

THE 99

February, 1988

NEWS

Vol. 14, No. 2



INTERNATIONAL WOMEN PILOTS



Winter Flight

This picture was taken on final approach into Kulusuk on the east coast of Greenland — land of what looks to be eternal winter. That's the runway at 12 o'clock, cleared of a few feet of snow earlier the same morning. Just a handful of people live at Kulusuk gathering weather for the station here, and pouring fuel from 55 gallon drums. Though hard to believe, the locals told me all that coldness melts each spring ... and turns to mud.



PRESIDENT'S

Message

By BARBARA SESTITO

Things to think about in 1988

As we head into 1988, our organization will also enter a new era. Soon we'll occupy a new headquarters building in Oklahoma City which will allow us to expand in many areas. This is a great time to start to talk about other changes we may want to consider. Although change for its own sake is not a good idea, it never hurts to explore new ideas and to incorporate the good ones into our way of doing things.

What do you think about these issues?:

Honorary Members. Should we have a way of giving someone an honorary membership in the Ninety Nines? If so, who would be eligible? What criteria should be used? Would you open it to men and women? To do this would take a bylaw change, with passage needing a two-thirds affirmative vote.

Associate Membership. I anticipate a bylaw amendment proposal on the topic this year; several chapters have inquired about installing another level of membership. Some are interested in a student pilot category, while others have concerns about the non-current pilot with prior membership. These proposals will take careful explanation and nurturing if they are to become part of our bylaws.

How you feel on a change such as this should be conveyed to the bylaw committee, which can incorporate your ideas and concerns into any proposed amendment.

Conventions. Since 1979 our annual meeting has shifted direction, and slowly come completely under the auspices of International Headquarters. Our 1988 convention in Shangri La, Oklahoma will be managed and operated on the international level, enabling us to do many things and to present programs we were unable to before, mainly because of budget constraints. But still we hear complaints, mostly concerned with the convention's cost to our general membership.

The idea of an international convention held every other year is being discussed on a preliminary basis. The meeting would probably be planned to coincide with an election year. With this plan, cost is the big plus; communication is the big minus. What do you think?

AEMSF. The Ninety Nines have had the

Amelia Earhart Memorial Scholarship Fund since 1941. In the 48 years ensuing, the fund has reached a total of \$186,000. The elected trustees of the fund, who have served us with dedicated loyalty for years, operate the trust under a document prepared in 1941, changed slightly in 1983. The trust agreement is very conservative, giving our trustees narrow guidelines on how and where they can invest the funds.

Should we reconsider this document, to allow the trustees to widen their investment choices to maximize fund growth? Or, should we remain conservative and let well enough alone? What say you?

Long Range Funding. This is always a fun subject, and one that members of the Board and I spend a good deal of time

thinking about. It's one thing to make it from year to year on projected funds, but quite another to plan and implement a long range funding vehicle ensuring we can afford to remain who and what we are. If that sounds like a lot of gobble-d-gook, consider this: The more costs increase due to inflation and outside pressures, the more it will cost per member to run this organization. The more the cost to each member (dues), the less the number of members willing or able to pay the price, and the vicious cycle begins. New members are our need and our delight, but we must also have the renewals and reinstated members. How do we break the increasing dues / decreasing member cycle?

One proposal is a discounted dollar trust fund that will produce operating revenue

Please see Think In 1988, page 4

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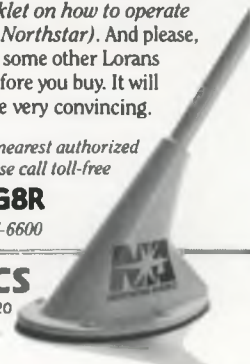
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THE 99 NEWS

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Calendar of

99 members are welcome to attend all business meetings, for which there are no registration fees.

BUSINESS MEETINGS

New York—New Jersey Section Governor Doris Abbate has been appointed to compile the calendar of business meetings. She requests all pertinent info be sent to her.

March

24-26	Aerospace Education Conf.	Los Angeles, CA	Chanda Budhabhatti
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April

7-10	International Board of Directors meeting (FYI only)	Oklahoma City, OK	Barbara Sestito
13-17	National Intercollegiate Flying Assn. (NIFA)	Monroe, LA	Hazel Jones
10-16	Sun 'n Fun Airshow/Fly-in	Lakeland, FL	
TBA	East Canada Section meeting	London, Ontario, CAN	Donna Deaken
22-23	Middle East Section meeting	Parkersburg, WV	Alice Foeh
22-23	New York—New Jersey Section meeting	New York City, NY	Doris Abbate
22-23	Southeast Section meeting	Calloway Gardens, GA	Mary Fletcher
22-24	South Central Section meeting	Houston, TX	Pat Mlady
29-30	North Central Section meeting	Moline, IL	Juanita Fineman
29-30	Western Canadian—All Canadian Section meeting	Saskatoon, Saskatchewan, CAN	Audrey Webster
29-30	Caribbean Section meeting	TBA	Francesca Davis

May

6-8	Southwest Section meeting	Redding, CA	Shirley Winn
13-14	New England Section meeting	Portsmouth, NH	Sharon Simmons
26-6/8	Aviation—Education Exchange	Soviet Union	Marie Christensen

June

17-19	Forest of Friendship	Atchison, KS	Fay Gillis Wells
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July

29-8/5	EAA Convention & Fly-in	Oshkosh, WI	
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August

7-8	Oral History Seminar	Oklahoma City, OK	Judy Logue
9	Headquarters Dedication	Oklahoma City, OK	Barbara Sestito
9-14	99s International Convention	Shangri-La, OK	Marilyn Copeland

September

15-18	Reno Air Races	Reno, NV	
16-18	Northwest Section meeting	Ashland, OR	Peggy Blinco
16-18	South Central Section meeting	Odessa, TX	Betty Jones
23-25	Southwest Section meeting	Clear Lake, CA	Shirley Winn
30-10/2	North Central Section meeting	Columbus, OH	Juanita Fineman
30-10/2	Western Canadian Section mtg.	Victoria, BC, CAN	Audrey Webster

October

6-8	AOPA Convention	Nashville, TN	
15-16	New England Section meeting	TBA	Carol Stites
29-30	New York—New Jersey Section meeting	Rochester, NY	Doris Abbate

1989

7/4-9	99s International Convention	New York City, NY	Mary Helfrick
10/19-21	AOPA 50 Year Convention	Orlando, FL	

the GENERAL COUNSEL

By SYLVIA PAOLI

NASA 'incident' filing may forestall later problems

One of the greatest "safety valves" available to keep an airman from getting a fine, suspension or revocation of license from FAA is the NASA safety reporting program.

Within TEN days of any incident, you may file form NASA ARC 277 with the NASA Aviation Safety Reporting System. In California the mailing address is: P.O. Box 189, Moffett Field, California 94035. Other states have other addresses, and the forms are available from any FAA office, in person or by mail.

If violations are alleged against the airman, he or she may be entitled to a waiver of any proposed FAA penalty. Three requirements must be met: (1) the alleged violation was inadvertent and not deliberate; (2) the violation did not involve a criminal offense, an accident, or disclose a lack of competence or qualification to be the holder of a certificate; and (3) no civil penalty has been paid nor prior FAA violation been found since April 30, 1975.

