

THE 99 NEWS

Vol. 14, No. 5

May/June, 1988



INTERNATIONAL WOMEN PILOTS



Why are these women smiling?

Section Connection!

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PRESIDENT'S

By BARBARA SESTITO

Message

Reentry conflict; Strother retires

It was the saddest letter I had received as president, and from a long - time member who implored me to keep her story confidential. She didn't want me to do anything, but just to listen to her. I don't know this member personally, but she need not worry; her story could've been written by any member, possibly one in your chapter.

The story is familiar. A woman joins The Ninety - Nines filled with commitment and enthusiasm. She works hard for the chapter, supporting its activities and programs. She serves on all kinds of committees and becomes chapter chairman. With commitment that's complete and sincere, she becomes a mainstay of her chapter.

This member either owned or had access to an aircraft. She was current, often volunteering herself and her aircraft for flying events. She always had an extra seat for whomever needed it.

Then changes begin. The most common are family oriented; the demands of small children, the health of a child or husband, job relocation, divorce or remarriage. A member may make a major career change or return to college. These, and other, considerations force her to change her priorities.

Additional pressures of personal finances and health may deny a member the ability to remain current as a pilot. As a result of any one of these factors the member usually becomes inactive.

Down the road, other changes take place and the member finds herself able to become active again. Re-entry for most is met with welcome arms, but for some it's a very painful process.

This 99 was met by somewhat unfriendly members when she returned. "Who are you?" they seemed to say. Or, an elitist attitude was felt: "Since you are not current, you are not as good as we are." Her chapter's emphasis was on winning a Section trophy based on the percentage of membership actively flying, rather than administering to the needs of its members, and carrying out the goals of the organization.

The result of this kind of attitude is usually the loss of a member, and untold bad feelings toward the entire

organization.

An obvious solution to this problem is to do away with all trophies based on the percentage of members, especially those requiring a member to be a current pilot. Many Sections are awarding trophies based on individual effort, or outstanding chapter projects.

At our 1975 International Convention in Coeur d'Alene, Idaho the bylaws were revised to eliminate any reference to the currency of any member except those initially joining the organization. The category termed "inactive member" was eliminated. It was the wish of the membership that all 99s be considered "active" regardless of their currency as pilots, and that one need not be a current pilot to rejoin The Ninety - Nines.

The "once a 99, always a 99"

philosophy emerged and has been proven to be a great asset to the organization. Currency is not a prerequisite for a member to participate in chapter activities. Regardless of the status of her pilot's certificate, a member can -- and does -- work to support the chapter by her efforts in chapter events, sharing the expenses of flying, financing chapter activities, and by enriching the heritage of the organization with her experiences and history. All it takes to be an "active" Ninety-Nine is the love and understanding of flying, and the willingness to participate.

Dear Dr. Dora -- Thank You

I once introduced Dr. Dora Strother as "everybody's grandmother." Her unique



Dr. Dora Strother

sense of humor saved me from a terrible disaster commonly known as foot - in - mouth disease. In Vail, Colorado for our International Convention, Dr. Dora was the featured speaker at the Amelia Earhart luncheon. Former First Lady Betty Ford (a local resident) was also in attendance and had agreed to a brief presentation.

The luncheon was located at the 12,500 foot level of a local mountain accessible only by aerial tram. I was called upon to emcee the luncheon on the spur of the moment because altitude sickness had claimed Hazel Jones, the planned emcee. One can hardly breathe at 12,500 feet, let alone talk, so it was one of the quietest Ninety - Nines events on record.

Dr. Dora gasped at my "intro" and then proceeded to steal the show from Betty Ford. To this day, I don't know what possessed me. It must have been the altitude, because she deserved better.

Dora Jean Dougherty Strother learned to

fly in 1940 at Northwestern University, and joined the Chicago chapter 99s the same year. A WASP from January 1943 until December 1944, she performed tracking and live - fire tow - target missions for anti - aircraft guns, drones for anti - aircraft, co-pilot for General Frank Armstrong, engineering tests, cargo, transport, demonstration and instruction. Dora has the distinction of having flown as the first woman pilot aboard the B-29, B-17, B-34, A-20, A-24, A-25, C-47, C-46, plus most military cargo and training aircraft.

