all 50 of us up to the flight deck to see their latest long-range Boeing 747. He later presented us with bottles of champagne to celebrate our arrival in Japan.

Bureaucratic red-tape and continued delays in Tokyo marred our visit there. The United States had just tightened its trade policy with Japan so we were not really welcomed. We were continually asked to keep our group lined-up along a

wall to make way for other tourists. Consequently, a new phrase developed, "99s against the wall". That would be our battle-cry for the rest of the trip and will still bring a smile to the face of any of our delegates as we remember with fondness the remainder of the trip.

Anxious to begin our China excursions, we were up early the next morning and soon on our way to Shanghai. Our first impression left our hearts in our toes. The terminal in Shanghai was an old-world, drab one with riot guards posted around several aircraft outside on the ramp. We marched in hushed silence to the Immigration area and once again lined-up. But, much to our surprise, we were quickly passed through Immigration as a group and

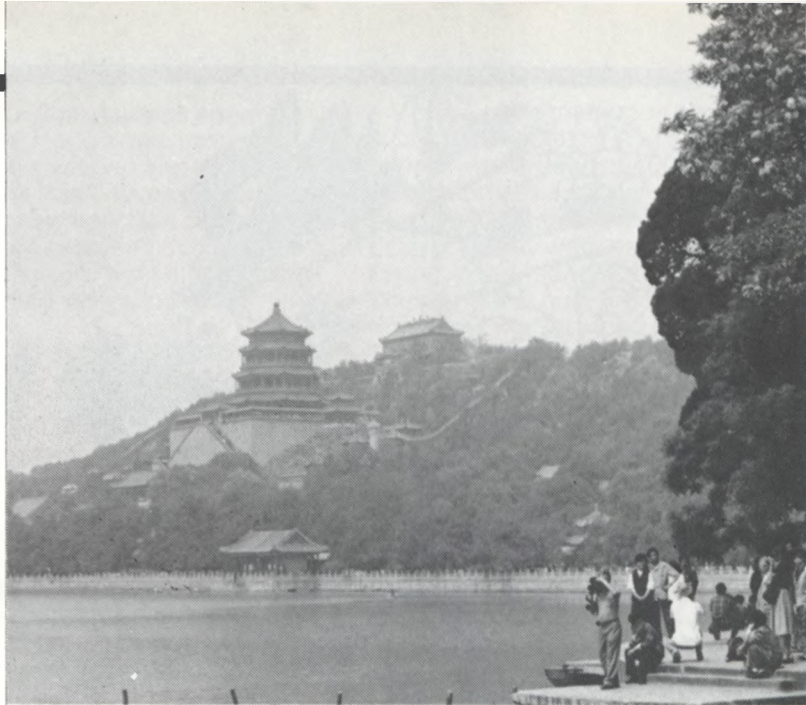
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ople. We found we
a curiosity! Those few
could speak
uld stop us to
eir language skills.
o, they usually drew a

crowd and had to quickly
excuse themselves and leave
because the Chinese people
are not allowed to assemble in
groups. Suddenly our "freedom
of speech" and the "right to
assemble" seemed very
precious.

Our first aviation
education exchange
took place in Beijing. It
was held at the Beijing
Institute of Aeronautics and
Astronautics. We visited with
the President of the school and
many of the very bright, young
engineering students. They
showed us their campus and
their small aviation museum.
We had as many questions for
them as they had for us. It was a
delightful visit and a meaningful
exchange of ideas.

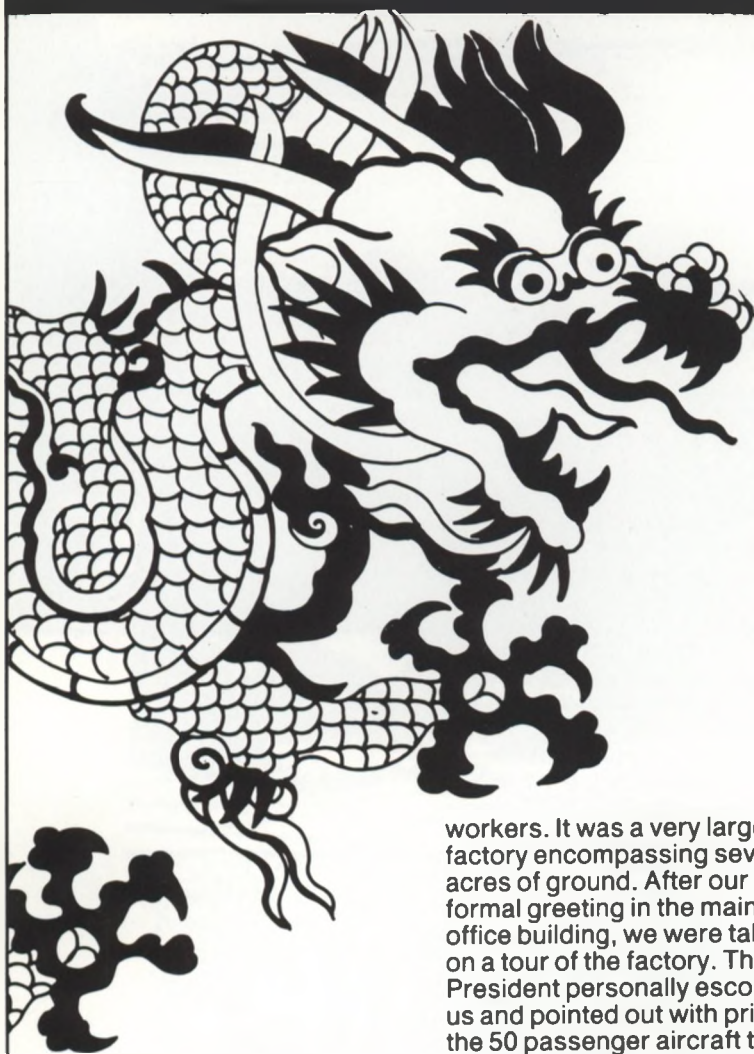
Naturally we were taken to
the Great Wall, the Ming Tombs,
Tian An-men Square, Mao's
Tomb and the Forbidden City.
We also visited the Summer
Palace and two or three other
temples. We were hosted to a
magnificent Beijing (Peking)
Duck dinner by our hosts, the
Ministry of Railroads. It was the
most formal occasion of our
entire trip and a very
memorable evening.