The third requirement is, of course, a matter of record. You will need to fill out the NASA report to make clear the first two requirements are met. For example, if your incident is a gear-up landing, be sure to state in your description that despite

carefully going through the landing checklist, the gear inadvertently remained up. Do NOT give lots of details in the NASA report; stick to bare, necessary facts. If you are reporting a near-miss, state, for example, that you were at your proper legal altitude of _____, when you observed the other aircraft approaching from (direction) at approximately 300 feet (or whatever the altitude difference was) below or above you on a collision course, and you took evasive action to avoid a collision.

The reason for making a "bare bones" report is that if it is determined that the NASA report does NOT exempt you from imposition of a penalty, the FAA may **obtain and use against you** the report you made.

Once again, make NO admissions in the report, nor give irrelevant details, nor argue for your version of things. Simply state the facts in a manner most favorable

to you.

Your report must be sent by certified mail, with return receipt requested. Take it to the post office so you have your receipt stamped with the mailing date in case something happens along the way to delays things. You should, if all works properly, get back the top section of the report form, known as the "identification strip," stamped with NASA's date of receipt, AND your return certified receipt. Those two items are required to avail yourself of the claimed immunity if you are cited.

Always take advantage of the opportunity to file the NASA report --you never now when it can save you. In one instance, my client was saved from FAA prosecution by such a report when his aircraft ended up in power lines, upside down, on approach to a major jet airport. Just remember to keep it brief and neutral!

Think in 1988

Continued from page 2

for the future. The basic plan is to build a fund over 15 years, totalling \$3,000,000. The interest from it would be used to operate the organization, allowing us to keep dues under control. Additions to the fund could be made by anyone through gifts of cash, stocks, real estate, or life insurance. It's an exciting concept, but we need your ideas too.

Speaking of gifts, Pat and Sheldon Roberts, of the Central Oregon chapter, have done it again! They generously added \$29,000 to the building fund at the end of 1987, becoming our largest contributors. Pat and Sheldon's efforts will allow us to put many finishing touches to the first floor project. On behalf of all Ninety Nines throughout the world, we thank you both for caring and sharing.



PILOTS

Exceptional opportunities are now available with Trans World Airlines for qualified pilots who have:

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A college degree is preferred. Flying hours will vary with other qualifications. If you are interested, we'd like to hear from you. Please send your resume, including your flying history and licenses held, to: **TRANS WORLD AIRLINES, Pilot Recruitment, P.O. Box 20205, Kansas City, Mo. 64195. Equal Opportunity Employer M/F/H/V.**

TWA

SECTION

AUSTRALIA

Jenny Houghton joined a panel at Oshkosh on "Women in Aviation" during her U.S. visit. Jenny explained that much of our flying is done in inland Australia with only a handful of remotely spread navairs, and that kangaroos do not present a hazard at most facilities.

Jean Hoopmann, Neva Cavenagh, Jean March and Barbara Collins have completed a display on Australian Women in Aviation for the Aviation Museum at Port Adelaide.

Marcia Hremeviuc, a commercial helicopter pilot in Alice Springs, has enjoyed fascinating assignments such as tracking and recovery of payload from a "hiball" high altitude balloon.

Marceline Luck, Dorothy Herbert and Barbara Stott attended the Aviation Medical Society of Australia and New Zealand Conference, held in Melbourne.

Rosemary Colman is involved in organizing the International Navigation Congress, spotlighting "Navigation Developments and Techniques toward the 21st Century," to be at the University of NSW in Sydney, February 2-5,

1988.

Lores Bonney MBE, Australia's pioneer intercontinental aviatrix, celebrated her 80th birthday recently. Lores flew a DH 60 Moth solo from Australia to England in 1933, and from Australia to South Africa in 1937.

Western CANADIAN

...Convention recuperation
...Marking team seeks a short name...CASARA training...Alberta to celebrate 20 years—

The Section is slowly winding back up into full running order after a hectic few months of working on the convention... not to mention years of work before that. It feels rather strange not to be planning and preparing for it. The winter months have curtailed much flying activity, but indoor aviation is continuous.

B.C. Coast

While the good weather held through fall, we airmarked Qualicum Beach on Vancouver Island. This is a second airmarking endeavor for us, and it's

hoped this will be an ongoing project. It would, however, be nice if the name of the airport was a little shorter once in awhile -- first Chilliwack and then Qualicum Beach (the word "Beach" had to be included). Unfortunately we were unable to finish the airmarking before Queen Elizabeth and Prince Phillip landed on the island for a weekend prior to the Commonwealth Conference.

The chapter was once again asked to participate in the Remembrance Day Fly Past over Vancouver. While practices proceeded successfully for the Fly Past, the actual day was unfortunately, and once again, rained out.

Alberta

Wendy Baskin, Nancy Rand, and Margaret Gosling represented the 99s October 4 at the official opening of Southern Alberta's new air terminal at Claresholm Airport.

The weekend of October 10, 11, and 12 (Canadian Thanksgiving), Eleanor Bailey and Barbara Moxham attended the Alberta Aviation Council Convention at Kananaskis Lodge. New officers were elected and seminars held on air safety, Transport Canada regulation, medical issues, aircraft maintenance, Loran C, plus a humorous look at the psychology of flying. A membership drive was planned for the December meeting.

We'd like to welcome back former member Karen Wind, and new members Barbara Nixdorf and Patti Conrad.

A two-day Civil Air Search and Rescue Assn. (CASARA) training weekend was held November 21 and 22 at Claresholm. Margaret Gosling and her husband flew their Luscombe on a practice

Crash Site and ELT Search, garnering Margaret her registration as a trained pilot, navigator, and spotter with CASARA.

A celebration of the Alberta chapter's 20 year anniversary is planned for the Western Canadian Section Meeting* in Saskatchewan in April, 1988.

East CANADA

....'Bunch for Lunch' tours
aerobatic aircraft plant
.....Christmas potluck
....Schermmerhorn award
goes to Montreal—

First Canadian

Eight of us attended the First International Section meeting in Utica October 16-17.

We met November 15 for a successful Bunch for Lunch at Guelph Air Park, and had a tour of the new factory where the Ultimate Aircraft is being produced. Pilots were given an opportunity to test their interest in aerobatic flight with Gord Price and his staff.

Eastern Ontario

Monty Pacey, of Transport Canada, spoke on air traffic control in November. His talk was interesting and informative, leaving all with some good pointers.

Cathy Easton opened her home to our annual Christmas potluck supper. Lots of people, good food, a fun exchange of gifts, and a wintery vista from the windows of Cathy's home overlooking Carp airport all made for a great evening.

The 1986-87 Schermmerhorn Award went to the Montreal chapter. Donated by B.J. Schermmerhorn, the award is presented to the chapter in the



HAPPY AWARD WINNER—Barbara Stott, Australian winner of the Amelia Earhart Scholarship with Nancy Bird.

East Canada Section having the greatest percentage of its members APT. Congratulations to Montreal, which is also seeing an exciting revival of interest in 99 activities.

NEW ENGLAND

Connecticut

Last November's meeting was held at Meridan Airways on Meriden Airport. Guest speaker Robert Freeman, president of PTI, demonstrated his company's intensive training course for the instrument rating. Using a portable simulator, instrument student Vickie Scoones flew an

NDB approach.

Northern New England

Bruce Spiller indicated by letter that he's doing an economic impact study and support program on the Lakes Region Airpark. Bruce requests letters from all types users of the airpark, with reasons why this valuable facility needs to be supported. Wolfeboro Airport has been run by Ralph and Eleanor Horn as a privately owned facility for public use at no cost to the area.

Please direct your letters to Ralph and Eleanor Horn, Lakes Region Airpark, PO Box 485, Wolfeboro NH 03894.