After World War II, Dora was a flight instructor in New York and Chicago, and by 1949 was giving primary, advanced and instrument courses at the University of Illinois. She transferred to the university's Aviation Psychology Lab., and became chief pilot in 1950, flying for research projects involving development of aircraft controls, displays and simulator design.

Dora earned a Master of Science degree in 1953, then spent the next two years on her Ph.D. at New York University. Afterward, she returned to the University of Illinois as a research associate at the Aviation Psychology Lab.

Dora took a job on the Human Factors Staff of the Martin Company in 1957, moving to Baltimore, Maryland. She moved again in 1958, this time to the Bell Helicopter Company in Ft. Worth, Texas, and became Human Factors Engineer. She was promoted to Chief of Human Factors Engineering and Cockpit Arrangement Group in 1962.

Dora's rotary wing rating came in 1961

-- the 27th woman in the free world to earn it -- and set world records for Class E, Feminine Altitude without payload (to 19,385 feet) and nonstop distance without payload (405.83 miles). Both records, formerly held by the Soviet Union, were flown in a Bell 47G-3 helicopter.

Dora's licenses include Airline Transport Pilot (6th U.S. woman), instructor, instrument and instrument instructor, AS and MEL, ASES, commercial glider and rotorcraft, and groundschool instructor with Link operator.

Dora's service to the 99s includes chairing the Chicago, Central Illinois and Ft. Worth chapters, chairman and vice-chairman of the Amelia Earhart Memorial Scholarship Board of Trustees, plus banquet speaking at all levels.

With all these accomplishments, degrees, accolades and awards, Dr. Dora has served a total of 16 years as a trustee of the Amelia Earhart Memorial Scholarship Fund. She pioneered and implemented our Research Scholar Program, resulting in four grants awarded. Three are now completed and copyrighted, forming the beginning of our literary contribution to the field of aviation.

It was my melancholy duty to accept Dora's resignation as a permanent trustee April 10. She will, however, remain as a consultant to the Research Scholar Program.

Dear Dr. Dora. Thank you. You will be missed, and you leave very large shoes to fill. You may look like everybody's grandmother -- but I want to be just like you when I grow up.

THE 99 NEWS

Magazine of the International Women Pilots

May/June 1988 Vol. 14, No. 5

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JUNE

24-26 **BATON ROUGE, LA**
CFI revalidation clinic, \$75. Sponsored by NE Louisiana U aviation department and State of Louisiana. Info: Kevin Murphy (504)929-7754.

25 **LONG ISLAND, NY**
Pennies - A - Pound rides at Republic Airport sponsored by Long Island Chapter. Info: Doris Abbate.

25 **HANSCOM FIELD, MA**
FAA safety expo 1988.

25-26 **INDIANAPOLIS, IN**
Sounds of Freedom Airshow at Mt. Comfort Airport. Info: Lou Shake (317)636-6909.

26 **ST LOUIS, MO**
Parks College 61st year open house and fly-in at campus in Cahokia, IL. Info: PR Office, Parks College, Cahokia, IL 62206.

JULY

Air Show '88 with warbirds and aerobatics and static displays. Info: Kim Bracher (303)925-8698.

10 **HAGERSTOWN, MD**
Pig Roast Fly-in or Drive-in, Hagertown Airport for the Gerda Ruhnke Memorial Flight Scholarship. Rain date July 17. Call Lin (703)476-5845 or Beth (301)733-7605.

15-17 **AUBURN, AL**
21st Annual Flight Instructor Recertification course by Auburn University and Progressive Pilot Seminars. Info: (205)826-4370.

15-17 **ARLINGTON, WA**
19th Northwest EAA Fly-in, sponsored by EAA chapters of Pacific Northwest and British Columbia. Info: NW EAA Fly-in, 4700 188th NE, Arlington, WA 98223.

22-24 **SANTA MONICA, CA**
Palms to Pines Air Race. Contact Claire Walters, Palms 99s, 13026 Psomas Way, LA CA 90066. (213)397-2731.

29-5 **OSHKOSH, WI**
Experimental Aircraft Assn. Convention at Wittman Field. Info: EAA, Wittman Field, Oshkosh WI 54903.