Our departure from Beijing
was supposed to be a 9pm
night flight to Xian. We would
arrive there about 1am. It didn't
sound very convenient but, we
had no other choice. After a
very nice dinner at the Temple
of the Earth, we departed for
the airport already a little weary
from our long day of touring.
Our arrival at the airport
coincided with a thunderstorm.
Our flight was delayed one hour
then another hour. At 11pm we
were notified the flight had been
delayed until 7am the next
morning and the airport was
closing. But, we had nowhere to
go. It is difficult to find room
reservations for 50 people at
that hour of the night. After
arguing with the airline
personnel for another hour,
they agreed to provide us with
blankets, coffee and tea and
allowed us to sleep on the
airport benches overnight. They
assigned extra guards to us and
shook their heads in disbelief
that we would do such a thing.
No one had ever stayed
overnight at the Beijing airport
and I doubt they ever will again.
It was our most memorable
night of the trip.

The next morning we left
for Xian. Toured more
temples, pagodas and
museums; had an early
dinner at our hotel and
marveled at how good the beds
felt that evening when we
retired. One of our most
interesting exchanges took
place the following day.





A two hour bus trip through the countryside en route to the Xian Aircraft Co. factory was an unforgettable experience for most of us. We traveled through many small villages and along country roads that hardly seemed wide enough for our bus, let alone all the farm traffic of goats, carts, bicycles, horses, etc. It was a Sunday, but it looked like any work day. All the people were hard at work and very busy. They traded with other freely at Open Markets. Something not really encouraged by their Communist form of government.

Once we arrived at the Xian Aircraft Co. factory, we were greeted by the President of the company, one of the Vice-Presidents and two other management-level personnel. The factory was in a beautiful setting. The management had gone to great lengths to maintain gardens to beautify the setting and please the

workers. It was a very large factory encompassing several acres of ground. After our formal greeting in the main office building, we were taken on a tour of the factory. The President personally escorted us and pointed out with pride, the 50 passenger aircraft they produce. It is based on a Soviet design and we were later allowed to tour a completed one. They also produce parts for the Boeing 747 and he showed us their work plus the specifications, which were written in English. It bothered me that none of the workers seemed to speak English. Obviously someone was able to interpret for them. They also produce a bomber in this factory. It is a very sleek design. We were only able to view it from afar and not allowed to photograph it.

One of our most pleasurable lunches was held at the company's private dining room. Our hosts were extremely congenial. The food was superb and beautifully served. It had been prepared by their 80 year-old chef who was asked to appear for a bow at the end of the meal. Toasting one's guests and one's hosts is considered good etiquette in China. Most of their toasts are followed by the word, "ganbei" (gahn-bay), which means "bottoms up"! This luncheon was no exception. Although I

felt I was given special treatment as a female tour leader I, nevertheless, was grateful for the two hour bus ride back to Xian.

Back in Xian again, we went to see the world-famous Terra Cotta Warriors. They are every bit as breathtaking and awe inspiring as we had been told. That excavation is, without a doubt, one of the world's most significant finds.

A visit to a cloisonne factory was next on our list for the day. The jewelry, vases and urns were beautiful but we were distressed to see the poor lighting conditions where the village women were working. To complete our day, we went to an evening performance of the Tang Dynasty Dances. They were beautifully performed with magnificent costumes. A perfect close to a very long but exhilarating day.

We departed Xian the next morning for Guangzhou (Canton). Arrived in time to have lunch at the Taotaoju Teahouse, a brief city tour and a free evening. A chance to explore the most westernized city in China on our own.

Our third and last aviation education exchange took place the next day at the Baiyun International airport (Canton). We were greeted by some of the airport officials and more members of the Ministry of Railroads. We were told about the airport operations over tea in an upstairs airport lounge. After dividing into three smaller groups, we toured the tower, air traffic control center operations and the airport property. It was a very interesting and meaningful exchange. As far as we know, no other group has ever been allowed to do any of those things.

A visit to the Botanical Gardens completed our touring. Then we were ready for our final group meeting. We video-taped that meeting and shared our thoughts about our experiences and the aviation education exchanges.

We boarded a train to Hong Kong the next morning knowing we had only one more day with our new found friends — our soul mates on a very special journey.





Our final day was spent touring Hong Kong, including a ride on a sanpan and lunch at Victoria Peak. From that point on we saw very little of each other as everyone dashed about the city bent on shopping, shopping, shopping!

We went to China to learn and to educate. I think we did both. Not always in the strict sense of an exchange but in our personal visits with the Chinese people. We learned much more than we had ever planned and we think we left a very positive impression about women pilots in the rest of the free world. Each of us, of course, has our own memories of this wonderful trip to China.

My favorite memories are about the people. First of all, the people who formed our 99s delegation. Group travel can be very "trying" but this group was different. They were sensitive, caring, patient and flexible. Their sense of humor got us through some very long days. They were wonderful travelers and friends. (Perhaps you can only find that camaraderie with the 99s). Secondly, my memories are of the people of China. They are friendly, curious, polite, gentle and hard-working. Our Chinese hosts were very gracious. They tried to show us China's treasures from the past, provide an insight into what China is doing today and arrange for aviation educational exchanges to meet our purpose.

It was an exhilarating, exciting, moving experience. A very special journey! ■



SECTION NEWS

AUSTRALIAN SECTION

Nancy Bird Walton, Barbara Collins, Ray and Nancy Wells, Mollie Dinham, and Timmie Tiver were in Vancouver for the Convention. They all enjoyed the camaraderie of the 99s and were impressed with the professionalism and content of the Convention.

Barbara went on to Stockholm (via the Rockies and the UK) to attend the FAI convention and is now back in Australia full of enthusiasm and new ideas.

The Australian 99s are very proud of Barbara Stott who is the worthy recipient of an Amelia Earhardt Scholarship that was announced at the Vancouver Convention. We were also pleased to learn we had won the Aviation Safety Award.