NEW YORK — NEW JERSEY

....N.J. DOT request pulls volunteer response
...Xmas donations...99s team with Wings, Aerocats, QBs at holiday festivities...Mailed pitch shows potential—

Garden State

A Holiday Party was held at Janet and Dick Davis's house December 13.

Volunteers have come forward from our chapter, in response to the New Jersey Department of Transportation's (DOT) request for participation during emergencies. Scenarios include search and rescue (SAR), emergency airlift in declared disaster situations, and assistance in local emergencies wherein a disaster declaration has not been determined or executed.

North Jersey

Bob's Flight Deck restaurant at Lincoln Park Airport was the site of a Christmas party December 4, with guest Amelia Bearheart, a Falcon Jet, and other entrancing toys. These Christmas gifts were given by members, and along

with cash donated by guests, were delivered to the Anthony House shelter for homeless women and children in Jersey City.

Selma Cronin put in her last chapter appearance at the party, and is now happy in her new condo in Delray, Florida. She invites everyone to come on down.

Cathy Nickolaissen, a 99 and Director of the Aviation Division of New Jersey's DOT, was scheduled to speak on "Legislative Issues that affect Aviation." International Aerobatic Club co-sponsored the meeting, scheduled for January 16 at the Flying W Airport.

Greater New York

The annual Christmas party was held December 16 at the Wings Club, and we invited their members, too. Gifts and prizes were given for all sorts of categories.

A January business meeting at the Wings Club was to be held January 18. The agenda was to include final arrangements for the spring Section meeting, April 22-23 at the Vista International Hotel at the World Trade Center



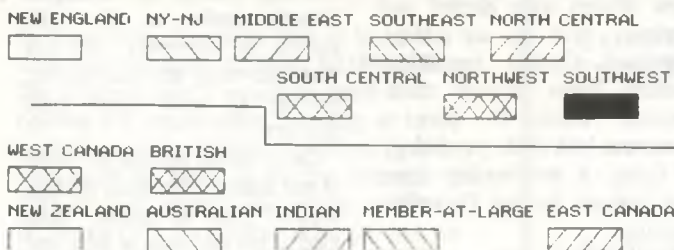
IFR TRAINING MEETING— Connecticut chapter members scrutinize Vicki Scoones as she flies a simulated NDB approach.

NEW RATINGS

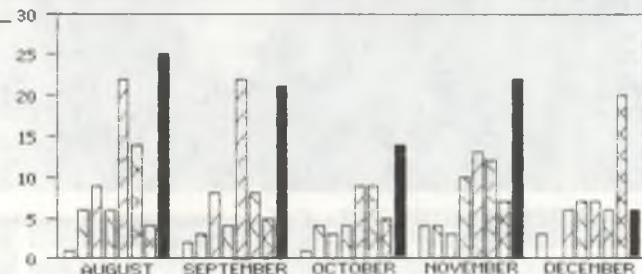
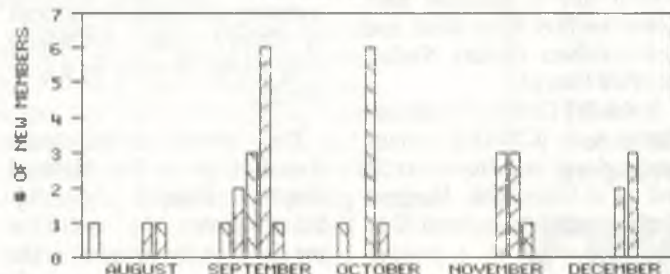
Ada Abernathy, CT chapter: instrument...Eileen Iandola, Eastern PA: commercial, MEL, instrument ground instructor...From WV Mountaineer are Carmen Van Dijken: instrument... Ellen Albritton: CFI...Jean Pickering: MEL...Morgan Hapeman: seaplane...Diana Honey, North GA: private...Sue Nealy, Chicago Area: MEL...Mary Hand, Greater KS City: commercial... Kay Crawford, Iowa: instrument...Helene Holton, Iowa: instrument...From Pikes Peak chapter

are Linda (Clancey) Maloney: commercial...Alice Palmer: A and P...Becky Wageman: CFI...Phyllis Wells: commercial power and glider...Cindy Wright: instrument...From Orange County are Anita Atwater: instrument...Linda Barker: CFI...Robin Luckinger: instrument...Jeanette Bell, Cameron Park: instrument...Patricia Fick, AZ Sundance, flight engineer.

CONGRATULATIONS ALL!



EACH ONE REACH ONE — Catchy name for a membership drive, huh? Our goal is 8800 by yearend 1988, an increase of over 38% above current membership of 6359. New members are not our only source, Stacy Hamm reminds. Non-renewals form a sizable loss for the 99s. Many quit when they are not actively flying, says Stacy, not realizing they may retain membership—and fun fellowship—regardless. The graphs below and right will show us how we're doing with each issue, courtesy of the carefully compiled, computerized efforts of Carole Sue Wheeler.



in New York City. Nina Claremont and Denise Lamneck are co-Chairs.

The annual "Meet the Authors" reception, co-sponsored by the Wings Club, is scheduled March 17. Doris Brell graciously agreed to Chair the event again. (Editor's note: At presstime, Doris Abbate said she understood the event was postponed.)

Eleanor Friede, former Chair, and PR Director for Corporate Angel Network (CAN), spent most of her time recently at home in Charlottesville, Virginia. Fran Fiorino, a journalist and brand new private pilot, has agreed to be the new Chair.

Long Island

We joined the Aerocats, a Long Island co-ed pilot organization, for a spirited holiday party at the Sea Haven Restaurant in Lindenhurst December 6. Chapter Chair Mae Smith led the merry group singing Christmas carols.

NY-NJ Section Governor Doris Abbate, Mae Smith, and Marilyn Copeland met to begin planning Star Search night for the 1988 convention at Shangri La, Oklahoma. They hope the event will unearth hidden talent among 99s.

Mae rescheduled our January and February meetings, partly to encourage new members too busy to attend the usual gathering on Tuesday nights. New time is the second Saturday each month at 10 am, Republic Airport. She hopes the move will also give incentive to members to log flight time. Mae is confident

of seeing many as yet unseen members at these alternative meetings.

New York Capital District

The Century House in Latham was the setting for a successful Christmas dinner December 17. Local QBs celebrated with their dinner the same evening, and at the same restaurant. Visiting between the two groups was encouraged, as some 49 1/2s and other guests normally with 99s attended the QBs' event.

Several prospective 99s showed up at the dinner for their first meeting. They'd learned of us from a special mailing sent in October, in hopes of attracting new members. The mailing invited all female and student pilots to attend our meetings, and explained who the 99s are.

MIDDLE EAST

...Teacher in Space' to be featured at spring Section meeting

...Peanut Festival fundraiser reaps returns

...Baron sales bring top honors to Bertles

Section members say they're looking forward to the spring Section meeting April 22 and 23, hosted by the West Virginia Mountaineer chapter. The meeting will be held in Parkersburg, West Virginia at the Blennerhassett Hotel. Guest speaker will be Niki Wenger, of the "Teacher in Space Program" and a member of the hosting chapter.

Western Pennsylvania

At least 164 members and friends turned out for an FAA Safety Seminar November 9. USAir's Ron Maness spoke on "A Typical Day in the Life of an Airline Pilot." John Barry, FAA Accident Prevention Specialist, talked about "Using the System."