30-8/14 **DAYTONA BEACH, FL**

the GENERAL COUNSEL

By SYLVIA PAOLI

Wrap-up: benefits of NASA report forms

Once again I would like to encourage all pilots to make free use of the NASA safety reporting system, both for reporting mishaps and for reporting denied use of airspace. While an airman can only use the immunity provided by the NASA report once every five years, (not once since 1975, as was erroneously printed in an earlier article) a pilot can file as many reports as he/she wishes.

You should note the extent of the immunity provided: it prevents the imposition by the FAA of a civil penalty (monetary fine), or a certificate suspension if they find a violation of the FARs. It does NOT prevent a finding that the airman did, in fact, commit the violation, and that finding will remain in the airman's record.

All NASA reports should be submitted to

NASA, Ames Research Center, Moffett Field, California 94035. The reports are totally confidential so long as the immunity criteria set forth in an earlier article are met.

According to an FAA Advisory Circular, in considering the type and extent of enforcement action to be taken in a particular case, the FAA considers the following factors: (1) nature of the violation; (2) whether the violation was inadvertent or deliberate; (3) the certificate holder's level of experience and responsibility; (4) attitude of the violator; (5) hazard to safety of others which should have been foreseen; (6) action taken by employer or other government authority; (7) length of time elapsed since violation; (8) certificate holder's use of the certificate; (9) need for special deterrent

action in a particular regulatory area, or segment of the aviation community; and (10) presence of factors involving national interest, such as the use of aircraft for criminal purposes.

As a practical matter, the FAA legal counsel's office in Washington has recently issued standard "guidelines" as to the types of enforcement actions that should be taken for specific types of violations, and it is getting increasingly difficult to get any regional legal counsel to vary much from those guidelines. They have, in some instances, been called on the carpet by their superiors to explain why they made a deviation, and counseled not to do the same again. We would hope, of course, that most 99s will have no occasion whatsoever to be concerned with enforcement matters.

Sun Seminar '88 at Embry-Riddle Univ. for ages 16-21. (904)239-6185.

AUGUST

8 OKLAHOMA CITY, OK
New Headquarters dedication at Will Rogers World Airport. Info: Barb Sestito.

8-14 AFTON, OK
International Convention at Shangri-La Resort. Info: Marilyn Copeland.

SEPTEMBER

16 ASHLAND, OR
Northwest Fall Section meeting, Ashland Hills Inn by Willamette valley/Southern Cascade chapters.

16-18 GOLDEN, CO
Mile High Air Derby from Denver, CO to Saratoga, WY. Sponsored by Colorado chapter. For race info send \$3 to 14437 W 32nd Ave., Golden CO 80401-1475.

23-25 LIBERAL, KS
Centennial air event and reunion, dedication of Liberal Air Museum, airshow. Info: James Bert (316)624-5263.

24-25 WILMINGTON, DE
18th EAA East Coast fly-in sponsored by East Coast EAA Chapters at Greater Wilmington Airport. Info: EAA East Coast Fly-in, 2602 Elnora St., Wheaton, MD 20902-2706.

29-10/1 FT. STOCKTON, TX
First reunion of Ft. Stockton AAB/Gibbs Field personnel. Info: Chamber of Commerce, POBox C, Ft. Stockton, TX

79735.
30-10/2 POMPANO BEACH, FL
Southeast Section Fall Section Meeting.
30-10/2 ODESSA, TX
South Central Fall Section meeting, sponsored by Abilene Area/Purple Sage chapters.

OCTOBER

7,8 PHOENIX, AZ
Kachina Doll Air Derby, Phoenix 99s. Info: Curt Tinsler, 18626 N. 9th Ave., Phoenix AZ 85027. (602)869-0762.

21-23 SALINAS, CA
13th annual Salinas His and Hers Great Pumpkin Classic Air Race, approx 250 miles. For a \$3 race kit or info: Bill Childers (408)422-3792. Co-sponsored by Salinas Owners and Pilots Assn. and Monterey 99s.