Jenny Houghton has been elected to the Board of Directors of the World Aerospace Education Organization.

Sylvia Byers and Jenny Houghton participated in the Fifth World Congress on Aerospace Education held in Singapore and reports that it was a simulating and inspiring time for all who attended.

Australia is celebrating its Bicentenary in 1988, and it will be a good year to visit "Down Under". Some of the Aviation events planned are the final Freda Thompson Aerial Derby in Melbourne on February 20th, the Australian Women's Pilots Association AGM in Sydney during the 6th to 10th of April, the FAI Conference in Sydney on October 9-15th, and a two week Round Australia Air Race starting in mid-September.

CARIBBEAN SECTION

The Caribbean Fall Section meeting was held at the Holiday Inn Hotel, Freeport, Grand Bahama Island, Bahamas, Saturday, October 31.

Special guest was Carole Sue Wheeler, International Treasurer who spoke on the insights of the Organization.

That same weekend, the Section 99s sponsored the 5th FAA Safety Seminar, Freeport, Grand Bahama Island.

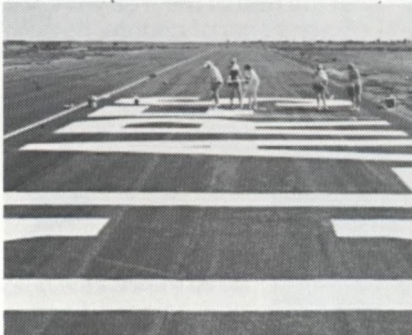
Yvonne Smith, past governor, represented the Section at the August 99 International Convention.

WESTERN CANADA SECTION

Alberta

Laurie Melnyk has been elected Chairman of the Forestburg Airport Commission. One of her first duties was to oversee the Grand Opening of the Forestburg Community Airport. The program included a demonstration by the Alberta Aerobatics Club, flour bombing, spot landing, competitions, as well as a visit from the "Warbirds", 7 Harvards, a stagger-wing, and a scale-built mustang and Italian fighter. Laurie

found time to set up an information display on the activities of the 99s.



The southern Alberta airport of Claresholm was airmarked recently by 99s Anola Laing, Margaret Gosling, Nancy Rand, and Wendy Baskin. The day was perfect — sunny and hot, and the girls found the paint dried very fast.

Pat and Jim Seale enjoyed their visit to the Oshkosh Air Show. Highlights for Pat included helping Charlene Falkenberg do a Flying Companion Seminar, flying the FAA's "Vertigon", hearing the Rutan-Yeager team talk about the Voyager project, waiting out a tornado watch at Grand Forks, North Dakota, and flying back into Edmonton over the devastation from the July 31st tornado which had just hit their home city.

B.C. Coast Chapter

Margaret Glover has been appointed Director of COPA (Canadian Owners and Pilots Association) representing the 99s.

EAST CANADA SECTION

Eastern Ontario Chapter

Eastern Ontario Chapter held its annual Poker Run early in September. The weather was terrible, but because of the practice of pre-selling hands and holding the event rain or shine on a fly or drive basis, it was moderately successful. Thanks to Sue Begg and her committee for their efforts in organizing this event.

Betty Jane Schermerhorn and Isabel Peppier attended International Convention in Vancouver and had a wonderful time.

The September meeting of the Chapter took the form of a Pot Luck supper at the home of Vice Chairman Michelle Samson. A good turnout of members and prospective members shared news of summer activities and made plans for the upcoming year.

NEW YORK — NEW JERSEY SECTION

Central New York

The Central New York Chapter's September 12th meeting was held at the Kamp Air office at Oneida County Airport, which was chaired by Marilyn Kamp. The chapter will co-sponsor another FAA Safety Seminar with Kamp Air on October 29th at Whitesboro School. The chapter is also hosting the fall section meeting, a combined section meeting of the New York-New Jersey section and the East Canada section, on October 16th-17th.

Finger Lakes

The Finger Lakes Chapter met at the National Warplane Museum in Geneseo, N. Y. for their September 15th meeting. The attendees were given a tour of the facilities and airplanes. The chapter will donate \$3 per member present to the Museum.

"The Wings of Eagles" 1941 WWII Airshow and Fly-in was scheduled for September 18th-20th at Geneseo Airport.

Garden State

The Garden State 99s met on Sunday, October 4th at Skyview Country Club, next to Trenton-Robbinsville Airport to prepare for the pennies-a-pound with Mercer County Community County scheduled the following weekend.

The Linden Airport Air Fare included a pennies-a-pound by the 99s. Over 200 passengers (estimated at 14.3 tons) were carried. The 99's booth sold t-shirts and handed out literature. Proceeds from the pennies-a-pound will be donated to the Ronald McDonald House.

North Jersey

The North Jersey 99s were urged to support SOAR and participate in the Linden Airport Air Fare with the Garden State 99s. The Ocean City fly-in tentatively scheduled for August 29, 1987, was cancelled.

New York Capital

The New York Capital District Chapter of the 99s held its annual fall barbecue indoors, due to the weather, at Ruth Green's house in Latham on September 20th. All attendees had a great time talking flying and enjoying the chicken barbequed by 49½ Rob Green. The October meeting was scheduled for October 14th at Greenland Air (attached to Ruth Green's residence).

MIDDLE EAST SECTION

The Fall Section meeting of the Middle East Section was held in Wilmington, Delaware, on October 2-3, 1987. The members who flew in had to deal with strong head winds, icing, thunderstorms, low level windshears, and IFR conditions. Our Inter-

national Board member, Harriet Fuller, along with Judith Gillis and Patricia Thrasher of Eastern New England Chapter spent four hours flying from Massachusetts to Delaware.

A number of 99s toured the 300 acre Nemours estate in north Wilmington, the site of the DuPont ancestral in north central France on Friday afternoon.

Mr. Richard Gillespie from "The International Group for Historic Aircraft Recovery (TIGHAR)" spoke to us about the Mystery of the White Bird which is about two Frenchmen, Nungesser and Coli, who in 1927 sought to make a flight from Paris to New York. The airplane is believed to have crashed in Maine. Richard and his wife, Patricia Thrasher, continue to search for the airplane.