Hampton Roads

We grossed over \$1500 October 10 at our annual pennies-per-pound activity at the Suffolk, Virginia Peanut Festival. November 8, eight members presented a videotape of the film TO FLY, then treated ten "Court Kids" to flights. The children are involved in the Juvenile Court System, and were chosen for the flights based on behavior.

Eastern Pennsylvania

The Wright Brothers Memorial Dinner, sponsored by the Aero Club of Pennsylvania, attracted several 99s' attendance December 17. Guest speaker was Charles Penniman of the Franklin Institute.

Twenty two members and two 49 1/2s had an excellent presentation on Narco's electronic equipment, as well as a

tour of the factory at our November meeting.

Many attended the annual Early Bird dinner of the Delaware Valley Historical Aircraft Assn., held on the hangar deck of the aircraft carrier Kitty Hawk.

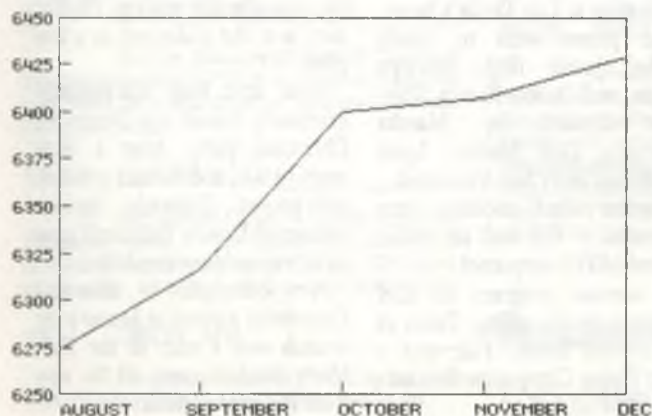
Congratulations to Joan Bertles! Joan won the "Legion of Honor" for highest unit sales of Beechcraft Baron aircraft, plus the "Circle of Excellence Award" for sales totaling over \$1 million. Her achievements enabled her employer, Ranson (Beech Aircraft Sales), to earn the "Walter Beech Award" for highest retail sales of piston and turbine powered airplanes.

West Virginia Mountaineer

Air-marking of Gallia-Meigs Regional Airport in Gallipolis, Ohio was accomplished November 14. We've also kept busy flying to spots such as Tulsa, Oklahoma; Virginia Beach, Virginia; Cape Cod, Massachusetts; Manassas, Virginia; and Cleveland, Ohio.

NEW MEMBERS: Susan Behrndt, Jan Bollinger, and Liz Drapela.

OF MEMBERSHIP



IN MEMORIAM

ANNE MARIE RAMBO

Anne Marie Rambo, a life member of the Phoenix chapter, departed December 6, 1987, just nine days short of her 90th birthday. Anne was a charter member of the San Fernando Valley chapter, a Southwest Section Governor, and a Trailblazer for the AWTAR. She was inducted into the Arizona Aviation Hall of Fame in 1985, one among five of the state's pioneer women fliers.

Accomplishment filled Anne's life, leading her to exciting flying and travelling adventures.

Anne earned her pilot's certificate in the early 1920s, then directed the training of Navy pilots at the outset of World War II at Glendale College in California, where she was a history professor. She was moved to Arizona after the naval training, as a Private in the Women's Army Auxiliary Corps (WAAC). Anne was later ordered to Stuart Field at West Point, New York to teach Army cadets.

In 1949 she officiated at the opening of the Amelia Earhart Exhibit in the Smithsonian Institution's Air and Space Museum, representing the Amelia Earhart Post of the American Legion. She later worked for Lockheed Corporation, travelling the world to lecture at colleges on the beginnings of the space program.

DON ANDERSON

Shreveport chapter reports the passing of Don Anderson, 49 1/2 of Eileen Anderson. Don was active in the Civil Air Patrol, and a big supporter of the 99s.



THE SEARCH GOES ON—Blue Ridge chapter participants are seated, left to right Louise White, Dot Penney, Vicki Maxwell, Tence' Rhea. Left to right, standing are Janice Berry, Madelyn Smith, Sue Christensen, and Lee Orr.

SOUTHEAST

Blue Ridge

Dolores Rhea presented a videotape on aviation at our Christmas party, held at the Hyatt Regency hotel in Greenville, South Carolina.

New officers for the coming year are the following: A. Lee Orr, Chairman; Dolores Rhea, Vice Chairman; Madeline Smith, Secretary; Janice Berry, Treasurer; and Dot Penney, Membership Chairman.

Florida Suncoast

Our Christmas party took place at the home of Connie Farrell. Santa arrived in a seaplane wearing white shorts, red shirt, leather jacket, beard, and a Santa's hat.

Plans were firmed up for a Young Astronaut program for kids aged five through 13

North Georgia

We gathered at the Terrace Garden Inn in Atlanta for December's Christmas Luncheon. Chairman Joan Smith introduced the 66s, and presented them with certificates.

NORTH CENTRAL

...Kline chosen as museum trustee...Helo staff gives rescue presentation—

All Ohio

Linda Blodgett hosted a great turnout for our November meeting in Mansfield, Ohio. A

tour of the control tower was enjoyed by all.

Jayne Herman presented a \$400 check to the chapter from the Flying Companion Seminar.

Linda Blodgett and Peg Figley will chair the 1988 Buckeye Air Rally at the Ashland, Ohio Airport.

Elinor Kline was recently elected to the Board of Trustees of the International Women's Air and Space Museum.

Greater Kansas City

The Greater Kansas City Chapter sponsored an 11th annual Wright Day Dinner December 6. More than 250 attended the gala event at the Richards-Gebaur Air Force Base. Pete Campbell, aviation consultant, lecturer and former chief of the Nashville FSDO, gave an informative and entertaining speech.

Greater St. Louis

We celebrated Christmas together with an exciting and fun party at the Washington Univ. Faculty Assn.'s Whittemore House. Thirty nine were on hand to reminisce about the old year, and to welcome the new one. Toys brought to the party went to the St. Louis Assn. for Retarded Citizens.

Iowa

Our November meeting was held in conjunction with the Experimental Aircraft Assn. (EAA). Guests of honor were the pilot and staff of the AirLife helicopter from Mercy Medical Center in Des Moines. They gave

a brief presentation on their duties during a rescue, and we learned the helicopter is the same model as the one used for the television show AIR WOLF.

A planning meeting was held at the home of Marcene and Carl Grant. We look forward to a busy 1988.

Lake Erie

Baron Aviation was our December meeting place. Chapter Chair Pat Baron hosted a gift exchange and refreshments. Edy Maxim presented an excellent slide show on her years of participation in Powder Puff and Angel derbies, with chapter race partners Bernice Barris and Annette Fedor.

We hosted an FAA Safety Seminar December 17, at Kent State Univ.'s Stark Campus in Condon, Ohio. The seminar dealt with maintenance and winter flying. Jane Prince, Jackie Salistean, Ruth Ensley, Dodie Jewett, and Marg Juhsz helped.

Ruth Love was a guest on Channel 5's MORNING EXCHANGE, and Pat Baron on Channel 3's CLEVELAND.

SOUTH CENTRAL

...Plans for Girl Scouts

...Copeland awarded—

Dallas

We celebrated with a Christmas Party at the home of Sandra Simmons in early December. Members were requested to wear holiday clothes to the party and to bring along a holiday companion.

El Paso

December 11 found us gathered for a Christmas celebration at Lois Doyle's home. Bingo prizes went to Sandy Shaffer, Joanie High, Marilyn Cragin, and Debbie Reavis. They were donated by Marsha Mascorro, Didi Shaffer, Lynn Stover and Betty Sue Yearwood.