Scholarship named for Page

ALEXANDRIA, VA - Alacia Lane, international president of The Whirly - Girls Scholarship Fund, Inc., made known that a second \$4000 scholarship will be awarded in memory of Tony Page, Whirly - Girl no. 67 who died March 17, 1988. For 36 years, Tony, also a 99, was the editor / publisher of the popular, widely read **Cross Country News**.

The 1989 Tony Page Memorial Scholarship will be awarded to a deserving woman pilot for use in obtaining her initial helicopter rating.

Since 1968, the annual Doris Mullen Memorial Scholarship has been given in memory of Doris Mullen, Whirly - Girl no. 84. The \$4000 award will again be given, according to Lane, to a Whirly - Girl for use in adding advanced or transition helicopter ratings to further her standing as an experienced pilot in the helicopter industry.

Applicants for the 1989 scholarships must have proof of financial need.

Qualifications for the Doris Mullen Scholarship are a Rotorcraft: Helicopter license, either FAA issued or a foreign equivalent. Applicants must be representative of the high standards upheld by The Whirly - Girls, which will look for those who have demonstrated a strong desire and sincerity to pursue a career as a helicopter pilot.

The Tony Page Memorial Scholarship requires an airplane, balloon, or glider pilot license, and sincere intent to pursue a career in aviation, specializing in helicopters.

Organized in 1955 by the world's 13 only women helicopter pilots located in France, West Germany and the U.S., The Whirly - Girls now number 625 in 24 countries.

Applications for the 1989 scholarships will be available after July 1, 1988 by writing to Alacia Lane, International President, The Whirly - Girls Scholarship Fund, Inc. 4718 Brenton Oaks, Grapevine TX 76051.

Leonard wins NIFA honors

MONROE, LA - Cory Leonard of San Jose State University won top female pilot honors at the recent SAFECON 88 competitions, a national contest of pilot skills organized by the National Intercollegiate Flying Assn.

More than 40 Ninety-Nines from all over the United States gathered at Monroe to help conduct the annual event. The top pilot of the air meet was Kent Boston of the University of Illinois. The national championship award went to the team from the University of North Dakota.

In addition to spending hours and hours working on the contest, several awards were presented by the Ninety-Nines. International Vice President Gene Nora Jessen and Past President Lois Feigenbaum presented the Women's Achievement Awards to Lynn Ebert of San Jose State University, Dena Schalen of Metropolitan State and Karen Brown of the US Air Force Academy. Each received an Amelia Earhart medal and a cash prize.

The Arlene Davis Award, significant as the top woman pilot, was won by Leonard. She received a silver tray and cash awards, presented by Joan Mace from the All Ohio chapter.

Pat Roberts of the Central Oregon chapter

NIFA—Cory Leonard took top honors at the NIFA contest held in Louisiana recently. Pat Roberts and Carole Sue Wheeler were chief judges of the event.



was chief judge and Carole Sue Wheeler was chief ground events judge. Hazel Jones, immediate past president, was master of ceremonies for the awards banquet.

The Ninety-Nines have been extremely supportive of the NIFA program, providing about 20 percent of the annual budget for the competition. In addition, Ninety-Nines

provide countless hours of assistance as judges and workers at the competition.

The NIFA competition includes individual and team activities in a wide variety of flying activities. Included are short field landing, precision landing, air drop, aircraft recognition, instrument proficiency, navigation, computer accuracy, preflight inspection and scan contest.

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Modern Maturity

LORAN comes of age

By Peter S. Lert

looking back:

Of course, LORAN itself has been around for quite a while. Developed initially as LORAN-A in the latter years of World War II, the system was crude and difficult to use...but it worked. With the development of LORAN-C, it became sufficiently reliable and easy to use so that it quickly became attractive to smaller marine operators such as commercial fishermen, rather than just to the Navy or merchant marine ships, and military and airline aircraft, large enough to carry both the heavy equipment and a full-time navigator to operate it.