The Middle East Section new officers are Alice Foeh, Governor; Sara Williams, Vice-Governor; Edna Dragoo, Secretary; Bobbie McAdams, Treasurer.

Hampton Roads

Hampton Roads annual "Appreciation" picnic was held at Montego, N.C., August 30, 1987. Forty members and friend were present, which included members from Kitty Hawk, West Virginia Mountaineers, and Virginia Chapters.

Four Hampton Roads members joined with Washington Chapter and other 99s from the Middle East Section for lunch followed by a special tour at the new Virginia Aviation Museum on September 19th at Byrd Field Airport in Richmond, Virginia.

Washington

A Fly-In and Camp-Out to Potomac Airport in Berkeley Springs, West Virginia, is planned for October 24th-25th. Members and friends must bring their own tent and other necessities.

Washington Chapter volunteered to participate in a program to encourage "marginal" students at Herndon High School. The Chapter will be offering airplane rides as a "Reward" for best grade point average, best improvement in grade point average, and best attendance.

Potomac

The July meeting was held at the home of Alice and Ben Krick in Annapolis, Maryland.

The new Chapter officers are Ellen Hahn, Chairman; Elizabeth Olivolo; Vice-Chairman; Evie L. Washington, Secretary; Marilyn Don Carlos, Treasurer.

September 19th several 99s and a 49½er met at Hemingway's Seafood Restaurant in Steevensville, Maryland, just walking a distance from Bay Bridge Airport for a Chapter meeting. Mary Fiek, who has restored many airplanes at the Paul Garber Air and Space Facility in Suitland, Maryland, shared interesting and valuable information with the group about what happened at the World Aerospace Convention in Singapore in July. Mary also attended the annual EAA International Fly-In Convention in Oshkosh in August, and she put on three workshops on the restoration of airplanes.

Alice Foeh had car trouble enroute to the meeting and was not able to get there to tell us about the 99s International Convention held in Canada.

SOUTHEAST SECTION

Blue Ridge

Members of the Blue Ridge Chapter planned a Tennessee-North Carolina Air Tour held October 9th-12th. The International convention in Vancouver was attended by six members: Louise White, Lee Orr, Dot Penney, Delores Rhea, Janice Berry and Madeline Kennedy.

Blue Ridge Chapter was well represented at the Southeast Section Meeting at Clearwater, Fla., as our own Louise White, Southeast Section Governor, presented the gavel to incoming Governor Mary Fletcher.

Carolinas

The September 19th meeting was a well-planned flying or driving Poker Run which included stops at the airports of Anson, Stanley, and Montgomery counties, with a full-stop at Moore County Airport, Southern Pines, N.C. The meeting was highlighted by an opportunity for the members and guests to fly in an immaculate 50-year old Stinson Gullwing, one of only three of this particular model in existence today.

Chairman Reva Carpenter and Vice-Chairman Sylvia Harris were delegates to the September Southeast Fall Section meeting.

Florida Goldcoast

The September meeting of Fla. Goldcoast chapter was held at the home of Ursula Davidson, the new chapter Chairman. Plans and programs for the upcoming year were discussed and guests introduced.

Mary Ann Zdunczyk was recently promoted by the FAA to Assistant Mgr.-Plans & Procedures and Linda Snell to Supervisor of Flight Watch, Mia. FSS. Fran Sargent and Felicia West were packing for a tour with the WASP's to Australia and New Zealand.

Florida Gulfstream

Twenty-one members & guests flew in to the Ocean Reef Club, Marathon, September 13. Our meeting at Buchanneer Island consisted of activities to come; painting a Compass Rose in Vero Beach and a poker run October 18th. A short discussion was given on the International Convention. Five of our members attended: Hope Neilander, Dianne Johnston, Alexis Ewanchewich, Betty Hostler and Sue Perrigo.

Florida Suncoast

The chapter sponsored an FAA Safety Seminar October 7th at the Univ. So. Florida, St. Petersburg & had a static display which gained them a new member. The October 10th meeting was held at the St. Pete/Clearwater Airport FSS building & included a tour of the new facilities. Among the business topics was the wrap-up of the Fall Southeast Section Meeting that the chapter hosted.



International Vice-president, Gene Nora Jensen installs the new Southeast Governor, Mary Fletcher at the SE Fall Section Meeting September 26, Clearwater Beach, Florida

Mississippi

Hurricane Dennis was little more than a tropical depression off the west coast of Africa but our "Hurricane Hunter" briefers, Lt. Monica Smith, pilot, and Capt. Val Schmid, Weather Office, apologized for shortening the September Mississippi Chapter meeting so they could leave to investigate. We were guests of the 53rd Weather Reconnaissance Squadron based at Keesler AFB in Biloxi, MS, September 12th.



They are responsible for storm surveillance in the Gulf of Mexico, Atlantic Ocean, Caribbean Sea, and Eastern and Central Pacific Ocean. They fly the Lockheed WC130 Hercules, a weather modified version of the C-130, into the hurricane eye to measure such things as lowering barometric pressure, warming temperatures, increased humidity, strengthening winds, etc.

North Georgia

The October 3rd meeting was at Joyce Pittman's home in Marietta, Ga., with Chairman Joan Smith presiding. Anne Mitchell gave a presentation on the Vancouver Convention as a delegate. Joy Lacaille and Nancy Toon, flying a Beach Dutchess, placed 9th in the Air Race classic.

NORTH CENTRAL SECTION

All Ohio

Martha Velesky was hostess for our August meeting at Velesky Field, Jamestown, Ohio. The program featured four skydivers clad in swim trunks. After landing, they demonstrated how to repack parachutes.

Jane Herman held a Flying Companion Seminar on September 11th and 12th. Elinor Kline, with 49½ Steve, and Marcia Greenham, with 49½ Glenn, enjoyed the meetings and sights at the International Convention in Vancouver.