Chapter-baked cookies were delivered to FSS and air traffic control (ATC) personnel.

A summer program for Girl Scouts is in the offing. Tours of the control tower, FSS, and a short Flying Companion Seminar will all be offered.

Kansas

Marilyn Copeland received the Kansas Aviation Honors Award November 13, presented by the Wichita Aeronautical Assn. during the eighth annual Wright Brothers Dinner. O.E. Dickerhoof, father-in-law of Dorothy Dickerhoof, also received an award. Both winners are part of a select group with significant contributions to aviation.

Twelve students participated in the chapter's Flying Companion Seminar, and another seminar is on the calendar for spring.

Marilyn and John Copeland hosted our Christmas party at their home.

Oklahoma

Our early December Christmas party was at the home of Charley and Shirley Brown. Nearly 60 participated in a gift exchange, and an abundance of hangar flying and companionship.

Pikes Peak

After hosting an activity-filled South Central Fall Section meeting, October was rest-up month! November, however, found us busy again with air-marking. Clancey Maloney, Joanne Wormsbacher, and Joan Boyd painted tires marking the crosswind runway at Meadow Lake Airport, and a week later repainted 17-35 there. Joanne, Clancey, Joan, plus Shron Roush, and Marge Potanko took part.

Phyllis Wells and Alice Palmer painted a big black X on the grass strip of the old Black Forest Gliderport. This famous spot relocated about 20 miles north. Alice was recently made assistant manager, and is busily readying the new site for soaring. Phyllis, also, is at the gliderport as a tow pilot.

Irene and Beat Wackernagel graciously hosted our December Christmas party. After a short meeting and a delicious potluck, well-known Colorado Springs balloonist Dewey Reinhardt gave us an enjoyable presentation.

We journeyed to Denver's Centennial Airport in January for brunch and a tour of the FSS. Marty Benham came all the way from Iceland to attend!

Purple Sage

Paul and Donna Tanner took first place, and new spots on the permanent plaque, after flying a 120-mile course in our third annual treasure hunt last October.

Dr. Howard I. Lukens, an active pilot and professor at the Univ. of Texas on the Permian Basin, gave a program on the Middle East at our November meeting.

Our first Flying Companion Seminar was November 21 in Odessa, Texas. Twenty enthusiastic students took part.

Finally, a yearly visit was made to the control tower and FSS with goodies in hand and happy Christmas wishes.

The January meeting focused on the subject of noise... its importance at an airport, to both pilots and non-flying public. Project Chairman Prissy Barbee mentioned she'd donated 31 pounds of food to the Permian Basin food bank at Christmas, plus toys. She wound up being interviewed by a newsman, and took the opportunity to tell all about the 99s.

Priscilla Barbee received her Phase II, and Mary Alice Tidwell her Phase I Safety Wings.

Shreveport

Program chairman Starr Stone surprised members with a pop quiz that had all struggling for

answers to aviation-related questions. Starr, having recently completed graduate school, was giving the chapter a taste of the academic world.

Jeri Saur is teaching Music Appreciation at Louisiana Tech and recently gave biennial flight reviews (BFR) to Janet DuCote and Karen Logan.

South Louisiana

A slumber party started our December meeting at Gloria Peterson's home in Baton Rouge. A board meeting was held at Ryan Field the following morning in Annette Salles hangar. Lunch and a fun gift exchange followed, along with a program on the Stormscope and foul weather flying.

Glad Streen, Dee Wilson, and Sandra Leder attended from Lake Charles. The Baton Rouge members were represented by Eleanor Lowry, Pat Ward, Gloria Peterson, Annette Salles, and 49 1/2s Emile Salle and John Nye.

Pat Ward is writing a state aviation newsletter. It's a first for the state of Louisiana, and is generating lots of excitement.

Gloria Holmes helped with the recent National Intercollegiate Flying Assn. (NIFA) competition in Thibodeaux.

Tulsa

A program on career op-

portunities was featured at the November meeting. Muskogee Hatbox airport manager Mary Kelly, FAA Designated Examiner Jennifer Toland, and Carol Thompson, a Modification Technician for American Airlines told of the requirements for their respective jobs.

Cadet Sergeant Julie Hunter was awarded a solo scholarship by the chapter during the annual Civil Air Patrol banquet in early December. Julie will start ground school at Tulsa Junior College, with 99 Carol Thompson as her instructor.

An "End of the Season" bash for 99s, 49 1/2s, 66s, and significant others was held January 2 in Jan Mauritson's hangar at Riverside Airport.

NORTHWEST

Intermountain

A successful membership drive was held in conjunction with our November meeting. It produced some very interesting stories on how and why members became pilots; we found it a good way to get to know both new and old members.

Thirty seven attended December's Christmas brunch, and played a game of "Which member is being described." Additional entertainment was

had when a MEMBER regaled us with the story of her first cross country flight, and her many misadventures along the way.

North Dakota

Fourteen members met in Fargo for a catered seafood luncheon and our regular November meeting. John Kline, avionics expert at Dakota Aero-Tech, gave an outstanding program on "What's New In Avionics," with particular emphasis on using loran and Stormscope.

Western Washington

Encouraged by the Paine and Seattle chapters of the Washington Pilots Assn., we scheduled to hold a Flying Companion Seminar Saturday January 30. Though much of December was spent planning for the seminar, members enjoyed a Christmas party at the home of Doris Wolfstone, held December 11, and several attended Greater Seattle's party December 7.

The spirit of last August's Section Connection in Vancouver is still alive. Members of the Long Island chapter sent us a large felt banner, made by their member Nancy Davis. We look forward to displaying it throughout the year. The Flying Companion Seminar was to be

CALENDAR

DATES

MARCH

5 SANTA PAULA, CA

Women Aviators of Ventura County at the Camarillo Arpt "O" Club. Admission free. Info: Lori Rees (805)486-2244 or Nadiene Beliveau (805)535-2138.

11-13 EUGENE, OR

2nd annual Class "A" Flight Instructor Refresher Clinic / Pilot Safety Seminar. Lane Comm. College. Info: Jerry Eames, OR Aero-nautics Div. (503)378-4880 or (800)452-9105.

16 TROY, NY

99s presentation at HVCC by the New York Capital District. Info: Harriet Bregman.

APRIL

9 FULLERTON, CA

Shirts and Skirts Air Race: hand-capped speed race with prizes. Rain date April 29. Info: Fullerton 99s, June Leach.

18-23 MANASSAS, VA

Aviation Safety Week, sponsored by Capital Area Aviation Safety Counselors, in conjunction with FAA-Washington D.C. FSDO. Events will include seminars, demonstrations, simulator competitions, preflight, and flight planning contests. Kick-off at Air and Space Museum April 18, 7:30 pm. Info: J. Milton Gilmore (703)557-5360.

MAY

27-29 BOSTON, MA

27th reunion of the P-47 Thunderbolt Pilots Assn. Info: Dan Kenney, Box 777, South Dennis MA 02660. (617)394-0021.

JUNE

27-29 EDISON, NJ

19th International Flying Nurses 13th annual convention, Arlington, VA. Info: Deirdra Marsh, 35 Grandview Ave., Edison NJ 08837.

JULY

22-23 SANTA MONICA, CA

19th annual Palms to Pines Air Race for Women from Santa Monica, CA to Bend, OR. Awards breakfast Sunday July 24. Race kits \$5 from Claire Walters, 13026 Psomas Way, Los Angeles, CA 90066.

the banner's first use, and again a week later at the Northwest Aviation Conference and Trade Show.