That remained the situation well into the late 70s. In 1979, for example, I was flying a Navajo for a geophysical survey firm in Alaska (being an aviation writer means you have to have a real job now and then!), and that airplane was equipped with LORAN-C. Not that it did me any good as a pilot, of course; the Raytheon receiver, which was about the size of a steamer trunk, simply provided raw LORAN time difference signals which were recorded on the same magnetic tape as the geophysical data from magnetometers and the like. It took a computer about the size of a couple of T-hangars, back in Houston, to actually translate the signals into physical locations. Not even my flying technicians, who controlled the monster via a computer terminal bigger than the one on which I'm writing this article, could tell me more than whether it seemed to be working or not, and that only part of the time. (Admittedly, these unsung heroes often had other things on their minds. Try spending ten or twelve hours riding through heavy low-level turbulence with your eyes glued to a graph recorder, and you'll understand

With FAA acceptance as a primary future navaid, new designs and features cropping up left and right, and the mid-continent gap slated for closure, LORAN has come into its own as the navigation system for the year 2000 and beyond.

If there's any single facet of general aviation development during the last few years that would have to be called an unqualified success story, it's the evolution of LORAN-C. In fact, the development of this system from a technical curiosity to a full-fledged and mature navigation system would be impressive even against the background of the general aviation boom of the late 1970s, let alone the current economic and production doldrums.

why they called themselves the "Black Sheep Squadron...as in, "yes, sir, yes, sir, three bags full..."")

It was at about this time, though, that a new development appeared on the scene, not only of LORANs, but of electronics in general. This was, of course, the microprocessor; within a couple of years, the computer that filled a couple of T-hangars shrank to about the size of an attache' case.

Even at that, it took a while for us aviators to catch on to the potential. LORAN had always been considered a system for marine, not aircraft, navigation, and the coverage patterns of its various station groups, or "chains," was optimized for the Great Lakes, the Mississippi, and coastal and Gulf waters out to about 1000 miles offshore. Moreover, it was operated by the Coast Guard, and the FAA had long taken an "NIH" attitude (Not Invented Here) toward the system. Perhaps the animosity dated from the time the Commandant of the Coast Guard got not only a shiny new Gulfstream, but the registration N1 to put on it, while the

*the microprocessor;
within a couple of
years, the computer
that filled a couple of
T-hangars shrank to
about the size of an
attache case.*

.....

FAA Administrator had to make do with tired old N6, a mere Lockheed Jet-Star...

At any rate, the first aviation LORAN experiments were pretty bootleg operations. Texas Instruments came out with one of the first microprocessor-controlled LORANs relatively small enough and cheap enough (at about 3 grand) for recreational boats; the unit was popular enough that, inevitably, a few found their way into airplanes. At the same time, a couple of smaller firms—notably Il Morrow in Oregon and MicroLogic in California—took the unheard-of step of actively championing the use of their equipment in airplanes.

I can well recall some of my own first experiences. First, I tried a TI unit. Marine-radio pundits told me it would lose track of its location as soon as I got it going faster than about 50 knots. I took it up in Air Progress' trusty F33A Bonanza, and it never missed a beat, clear out to redline. In fact, it worked so well, despite its size, weight, and marine orientation and features that I was bitterly disappointed when I had to give it back. A couple of weeks later, I got my hands on one of the first Il Morrow Avenger 502s—with fewer bells and whistles than the TI, but so inexpensive that it became realistic for even light, fixed-gear singles like my own Yellow-Bellied Moneysucker (an elderly Cessna 180). In nearly a decade since then, I've rarely flown without LORAN whenever possible. I've used it for everything from avoiding TCAs near home to numerous Atlantic crossings—and over the years, I've watched units available to pilots evolve to the point that you now pay less for a unit with features that would have been called wild Buck Rogers dreaming than you would have for the most basic aircraft LORANs five or six years ago.

basic aircraft lorans:

Since then, the development of LORAN-C sets designed specifically for light aircraft has been very rapid. Texas Instruments came out with the first one; at the time, "state of the art" meant a box about the size of a vacuum-tube navcomm, storing a mere 10 waypoints which had to be entered in latitude/longitude format. Moreover, when first introduced, the unit cost \$8000, although its price was later reduced considerably. For your money, though, you got a unit that was FAA type-accepted for

Please see LORAN, page 9.

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 years or under) — \$175 each.	\$ _____
_____	Total registrations submitted —	\$ _____

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

(continued on other side)

— 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) 835-0206 (days) 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 \$ _____

Total for ground transportation (make check payable to The Ninety-Nines, Inc.) \$ _____

Rental car rates quoted on request. Call Pat Mlady 800-835-0206.