Aux Plaines

Our September meeting was in a hangar at Campbell Airport, Grayslake, Illinois. We were honored to have Marie Christensen, International Secretary, as our guest. She reported on the International Meeting. Following the meeting we assisted members of the Downs Syndrome Association in conducting their annual air show at Campbell. Events included aerobatic flying, wing walking, a rescue procedure demonstration by the Coast Guard, rides in a tethered balloon, and international foods of all types.

Virginia Rabung, Beverlee Greenhill, and 49½ Chuck attended the Fall Section Meeting in Traverse City, Michigan, via the Greenhill's Aerostar. Mary Wedel made tickets to the semi-annual gem show in Rosemont, Illinois, available to the membership.

Chicago Area

On August 29th-30th Glenview Naval Airstation celebrated their 50th Anniversary. People from the surrounding communities were allowed to visit the Naval Base. There were static displays of military and

civilian aircraft and booths displaying merchandise and information from many aviation and community organizations. The Ninety-Nines booth was staffed by Rita Adams, Cynthia Madsen, Connie Miller-Grubermann, Susan Murray, Ruth Rockcastle, and Frank Schorsch.

The Chicago Area chapter came home from the International Convention in Vancouver with a few awards. They were 1986 Safety Education Award for the Chapter, 1987 Safety Education Award for the Chapter, and Special Recognition for the Air Bears Program. Reports for the first two awards were compiled by Beverly Blietz and Susan Murray respectively.

Madeleine Monaco received an AE Scholarship.

Our Chicago Area Chapter Air Meet, September 12th, was at Landings Airport on a beautiful day. Winners were First Place — Nancy Heardson and Debbie Karas, Second Place — Ruth Franz and Marion Servos, Third Place — Marge and Herb Sundmaker, and Rookie — Sue Kulik and Ed Beaulieu. Message drop winners were First Place — Sue Kulik and Ed Beaulieu, and Second Place — Debbie Karas and Nancy Heardson. The spot landing contest was won by Debbie Karas. Susan Murray, chairperson, and Mary Krautkramer, co-chairperson, worked hard at running the whole event. Head luncheon chef was Joe Krautkramer.

Greater Detroit

Under the direction of Sue Siporian, GDAC took on the big project of painting a Compass Rose at Monroe Custer Airport. It was the first compass rose painted anywhere in Michigan by 99s from Michigan. 99s, 49½s, and children participated for 150 hours in this project.

Our August meeting was in Gini Southerland's hangar at Oakland-Pontiac Airport during the airport's open house. The personnel of the Air Traffic Control Tower were invited to join GDAC in a potluck supper.

Greater St. Louis

The chapter meeting for September was at St. Charles Municipal Airport. Dennis Bampton, manager of St. Charles Flying service, talked to us about the status, opportunities, and problems of fixed base operators at the present time.

September 19th was the date for the Open House and Hangar Dance held by the Confederate Air Force, Missouri Wing, at Smartt Field. Kathi McDonald was responsible for public relations for the event.

September 19th was also the date for the Great Forest Park Balloon Race. Vivian Waters piloted a balloon in this event. The weather was great for this most spectacular event.

Dorothy Haupt, Martha Norman, Vivian Waters with 49½ Bernie, and Amy Laws with 49½ Jack flew to the Fall Section Meeting in Traverse City, Michigan.

Indiana

Lillie Normington's home in Indianapolis was the location for our September meeting. Anne Black reported on her recent visit to the Forest of Friendship in Kansas where she received the certificate on the behalf of Jill McCormick.

Esther Wyandt announced that she has accepted the instructor position at Greenwood Airport.

Indiana Dunes

Members who attended the International Convention in Vancouver were Charlene Falkenberg, Diana Austin, Barbara Jennings with 49½ Harry, Linda Mattingly with 49½ Lynn, and Joy Rickel with 49½ Vern.

Linda Mattingly received her AE Scholarship at the AE Luncheon and was one of the honorees at the reception that followed.

We were most impressed by the many things to see and places to go in the Vancouver area and the efforts of the many 99s who made our trip to British Columbia, Canada, such a memorable one.

Kentucky Blue Grass

August 29th found our members in Owensboro, Kentucky, for the Kentucky Air Derby. Winners were Margaret and Morris Ringenberg, Second Place — Larry Smith and Dana Andreas, Third Place — Marilyn and Bob Miller, and Fourth Place — Shannon O'Connor and Mark.

Our hats are off to Diane Stafford for another "best ever" year. Twenty-two aircraft participated in the race despite the low weather on Friday night.

Kaye C. Moore attended the International Forest of Friendship this year and reported the wonderful time. Terri Donner has been named FAA Flight Instructor of the Year for Kentucky and this Region. We welcome new 99s: Mary Jo Gumbert, daughter of Skip Gumbert, Jeannie Brash-ear, and Susan McNew. Mary Jo joined the 99 the same day that she received her license. Jeannie received her license in August and became a 99 that month.

Lake Erie

After the September meeting at Burke Lakefront, Lake Erie members gathered on the Goodtime II for a cruise of the Cuyahoga River and Lake Erie. 66 Lt. Susan Chari and 99s Bernice Barris, Susan's mother, Helen Keidel, and Marg Juhasz accompanied 17 cadets from Civil Air Patrol Squadron 1102 on a C-130 flight from Youngstown, Ohio, to the Air Force Academy in Colorado Springs, Colorado, for a weekend.

Chapter members co-hosted an FAA Safety Meeting at Stark Technical Center in Canton, Ohio on September 24. Assisting were Jane Prince, Jackie Salistean, Ruth Ensley, Dodie Jewett, Meigs Adams, and Marg Juhasz. Four planes were flown to the Fall Section Meeting in Traverse City, Michigan by Dodie Jewett and Pat Baron, Meigs Adams and Marg Juhasz, and Rose Ray with 49½ Gary. Edy Maxim flew in with All-Ohio's Joan Hrubec.

Three Rivers

Our chapter purchased a traveling trophy to honor the top Safety Education Chapter in the section. It was donated in Judy Graham's name at the Fall Section Meeting in Traverse City, Michigan. Marcia Nellans, Lewie and Vern Weise, Sheila and Ron Dick, Linda Pulver, and Dee and Lew Ditton were present at the section meeting to see the presentation.