Carolyn Carpps's Young Astronaut Club has grown to 60 members this year. The group traveled to the state Capitol in Olympia December 11, where they received a Proclamation from Governor Booth Gardner, recognizing the program as an outstanding example in the state of Washington.

unicom. It was no small feat, and possible only with the help of the Sacramento Valley and Sierra Foothills chapters.

Our Christmas party at Mary Bovee's house was a happy time. All members attending brought and boxed homemade cookies to be flown and delivered to eight different towers, FSSs, FSDOs, and TRACONS.

Orange County



SECTION CONNECTION LIVES ON—Western Washington chapter 99s proudly display the banner presented to them by the Long Island chapter, and seamstress Nancy Davis.

SOUTHWEST

*...Two air-markings done with efforts of three chapters....China/US exchange program
...San Fran fundraiser
...Future 99 pops 12/19—*

Arizona Sundance

Margot and Gordon Myers opened their home to our annual Christmas party. All who attended had a wonderful time, and congratulated member Gaby Thorp and 66 Ann Buckley on their recent marriages.

Cameron Park

We co-airmarked two airports last fall: Georgetown, and more recently Swansboro, with name, elevation, runway numbers and

Our November meeting at Cynthia Shofer's home was highlighted by a slide and video show of the 99s foreign exchange with China in May of 1987. Speakers were Mary Ann Jamison, Eleanor Todd and Marci Mauthe. It was fascinating to see and hear about the differences between our two cultures, and China's slow development in general aviation.

Twelve intrepid members made a mid-week fly-in to Solvang. The weather dawned bright and beautiful following rainstorms of the day before.

At Christmas, Shark Island Yacht Club was again the scene of our annual party. Planned by treasurer Cynthia Shofer, the night brought a renewal of old friends and the beginning of new

ones. The Christmas Lights Boat Parade through Newport Bay was the only event to eclipse ours.

Sacramento Valley

Kris and Dick James hosted our Christmas party at their brand new home. In addition to a lively gift exchange, we enjoyed collecting gifts for a local family we'd "adopted" for Christmas.

A bus trip to San Francisco shopping outlets was our most recent fundraiser. Sixty-six Charlene Dornbeck organized a very successful event, and we're planning another to different outlets in the spring.

We congratulated Betty Alair on becoming a first-time grandmother and on her promotion to Regional Agency Manager for the Civil Service Employees Insurance Company. She's one of only two women to hold this position, which covers northern California and Nevada.

San Fernando Valley

December 5 found several at the annual fly-in to Santa Ynez Airport. Dolly Kunkie provided transportation to Solvang for holiday shopping and lunch.

"Ho!Ho!Ho!" is what everyone heard as Santa Claus made his appearance at our Christmas party, held at Barbara and John Black's home December 12. Good food and holiday spirit was enjoyed by all.

The packing and munching of the annual Cookies to the Tower took place at the Airtel Plaza Hotel, Van Nuys Airport on December 17. Lunch and delivery of the goodies followed. Six lucky members also received helicopter rides by random drawing, thanks to the efforts of Roy Schutte.

Proud parents Susan (Skalla) and Michael Kenner welcomed future 99 Kylie Alisa Kenner on December 19.

Hi there, and thanks. Response has been terrific, your words tremendously warm and welcoming toward me as editor of THE 99 NEWS. As challenges go, this is one I'm very excited about.

Before my housekeeping items, I'd like to share a poorly-kept secret: If the U.S. Post Office had to compete on an open market, it would be out of business tomorrow. The PO also never says "I'm sorry," so I will. I have awaited a mailing permit since January, and the delay has made your February issues late. Sorry for the inconvenience, and thanks for your patience.

I've been a 99 for a few years, though not actively. For five and a half years I worked for the WESTERN FLYER newspaper, the U.S.' largest regional for aviation, resigning as publisher last year. I remain a part-time editor, writer, and co-owner there.

The best address to use is this: PO Box 98654, Tacoma WA 98498-0654.

For overnight services, use this one: 8415 Steilacoom Blvd. SW, Tacoma WA 98498. Phone numbers listed in the directory are current.

Let's start a Letters to the Editor column. Typed treatises are definitely best, but handwriting is no problem if it's readable. Real readable.

A letter might be the string linking your soup can to others with whom you'd like to publicly communicate. They can infuse others with energy, telling of thoughts, inspirations and ideas.

Please don't shy away from controversial subjects; please do put your name at the end. Anonymous letters will not be printed. There is no assurance of publication, and letters may be edited, mostly for length or needed variation on a theme.

My facilities allow for good handling of color pictures. But whether photos are black and white, or color, doesn't matter very much. Good pictures reproduce well. If you're unsure, please send it and I'll see what I can do.

Thanks again for your kind welcome!

Robyn Scclair

Secretly, have you always dreamt of a spotlight to call your own? Do you sing, harmonize, act just like Sarah B., or offer other incredible public talent? Do you recognize these code words: "A flap ball change! A shuffle...!" LOST HORIZONS NIGHT at our 8/12 shindig could be your big break. (No, not your ankle.) Joyce Malkmes & Doris Abbate (NY-NJ) seek tap dancers to fill a rousing Rockettes-style finale. Plus—opportunities abound for affectations of all types. Plan now for a great time!!!! Call Joyce or Doris to be part of the fun this year in Shangri-La, OK!!!!!!!!!!!!!!!!!!!!

99s Take A Break In '88

Safari to Shangri-La

Shangri-La Resort, Afton, Oklahoma

*The Ninety-Nines International Convention
August 9-14, 1988*



In the northeast corner of Oklahoma's Green Country, surrounded on three sides by Grand Lake o' the Cherokees, is Shangri-La. A paradise within a paradise, Shangri-La is the resort that hosted the nation's governors for their 1982 annual meeting. Shangri-La takes great pride in its wide and exciting range of recreation. In addition to a modern marina for boating and fishing, the resort boasts 36 holes of challenging golf, championship-size tennis courts indoors and out, bowling, swimming indoors and out, health spas and much more.



Shangri-La has its own privately owned airport, Golden Falcon Airpark. Its 4,000-ft paved and lighted runway and instrument landing capabilities make Shangri-La the easiest U.S. resort to reach by private plane, corporate jet or charter. A temporary tower will be in place for our convention.

Free tie-downs and discounted aviation fuel are part of our package.



Prior to arriving at Shangri-La, you will want to attend the Dedication of the newly-expanded Ninety-Nines Headquarters Building. This dedication will take place at 10:00 a.m. on Tuesday, August 9, 1988. On the registration form you will find provisions for lodging in Oklahoma City for this dedication and for ground transportation to Shangri-La, if required.

The 1988 International Convention will officially begin on Tuesday evening. You will find the complete agenda on the next page. The convention this year will be a truly international convention being hosted by all Ninety-Nines from various sections and chapters. The program has been designed to provide educational experiences with many noted speakers.

There will also be seminars to help you understand and accomplish the worthy projects of The Ninety-Nines, Inc. We will hold our business meetings, honor the Amelia Earhart Scholarship winners, recognize some of our outstanding pilots, and then there will be time for fun and getting to know one another.

There will be a **MASH BASH** with music of the 50's, an **OKLAHOMA COUNTRY WESTERN NIGHT** when we can all kick up our heels, and then a **LOST HORIZONS NIGHT** where we can remember some old movies and stars — and see some of our own 99 Stars perform. Then the grand finale on Saturday night will be the **INTERNATIONAL RECEPTION AND STAR-STUDD PARADE OF NATIONS BANQUET** with music and dancing. All-in-all it will be an outstanding convention in a resort setting.