— 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 Kurdian 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 Kurdian Travel.)

— REMEMBER —

Mail this form to Pat Mlady, 16 Via Verde, Wichita, KS 67230

The Ninety-Nines, Inc. International Convention

August 9-14, 1988

CONVENTION HIGHLIGHTS

TUESDAY

Arrival, registration
Good Morning America filming
Opening Ceremonies, Gordon Baxter aviation writer
Pow Wow Reception

WEDNESDAY

Charter Members, Past Pres. Gov. BOD Breakfast
New Members Breakfast & Orientation
99s Pro's Nest
MASH BASH, theme party

THURSDAY

Under 35 Breakfast
Communications Session
Amelia Earhart Scholarship Luncheon
Speakers: Dr. Lawrence Lay, Aviation Medicine
Dr. Curtis Graves, NASA
OKLAHOMA WESTERN NIGHT, theme party

FRIDAY

INTERNATIONAL BUSINESS MEETING
Awards Luncheon
Speakers: Women Airline Pilots Panel
Admiral Donald Engen, former
FAA Administrator
Margaret Lamb, Aviation Law and Us
99 STAR SEARCH - LOST HORIZONS NIGHT

SATURDAY

Starship Safari Breakfast, Max Bleck, Pres.,
Beech Aircraft
Airport Day
Buffet Lunch, Safari Tents
Speaker: Ken Burton, Survival
Flying and Sports
President's Open House
INTERNATIONAL RECEPTION
STAR STUDDER SATURDAY NIGHT BANQUET:
PARADE OF FLAGS

SUNDAY

Non-denominational church service
Departures

CONVENTION CHAIRMAN:

Marilyn Copeland
1308 Kevin Road
Wichita, KS 67208
(316) 682-7444 / (316) 686-0201

LORAN

Continued from page 6

VFR and IFR (and, later terminal) navigation, although not for approaches. This latter limitation was no particular handicap, since at the time there weren't any LORAN-C approaches anyway. At the same time, the firm that was later to become ARNAV Systems was working on their AVA-1000, a design they'd taken over from the original Morrow Electronics.

While all this was going on, however, the then much smaller firm of II Morrow took a different direction, eschewing automatic features, fancy keyboards, and IFR certification in favor of low cost. Their first real aircraft LORAN, the Apollo, set a new standard for diminutive size (the same as a transponder) and low cost—and buyers flocked to it in droves.

By now, the trend has been away from these "basic LORANs," in which each of up to about 100 or so waypoints has to be programmed in by the pilot, in favor of more advanced versions with self-contained databases (of which more shortly). None the less, a number of these relatively simple units remain on

the market, and if the bulk of your flying is carried out within a local area, or over repetitive routes, they'll provide more than adequate performance at minimal cost.

Manufacturers of "basic LORANs" include STS, with their C 110, and Terra, with their TLC 110 and 120. The Terra units provide standard outputs to drive panel nav displays or autopilots; both they and the STS also provide electronic left-right steering displays on the receiver front panel.

marine units:

Since anything with the word "aircraft" on it automatically costs more, pilots often wonder why they can't use marine LORAN sets, just as we all did in the pioneering days of airborne LORAN. The answer is that there's no reason not to use a marine set—and you can find good ones starting at about \$600—with a couple of important caveats.

The first one is a question of legality: since these sets aren't officially blessed for aircraft use, you can't legally use depend on them for navigation information. (On the other hand, of course, you can navigate conventionally, and cross-

check the hell out of your unapproved LORAN!) There's also considerable question about the legality of the installation; you might be safest by having your mechanic install, and sign off, an appropriate mounting bracket, then operate the LORAN as a "portable." (The above notwithstanding, it's interesting that avionics giant King—which plans to introduce a razzle-dazzle full-featured aircraft LORAN this fall, but which meanwhile staunchly maintains that it doesn't currently build aircraft LORANs—makes a very nice little marine LORAN that just happens to be exactly the right 6.25" width to fit in a lightplane radio stack.)