Sheila and Ron Dick, and Marcia Nellans attended the International Convention in Vancouver.

Several members attended the Voyager program in Indianapolis that was presented by Rutan and Yeager on September 15th.

Minnesota

Minnesota's hot and humid summer wound down in September to provide time for touch-ups on our last airmarking, Maple Plane, and let us finish the one at Mora, Minnesota. The Buffalo, Minnesota, air marking was slipped into Debbie Sorrenson's calendar and was completed also.

The Cookbook Committee, led by Ellie Nelson, met and planned "tasting and socializing" meetings. Our September meeting was at Anoka County Airport. Ray Rought, Director of State Aeronautics, spoke about Minnesota state aviation issues that are upcoming. The positives of general avia-

tion in Minnesota outweigh the negatives. Rought encouraged us to continue our blood runs and to continue writing letters to the legislature about our Terminal Control Area.

Debbie Funk has graduated with her degree in airport management.

SOUTH CENTRAL SECTION

A beautiful weekend October 1-4 provided the perfect setting for the Fall South Central Section meeting in Colorado Springs, Colo.

Twenty-three of the current 37 chapters were represented by 112 registered 99s. Weekend activities included seminars on mountain flying, mountain search and rescue, mountain weather and aviation law as it pertains to medical certification. The Pikes Peak Chapter also included soaring, hot air ballooning and a cog railway ride to the top of Pikes Peak in their busy weekend.

Abilene Area Chapter was recognized at the Saturday morning business meeting for receiving the International Aerospace Education/Aviation Safety Award at Convention in Vancouver, B.C. The section won first place in this international competition, and the Oklahoma Chapter was the highest scoring chapter within the section.

Section-level awards included Governor's Achievement Award: Abilene Area (1-15 members), San Antonio (16-30), Houston (31-50), Oklahoma (over 51); Section Aerospace Education/Safety Education: Abilene Area, Nebraska, Houston and Oklahoma for each membership category; Section 66 Award: Ft. Worth (1st), Houston (2nd), Tulsa (3rd); Scrapbook: Abilene Area; Travel Trophy: Houston.

Recipient of the Jimmy Kolp Award was Jody McCarrell of the Oklahoma Chapter. The annual award is presented to an outstanding SCS 99 by the Wichita Falls Chapter in memory of one of their notable members.

Nema Masonhall was also recognized for her long-term support of USPFT with the presentation of a team jacket by Jody McCarrell and Hazel Jones.

Albuquerque

The Albuquerque Chapter is growing monthly. New members include Toni Hacker, who received flying lessons for her 16th wedding anniversary, May Helman, who created quite a stir in the area a few years ago when she learned to fly as a grandmother in her 60's, and Suzanne Skeeters, who is a Second Officer on a Northwest Airlines B747.

Colorado

The Colorado Chapter's September meeting took place at the United Airlines Training Center. Members viewed the film "You Are There" a 1971 recreation of Amelia's last flight from Lae to Howland Island narrated by Walter Cronkite.

Members held a reception in August for U.S. Congressman Norman Mineta, who is the Chairman of the House Aviation Subcommittee, and Representative David Skaggs a member of the subcommittee.

Views and concerns were expressed on the state of general aviation and the NPRM for Mode C transponders.

Dallas

Dallas Chapter members met in September at Dallas North Airport to fly a Link simulator. The experience inspired some members to plan on reinstating currency. For others it was an opportunity to try things (spins) they don't want to do in the air.

Kansas

The Sixth Annual Sunflower Rally has been completed with the Kansas Chapter at the helm. Sixteen teams competed in the great route with challenges aplenty in pilotage and observations. The teams were representative of Kansas, Oklahoma and Texas. Winners were: First — Wayne Bromley, Second — Tommy and Marilyn George, Third — Tony Ortega, Fourth — Nancy Sheldon and Janet Yoder.

It was interesting to note the Best Fuel Award went to Karen Tucker and Kathy Clothier. Kathy had stepped out of her lofty KC135 cockpit to be co-pilot in a 152. She had seen a sectional chart on one occasion but had never used one before.

Oklahoma

Over 60 members and guests attended the Oklahoma Chapter meeting at the Air and Space Museum in September. Tulsa Chapter was represented by Lydia Dismukes and 49½ George.

Mary Kelly shared the highlights of her trip across the North Atlantic in the 172RG in May. The flight was in commemoration of Amelia Earhart's 1932 to Londonderry, Ireland. The chapter presented Mary a beautiful plaque as a token of appreciation for her courage and perseverance and as a perpetual reminder of how very proud the chapter was of her.

A fly-a-way air marking took place in September in the near Texas town of Erick. Painting was completed on a center line, new numbers on the runway, and the name Erick on two sides of the metal hangar roof. New members Sherry Kelly and Helen Mace were properly introduced to air marking between Oklahoma style.

Lela Harding and Betty Riddle attended the Women's Military Pilots Association biennial meeting in Colorado Springs in early September.

San Antonio

The San Antonio Chapter is looking forward to reports from the section meeting in Colorado Springs at their October meeting.

The chapter is compiling a Year Book which has a short biography of each member. It has been suggested to members that they submit their biography or the committee will write one for them. This may not be so flattering. It is agreed that the Year Books will be fun to look over in the years to come.

Shreveport

New officers of the Shreveport Chapter presented outgoing Chairman Dot Lindsey with a ruby centered President's pin at the September meeting. Hosting the meeting was Ellen Herring, a new transfer member from the Indiana Dunes Chapter.

Ellen and husband Chuck spent many enjoyable hours flying with Angel Seven, a group of seven private airplanes that make impressive arrivals and departures in formation at various air shows and aviation functions.

Eileen Anderson is a busy chapter member and the commander of the local Civil Air Patrol Squadron. She recently attended a Search and Rescue Exercise in Jennings, Louisiana, and participated in an actual search in the Shreveport area.

South Louisiana

The September meeting of the South Louisiana Chapter was a fly-in/drive-in to Lafayette. A short business meeting was held at the FBO and then it was on to Evangeline Downs Thoroughbred Race Track. The chapter sponsored the feature race of the day and presented a trophy to the winning jockey, Crystal Navarre, who rode a horse named Flirting Girl. In the win-

ner's box to present the trophy were Sabrina Deville, Marion Brown, Glad Stream, Glenda Reniedo, Jan Phillips, Annette Salles, Gloria Peterson, and Sandy Leder.