**The convention is under the direction of the:
International 99s Board of Directors
and**

Marilyn Copeland, Convention Chairman

1308 Kevin Road • Wichita, KS 67208 • (316) 686-0201

Don't Delay — Send in your Reservation Today — Safari to Shangri-La!

99s Safari to Shangri-La — 1988 International Convention Schedule of Events

TUESDAY, AUGUST 9, 1988

9 a.m.-5 p.m. Arrival, registration for hotel and convention
7:00 p.m. Opening ceremonies, Ground Safari begins
Keynote speaker, Gordon Baxter, Aviation Writer
Pow Wow reception with food

Convention Center Foyer
Convention Center Ballroom B

Lakeside Terrace

WEDNESDAY, AUGUST 10, 1988

a.m. Safari Breakfast
New Members Breakfast and Orientation
Charter Members, Past Presidents, BOD, Governors Breakfast
Air Treasure Hunt
Chanute Safari Tour and other tours, sports
Noon Buffet Luncheon, Clothes Horse Fashion Show
p.m. 99s Pros Nest Presentations
(Mt. Amelia expedition, flying the Atlantic, Membership,
AE Home, Aerospace Education, etc.)
Evening **Mash Bash**, outdoor costume party, live music, food

Convention Center Ballroom A
Garden Room, Main Lodge 2nd Floor
Top of the Towers, Vista Towers
Golden Falcon Airport
Check registration
Tahitian Terrace
Convention Center Ballroom B

Hogan and Safari Tent

THURSDAY, AUGUST 11, 1988

a.m. Safari Breakfast
BOD and Governors Breakfast and Meeting following
Under 35 Breakfast
Communications Session (pre-business, all members)
Noon **Amelia Earhart Luncheon**
p.m. **General Session**
Speaker #1: Dr. Lawrence Lay, Aviation/Aerospace Medicine,
FAA examiner, Wichita, KS
Speaker #2: Dr. Curtis Graves, NASA, Aerospace 2000; President,
World Aerospace Education Organization, Washington, D.C.
Evening **Oklahoma Country Western Night**, outdoor costume party,
live music, fun, food

Convention Center Ballroom A
Main Lodge
Tahitian Terrace
Convention Center Ballroom B
Convention Center Ballroom A
Convention Center Ballroom B

Hogan and Safari Tent

FRIDAY, AUGUST 12, 1988

a.m. Safari Breakfast
International Business Meeting
Noon **Awards Luncheon**, honoring 99s, airlines
p.m. **General Session**
#1 Women Airline Pilots Panel
Speaker #2: Admiral Donald Engen, former FAA Administrator
and National Safety Board Member; President, AOPA Safety
Foundation, Washington, D.C.
Speaker: #3 Margaret Lamb, Aviation Law and You, 99 and
aviation attorney, Questa, NM
Evening **Lost Horizons Night, 99 Star Search**, aviation flicks, food
at the concession stands, costume in aviation garb or as your
favorite character, fun with the stars

Convention Center Ballroom A
Convention Center Ballroom B
Convention Center Ballroom A
Convention Center Ballroom B

Convention Center Ballrooms A & B

SATURDAY, AUGUST 13, 1988

a.m. **Starship Safari Breakfast**, speaker, Mr. Max Bleck, President,
Beech Aircraft Corp., Wichita, KS
Airport Day, static displays, fly bys, aerobatics
Noon **Buffet Luncheon**
p.m. President's Open House
BOD Post Board Meeting
Flying Activities, BFRs, float flying, ballooning, sports
Evening **Reception and Star Studded Saturday Night**
Parade of Nations, States and Provinces
Dinner, dancing (semi-formal)

Convention Center Ballroom A

Golden Falcon Airport
Hogan and Safari Tent

Convention Center Ballrooms A & B

SUNDAY, AUGUST 14, 1988

a.m. Safari Breakfast
Non-denominational church service
Weather briefings and departures
Other departures

Convention Center Ballroom A
Convention Center Ballroom B
Golden Falcon Airport
Convention Center

General Notes of Interest:

Registration, Credentials, Hospitality Room, International Sales Boutique, 99 Fly Market, Educational Film Room, and Press Room will be open at appropriate times throughout convention in the Convention Center.

The Ninety-Nines, Inc. 1988 International Convention

Safari to Shangri-La

Shangri-La Resort, Afton, Oklahoma August 9-14, 1988

— REGISTRATION FORM —

Please complete and mail this form together with all checks and monies to:

**Pat Mlady/Safari to Shangri-La Registration
16 Via Verde / Wichita, Kansas 67230**

Registrant Information:

Name: _____

Address: _____

Telephone: Home (____) _____ Bus. (____) _____

Spouse Attending: _____

Other Guests: _____

Check Appropriate Boxes

- ☐ Charter Member
- ☐ Int'l Officer
- ☐ Section Governor
- ☐ Chapter Chairman
- ☐ Past President
- ☐ AE Bd. of Trustees
- ☐ New Member
- ☐ Under 35 years old
- ☐ Balloon pilot
- ☐ Helicopter pilot
- ☐ Glider pilot
- ☐ Airline/Corporate pilot
- ☐ Seaplane pilot
- ☐ Business/Pleasure pilot

— Convention Registration —

EARLY REGISTRATION DRAWING

Send in your registration form postmarked no later than June 10, 1988 and be eligible for a drawing for one round-trip airline ticket to the 1989 International Convention in New York. This ticket will be on American Airlines and will be from any U.S. city or U.S. gateway city (for international members) served by American Airlines.

Full convention registration includes:

- Five Breakfasts
- Amelia Earhart Luncheon
- Awards Luncheon
- Two additional luncheons
- Pow Wow Reception
- Three Theme Parties (dinners)
- Gala Banquet
- Live Music
- On-site transportation
- Hospitality Suite Refreshments
- Renowned Speakers
- Educational Seminars
- Registration Materials

PLEASE NOTE:

1. Payment must be received with registration form.
2. Forms may be copied.
3. No telephone registration can be accepted.
4. Cancellation fee up to August 1, 1988 - \$25.
5. Cancellation fee - August 2 to August 8, 1988 - \$100.
6. After August 8, 1988 - no refund.

Limited individual tickets available:

Luncheons \$25.00 Evening Events \$50.00

Reservations must be made by Aug. 1

The registration fee is the same for 99s, 49½s and other guests. All may attend all functions with the exception of the communications session and the business meeting — these are restricted to 99s only.

No. Required

_____	Arrival Tuesday, August 9, 1988 — \$250.00 each	\$ _____
_____	Arrival Wednesday, August 10, 1988 — \$240.00 each	\$ _____
_____	Arrival Thursday, August 11, 1988 — \$225 each.	\$ _____
_____	Children's registration (10 or under) — \$175 each.	\$ _____
_____	Total registrations submitted —	\$ _____

(make check for registration payable to The Ninety-Nines, Inc.)

— Transportation —I/We plan to attend Ninety-Nine Headquarters Dedication in Oklahoma City Yes ☐ No ☐**Arrival in Oklahoma City**

By Car	_____	Date: _____	ETA: _____
By Private Plane	_____	Date: _____	ETA: _____
		Make: _____	N#: _____
By Airline	_____	Date: _____	ETA: _____
		Airline: _____	Flt No.: _____

Arrival at Shangri-La:

By Car	_____	Date: _____	ETA: _____
By Private Plane	_____	Date: _____	ETA: _____
		Make: _____	N#: _____

Arrival at Tulsa International Airport:

By Airline	_____	Date: _____	ETA: _____
		Airline: _____	Flt No.: _____

To book special convention airfares on American Airlines or to obtain information on other airline schedules, please contact Pat Mlady at (800) 346-3025 Ext. 492 or (316) 685-1118 - collect; or (316) 733-2933 (evenings).