The other caveat is that marine LORANs, particularly at the lower price ranges, may not have some features of aircraft LORANs. For instance, full-feature aircraft LORANs, particularly those with built-in databases, have very elaborate software to compensate for known errors and anomalies in overland LORAN signal propagation; these, of course, are lacking in the marine sets. Moreover, lower-cost marine sets are often preset at the factory for operation in certain wide geographical areas—for example, the east or west

Please see LORAN next page.

LORAN

Continued from page 9

coast. While all of the marine sets can generally receive any of the nationwide or even worldwide LORAN chains, the simpler ones have only a limited number of fixed filters, called "notches," to tune out interfering radio signals, and these notches are often preset for known signals in the planned region of operation.

basic aircraft lorans:

The point at which lightplane LORANs really started becoming advanced—indeed, even outstripping some of the navigation management systems in large turbine airplanes—was when they were combined with computer storage of waypoint locations, the so-called "databases." Once again, this feature was pioneered by Il Morrow with the Apollo 612; since then, virtually all the manufacturers have jumped on the database bandwagon, and currently vie with one another for larger, better organized, and more easily accessible databases.

In any database, waypoints are stored not only by latitude and longitude, but also by name or identifier, with three or more letters corresponding to the FAA's identifier—for example SFO for San Francisco, LGA for New York's La Guardia Airport, DVC for Dove Creek VOR in the wilds of southwest Colorado, and so forth. Magnetic variation for each location is also stored; in fact, full-featured LORANs (and even most of the basic ones, by now) include fairly accurate automatic mag variation models, so that indicated bearings and radials are magnetic, rather than having to be converted from true. All the pilot has to do is enter the designator of the desired waypoint, and the system automatically retrieves the lat/long data from storage. All the full-feature LORANs also allow for the creation and storage of up to 250 "pilot" or "user" waypoints for locations not covered in the database; these waypoints can be referenced either by lat/long or by range and bearing from an existing database waypoint.

At the lower end of the price scale for full-feature LORANs are two from Foster AirData and one from Narco. Foster's LRN-500 was one of the first low-cost LORANs to attain IFR certification; it's now available both in its original ver-

sion, with a small liquid-crystal matrix display, and the new "Phoenix," with a considerably improved LED matrix. Both of these units operate by the typical Foster philosophy of making information available to the pilot in as familiar a form as possible; thus, although latitude and longitude are used for internal calculations (and are available for display if desired), waypoint locations are normally presented in terms of range and bearing from the nearest VOR. George Foster is also a strong adherent to the flight plan concept; thus, the units can store up to 26 flight plans of up to 10 legs each, and a flight plan must be active for the unit to navigate. (Of course, the flight plan can consist of nothing more than the departure and destination if desired, so programming it isn't particularly onerous!)

Foster LORANs were also among the first to provide a simple solution to the problem of keeping their databases current in the field—and this is far from a simple problem, as anyone with a Jeppesen subscription knows! Both LRN models can be slid from their mounting trays without tools (attention, avionics thieves!), allowing access to a socket on the back into which a memory module a bit smaller than a pack of

*just because a
database is bigger
doesn't necessarily
mean that it's easier
to use; organization
and ease of access is
just as important
as sheer size.*

.....

cigarettes can be slid. Foster subscribers can receive new memory cartridges on a 56-day cycle, just like NOS instrument charts.

The Narco unit, which is built in Japan, has a database arranged somewhat differently: when purchasing the receiver, the pilot can select either a nationwide database, or regional ones that cover smaller areas (the Northeast, the West, etc.) but go into more detail in terms of nav aids, smaller airports, and so on. Databases are contained on computer chips plugged into the rear of the unit, but not quite as simply as the Foster's; tools are required to pull the radio from the panel and to get at the data chips.

The Narco is also one of the last

holdouts, at least among lightplane LORANs, of a keyboard for data entry and control. Most other manufacturers have gone to various combinations of knobs and push buttons, not only to save panel space but also because they seem to be easier to use in rough weather

*more bux=more bells,
more whistles:*

As we move up the price scale into the current "full-house" LORANs, we find more and more features and ever larger databases. It's at this point that decision-making becomes both more difficult and more subjective: it's up to you to decide which features would be more or less useful to your particular type of flying, and how much they're worth to you. Moreover, just because a database is bigger doesn't necessarily mean that it's easier to use; organization and ease of access is just as important as sheer size. In fact, if you're purchasing a LORAN in this class, which runs from about \$2000 to about twice that, it's well worth your time to try several different types to see which "look and feel" is most comfortable for you.