Sandy Leder made a presentation to the Lake Charles Chapter of the Ladies of Sahara. Seventy five women heard her presentation on Women in Aviation and the History of the 99s.

Dr. Leder has twenty students in her Lake Charles Young Astronauts group and recently started a beginner's group. She has been working with the PTA Council to encourage and assist other teachers who want to organize Young Astronaut clubs.

Top of Texas

The Top of Texas Chapter held a combined meeting with the High Plains Aviation group in September.

Back to Basics and Emergency Procedures were featured at the Aviation Safety and Education Seminar which took place at Amarillo College and was co-sponsored by the chapter.

Tulsa

Tulsa Chapter had a WASP program in August. Mary Jones showed a Fox Movie-tone News Story on the WASPs and discussed her training with chapter members and guests. Mary Helen Burke answered questions from the floor.

Plans are well underway for the Antique Aircraft Fly-In taking place in Tahlequah, Oklahoma. Tulsa Chapter has combined efforts to supply outstanding food to participants of this annual event.

NORTHWEST SECTION

Alaska Chapter

The Alaska Chapter now has two life members of the 99s. They are Mary Reid-Jensen and Patty Livingston.

Columbia Cascade

Sixteen members and six guests met Channel 12 TV studio on August 20th to view the newscast of the July 2nd Commemorative flight. Among our guests was Jean Collins, a newly licensed pilot and skydiver.

Pegge Blinco, Mary Wohlgemuth, and Jeanene Radakovich attended the International Convention in Vancouver, B.C. Mary WorthyLake, author of "Up In The Air", was our guest speaker at the September meeting at Aurora Airport. Mary was the first woman trained and licensed in Alaska.

Columbia Gorge

Mickey Sampson and Ann English found the Palms to Pines Air race an exciting adventure — they placed 30th. Judy Newman and her sister Pat placed 22nd. It was their third race.

The Rivers Bend near Coeur d'Alene, Idaho, recently hosted a fly-in for Super Cubs. Jan Mlnarik and Donna Davidson flew their Super Cubs there and Donna participated in several flying events.

At our last meeting we toured a privately owned hangar at the Hood River Airport, which is the home of an array of beautifully restored antique aircraft. A 1931 Buhl with a rotary engine and a wing airspeed indicator, a PT22 Ryan, 1934 prototype Stearman, N3N of the early 40's, the oldest flying J3 in existence and many others were on display. Some of us tried the seat and steering gear in the 1934 Curtis Wright, Jr. We also viewed an extensive library on flying and pilots. It was an evening to remember!

Eastern Idaho

Our chapter presented a "Basics for Pinch Hitters" workshop at the FAA Safety Education Seminar held at the Yellowstone Family Fly-In on July 25. Over 100 non-pilots participated in the workshop. Subjects covered were: Aerodynamics, charts, instruments and what to do in an emergency. The workshop was made possible by the funds raised from the Boker Run our chapter sponsored in June.

The fourth weekend in August we flew into the "Flying B" Resort Ranch, located in the middle fork of the Salmon River to attend the Eastern Idaho 99s annual Mountain Flying Clinic. Bob Jones, our favorite mountain flying instructor, from Idaho Falls gave dual instruction to 99s and friends. The weather conditions were perfect! Our thanks to Joy and Tim and all the crew at the "Flying B" who made it a weekend to remember.

Oregon Pines

Linda Fetsch and Ginger Simmons flew their planes for the Oregon Museum of Science and Industry Annual Statewide Fly-out to gather donated items for the auction.

Southern Cascade

"How to get the most out of your sectional" was the topic at our September meeting. Roy Clier, a local CFII graciously accepted the task of helping on this project. Everyone was invited to attend the Open House at Ashland Airport, September 26th.

Willamette Valley

Aimee Kuprash received the 1987 Northwest Section Achievement Award presented in Spokane. Aimee has also received her multi-engine instrument rating which the Amelia Earhart Scholarship provided for her.

Speaker for our September meeting was Rod Kramme, president of Heli-Jet Corp. of Eugene. He spoke mainly on how they use helicopters in fighting forest fires and touched on how his business is run. After the meeting we toured the Heli-Jet facilities. Shirley Teutsch and Marion Service hosted this very interesting meeting.

SOUTHWEST SECTION

Las Vegas Valley

The Las Vegas Valley chapter enthusiastically supported the Woman Pilot of the Year program by honoring members for contributions to the 99s and aviation. The award for Chapter WPOY was presented to member Kathleen Snaper at the September meeting at McCarran Field. Also recognized for the WPOY spirit were members Jan Tait and Connie Francis, whose applications were submitted to Section filling the three pilot limit for the chapter.

Chapter Secretary Maria Torres is taking off with the Annual Proficiency Program, encouraging all members to get APT and Treasurer Priscilla Pellitier is making her extensive historical reach into chapter history more accessible to members by presenting a monthly article in the chapter newsletter on our chapter's past.

Santa Clara Valley

The annual awards banquet was held September 17 at the Moffett Field Officers Club. The two winners of this year's Marion Barnick Memorial Scholarship were Claire Florio of San Jose, California and Kristina Sams of Santiago, Chile. They were each presented checks for \$1000.

Sacramento Valley

The Sacramento Valley 99s' latest air-marking was Georgetown, marked September 12 along with Cameron Park Chapter.

After a pre-meeting casual dinner near the airport, our September general meeting was devoted to tales of various members' summer flying activities.

This year's fly-in schedule is set up to include two fly-ins per month. September's opener was a brunch at "The Flying Lady" in Morgan Hill. Sixteen of us flew in and were transported by van to the restaurant. A museum of cars and planes is included on the property, as well as a genuine Ford Trimotor which takes off and lands on the fairway below the restaurant.