— Ground Transportation —

If you are arriving in Oklahoma City or Tulsa by airline you will need ground transportation to Shangri-La. The charges for these services are listed below. Please indicate what service you desire and for the proper number of people.

Tuesday, August 9, 1988

Oklahoma City to Shangri-La (one-way)	No. Required _____ @ \$35.00	\$ _____
Tulsa to Shangri-La (one-way)	No. Required _____ @ \$22.50	\$ _____

Sunday, August 14, 1988

Shangri-La to Tulsa (one-way)	No. Required _____ @ \$22.50	\$ _____
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Total for ground transportation (make check payable to Warren Travel)

\$ _____

Rental car rates quoted on request. Call Pat Mlady.

— Hotel Reservations —**Oklahoma City (Building Dedication)**

Embassy Suites Hotel — Rate includes evening cocktail party and full breakfast. Courtesy car from airport.

1 or 2 people — \$75.00/night per room

3 or 4 people — \$80.00/night per room

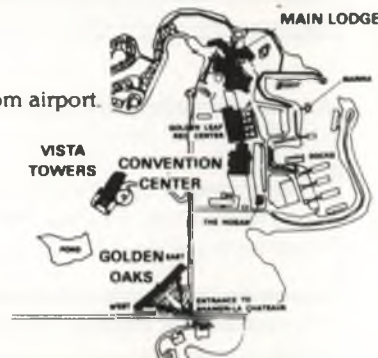
Shangri-La (Convention)

Main Lodge - (1 to 4 people) — \$72/night per room

Golden Oaks - (1 to 4 people) — \$72/night per room

Vista Tower Deluxe Room - (1 to 4 people) — \$88/night per room

Suites are available - rates on request.

**Accommodations Required. (List both Oklahoma City and Shangri-La Requirements)**

Hotel	Arrival Date	Departure Date	Type Accommodation	Names of Occupants (Bracket those sharing same room)
Embassy Suites:				
Shangri-La:				

Each hotel requires the prepayment of one night's lodging or a credit card guarantee. **If making prepayment by check, make your check payable to Warren Travel.** If making guarantee with credit card, please provide the following information:

Credit Card Company _____	Name of Cardholder _____
Credit Card No.: _____	Exp. Date _____

Enclosed is my check for hotel deposits in the amount of \$ _____. (Make check payable to Warren Travel.)

Remember, mail this form to Pat Mlady (address at top of previous page).

**Watch for further details on golf and tennis tournaments,
ground safari trivia, air treasure hunt — to be announced later.**

CLASSIFIEDS

20 Words * 2 Issues * \$15

99 Classifieds Work Great!! Ad Form:

Over 20 words, add 38¢ per word, per issue

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(7-\$15)

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...welcomes every man and woman pilot who soloed powered craft 25 years ago.

Send \$10 check with date, place and facts of your solo for a complete membership kit, pin, cards, certificate, etc.

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For Visitors to Australia:

John Walton, son of Nancy Bird, offers special rates to visiting pilots for charter of Aerostar or Partenavia twin-engine aircraft, at a rate of \$1 per mile.

This includes fuel, all airport charges, and an experienced, fully rated IFR pilot to act as your tour guide.

His aircraft are kept in peak condition, carry up to five passengers per aircraft, are fully IFR, dual control, charter category, with all liability insurances.

You do not pay for waiting time, instrument approach time or distances, nor do you pay extra for headwinds (this can save you heaps).

John mentions that he is forced to charge \$35 per non-flying day for his pilots—reduced from \$60—plus the cost of pilot accommodation when away from base.

This represents a saving of about 30% on aircraft charter alone, and the pilot only costs you the accommodation and the extra \$35 if not flying.

This may be the way to see a lot of Australia from the air, log up some flying hours, and have none of the hassles or big costs.

For more information
contact John
AERO ASSOCIATES
Box 8
NARROMINE 2821
AUSTRALIA
Phone 068 89-3314



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99 NEWS—PO Box 98654, Tacoma WA 98498

FAA materials offer good, quick tips

Thoroughness is key to winter flights

At the Northwest Section's recent Board of Directors meeting, an intriguing mental exercise came up over lunch. At a past meeting of her chapter, a woman explained, everyone was asked to jot down their personal limits when it comes to flying. She expressed the reservations she'd felt about this "exercise" at the beginning. She and others thought if their self-imposed restraints were read aloud, they'd be able to identify each other.

Another at the table explained her learning from an aviation seminar: You're talking to yourself. In the heat of a tricky situation. You're frantic. And without knowing inside your mind how far you're willing to go -- personal limits -- you're also rendered unable to know clearly when you're exceeding the limits. But you'll certainly sense discomfort.

Judgment contained in personal limits becomes a vital tool when flying in inclement weather, such as the unpredictable storm season of the southwest, or the steady crud of winter that'll have a pilot explaining with precision, "It's socked in."

I wondered how knowing one's personal limits affects the other major factor in success at flying, which I sum up as doing what we know we should do, all the big and little things.

Another at the same luncheon table

mentioned her husband, a United pilot. When conversation turned increasingly to judgment, she mentioned he had flown a simulated approach with the same weather programmed into the machine that had actually downed an airliner. Her husband had been unwillingly to continue the approach, she said, because it was so obvious to him the aircraft would not fly through it intact. His feeling was, she concluded, "They should never have flown into that to begin with."

Of course they shouldn't have. You shouldn't start a plane in extremely cold weather without pre-heating first, unless the plane's been in a heated hangar overnight. You should not embark on the season's first flight that'll force you to use cabin heat without first inspecting the system. FAA accounts numerous mishaps each year to carbon monoxide poisoning, due to cabin heater shrouds enclosing the muffler or exhaust. You should get a complete pre-launch weather briefing, and updates at later stops. You should know enough about how things work under the cowl to understand engine and fuel icing before it gets quiet.

This list of shoulds and should nots could run for a ways here, and we'd still not know why pilots so often don't do what they know they should do. Perhaps it's all something

that should go on a list of personal limits.

FAA offers several easily-read, concise publications giving good winter operation tips. The most complete is called **Tips on Winter Flying**, FAA-P-8740-24. **Handle like Eggs** (P-8740-16) is a quick page-and-a-half covering the gyro instruments, their care, and tips on failures. **Descent to the MDA and Beyond** (P-8740-9) won't tell you, or shouldn't anyway, what you don't already know if instrument rated, but is presented in a single page of review points. **Engine Operation for Pilots** (P-8740-13) is presented in two parts, one authored by Teledyne Continental, the other by Avco Lycoming. Between them, tips for all aspects of engine operation are covered. For the complete review treatment, and a mighty reference to have on hand, get **How to Obtain a Good Weather Briefing** (P-8740-30A).

Some of the most enjoyable flying in winter is done on those crystal clear, cold days, when airplanes run so well in all that thick air. A day-long trip in such weather across Washington state's Cascade mountains was simply the stuff of postcards. My best winter flying tip has to be to try for such days, when the beauty will make up for the trouble of pre-heating, and a high priority question is whether the pilot is current with a camera.

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