Orange County

Our general meeting was held at the lovely home of Sandi Glidewell. John Slipp, a CFI and fine pilot, was our speaker. Mr. Slipp, retired from Air Traffic Control, is presently an aviation lawyer, and was the controller in charge at the time of the Air Cal crash at Orange County Airport in 1981. Mr. Slipp spoke at length on current and proposed air space changes in the L.A. Basin, and patiently answered many questions forwarded by our inquisitive group.

We had a good turnout for the first annual Operation Raincheck at Hawthorne FSS. Saturday, September 12th. Some drove and some flew to hear this fine presentation by Sandy Couverly, Hawthorne FSS and Charles Register, Coast TRACON. They deftly covered present airspace changes and restrictions, duties of TRACON, encouraged pilot communication with ATC, discussed weather phenomena in the Southern California area, displayed and interpreted weather information available at the FSS, gave us a walking tour of the facilities, and let us listen as pilots called in for briefings and flight plan filing. It was a successful and educational venture.

Our fly-in this month was up and away to the Reno Air Races, September 18, 19 and 20. Bonnie Whitman organized and guided us through an extremely enjoyable long weekend.

Fullerton

The Fullerton Chapter participated in the Aviation Expo which is sponsored annually by the merchants in the La Habra Fashion Square. The theme this year was "Women in Aviation". The members from our chapter who spoke on this topic were Jan Morris, Sylvia Paoli and Mary MacDonald after which they were honored at a luncheon. The other members of the chapter "manned" or "womaned" the chapter's booth, signed up prospective members, and shared information with the general public about 99s' activities. The members had a chance to display their trophies, scrapbooks, pictures, books and other memorabilia.

Mt. Diablo

The chapter kept up a busy summer schedule starting with a Pilot Refresher Seminar held adjacent to Buchanan Field at the Concord Sheraton. The program included radio talk, cross country planning, emergency procedures and preflight. PR Chairman, Carol Merrill Fletcher, donated a Warrior which was rigged with preflight discrepancies. Awards were presented to the teams which found the most discrepancies.

The new officers were installed at the June Sunday Brunch in Walnut Creek. The incoming officers were Vickie Miller, Chairman; Nancy Sequine, Vice-Chairman; Wilma Burleigh, Secretary; Annemarie Kent, Treasurer. Also in June, the chapter participated in a promotional booth at the Concord Air Expo, while July's fly-in was to

Columbia in the heart of the California Mother Lode.

At the August meeting chapter members enjoyed Betty VanDen Heuval's presentation of slides from her exciting Powder Puff flying days and later that month early rising 99s airmarked a taxiway at Concord's Buchanan Field.

Aloha

New officers for the chapter have settled into their roles. They are Nona Meinen, chairman; Barbara Teague, vice chairman; Phyllis Duke, secretary; Barbara Mouchou, treasurer.

Rosemary Rodewald has been test-flying with her husband their home-built push-pull, twin-engine Avenger. The beautiful 4-place airplane was three years in the making.

Lois Russell has been working for nearly a year with the "bureaucrats" to get permission for the chapter to paint a compass rose on Dillingham Field on the island of Oahu. The state-operated airport is owned by the U.S. Army. Approval seems not far off, according to Lois, who has a ream of correspondence to show for her efforts.

The annual Poor Man's Fly-In to Dillingham, where many participants bring sleeping bags and spend the night, had a contingent of 99s present — Rosemary Rodewald, Sue Young, Lois Russell, Donna Frost-Swank, Carol Read, Eleanor Sharpe and Lindy Boyes. Carol is president of the General Aviation Council of Hawaii, which is host to the annual event which includes a spot-landing contest and life-vest (instead of flour bombing) drop contest.

Robin Ruhwedel has been building flying time by flying parachutists from the Dillingham base on weekends and getting in some jumps herself.

Eleanor Sharpe flew her vintage 1946 Ercope to the fly-in from Honolulu International Airport where she bases her plane, as does Carol Read who has, with her husband, a Cessna Cutlass. Sue Young flew in from HNL in her Piper Tri-Pacer. ■

Scholarship Awards Announced

The Santa Clara Valley Chapter of the Ninety-Nines, announced the annual winners of the Marion Barnick Memorial Scholarship at their awards banquet September 17. Checks for \$1000 each went to Claire Florio of San Jose and Kristina Sams of Santiago, Chile. The scholarship was established in 1980 in the memory of Marion Barnick, a local pilot and long-time resident of San Jose who, along with her daughter, was killed in the New Zealand Airlines crash in Antarctica in November 1979. This scholarship is given each year to one or two women pilots whose dedication, commitment and character are a tribute to the memory of a remarkable woman.

NEW RATINGS

SOUTHWEST

Patti Lynch, Orange County, Instrument

Dolores Lattanzio, Mt. Diablo, Instrument

Sue Hillmann, Aloha, Multi-Engine Instructor

Phyllis Duke, Aloha, Instrument

WESTERN CANADA

Laurie Melnyk, Alberta, Commercial

SOUTH CENTRAL

Marilyn Berger, Kansas, Instrument

Donna Borham, Tulsa, Instrument

MIDDLE EAST

Patricia Garner, Potomac, Instrument

NORTH CENTRAL

Gini Southerland, Greater Detroit, Phase VI Wings

Linda Mattingly, Indiana Dunes, CFI

Betty Howard, Indiana Dunes, Phase III

Liz Groth, Minnesota, Instrument

Julie Stinski, Minnesota, CFI and Multi-engine

Linda Osland, Minnesota, Single Engine Sea

Jimmie Olson, Minnesota, Instrument

Pan Aarensen, Minnesota, Instrument & Commercial

PACIFIC AIR RACE XXII

The annual PAR was flown October 10 and had a three hour start delay because of ground fog and low visibility. Thirty planes, 58 pilots made it to the starting line and flew the 555 s.m. race. Routing: Gillespie Field, El Cajon, CA to Apple Valley (fly-by), Daggett/Barstow, CA, Kingman, AZ, Wickenburg and Bullhead City, AZ. Those in the top scoring brackets were:



Nancy Rodgers & Jackie Petty, First Place



Mary Jo Volk & Rita Buhl, Second Place



Dene Chabot-Fence & Gloria May, Third Place

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