Il Morrow has always been known as an extremely competitive firm that's fast on its feet. In the past, they've often pioneered various features, then been outstripped by other manufacturers, only to come back with yet another model in what sometimes seems to be an ongoing game of technological leapfrog. At present, the line of Apollos runs from the original basic 602, at under \$1000, to the 618, claimed to have the most comprehensive database available. Other intermediate models are available with both VFR and IFR certification, including a unique one for those with really crowded panels which mounts entirely in a single 3" instrument hole. Earlier database versions are updated by Il Morrow dealers, while the more recent ones use cartridge updates similar to those of the Fosters. Advanced features include emergency nearest-airport search, vertical navigation advisory capability, and display of considerable additional information (tower, approach, and VOR frequencies, airport elevations and runways, etc.) about waypoints. In addition, the pilot is warned when approaching TCAs, ARSAs, or other special-use airspace. These LORANs can also provide RS-232 outputs to interface with other

Please see LORAN, page 22.

SECTION

East CANADA

Eastern Ontario

We gave an award to Vincent Lan at the Ottawa Regional Science Fair in April, in keeping with Section policy of supporting Canada's Youth Science Fairs. A student in the middle grades at St. Pius High School, Vincent's exhibit "Aerodynamics of Aviation" was judged to best demonstrate study and understanding of an aspect of the physics of flight. He showed the lifting capabilities of airfoil sections of varying cambers and shapes, and excellent comprehension of the theory of flight. Betty Jane Schermerhorn, Lorna deBlicquy and Suzanne Frogley were judges.

NEW ENGLAND

...35 women attend safety seminar...99 Arlene Feldman named to FAA post—

Connecticut

Chapter chairman Mary Harwood Buckwalter made known at our April meeting that she and Len have sold their magazine, and will be employed by the new owners. in Gaithersburg, Maryland. We'll miss Mary, and wish her good luck.

Eastern New England

Mildred "Hut" Ferree organized an official FAA safety seminar for our April meeting, with Accident Prevention Specialist Bill Adams. Jo Rita Jordan, Cheryl Sanchez, Hut, and Barbara Clorite-Ventura presented VFR Exam-O-Gram question and answer sessions. Of 38 attending, 35 were women, and we feel safety seminars are a good way to reach prospective members.

Bill Adams also announced the new FAA Regional Administrator

for New England as Arlene Feldman, a 99 from the Garden State chapter.

The Aero Club of New England announced Edna Gardner Whyte as 1988 winner of its prestigious Godfrey L. Cabot Award. Since the prize was established in 1952 only three women have won it, those being Louise Sacche in 1980, and Jeana Yeager with Burt and Dick Rutan in 1987.

NEW YORK — NEW JERSEY

...Section meeting recap... Pat Rockwell flies winning poker hand...Museum honors—

The New York - New Jersey Section meeting was held April 22 and 23 at the Vista Hotel in New York City. The Greater New York chapter hosted the meeting, which included seven of the Section's nine chapters. Representing the international level of 99s was secretary Marie Christensen, who heard our comments, and provided input as to what's going on, and what to expect at the dedication and convention this summer.

New officers were elected for a two year term, and announced as Governor Harriet Bregman of the New York Capital District chapter, Vice Governor Shirley Ludington, Central New York, Secretary Barbara Mead, North Jersey, and Treasurer Racquel McNeil, Garden State. Directors will be Rose Marie Sutherland, Western New York chapter, Jill Hopfenmuller, Long Island, and Janet Moffet, Finger Lakes. Nominating Committee will include Chairman Mae Smith, Long Island chapter, Marilyn Kamp Teller, Central New York, and Diana Dade of Garden State.

Fall Section meeting is scheduled for October 21 and 22 at the Rochester Thruway Marriott, hosted by the Finger Lakes chapter.

Garden State

Florence Walsh Martin, a flight instructor with 4000 hours and a former chairman, passed away February 11. We sent a memorial donation to the Cancer Society.

Long Island Chapter

As spring hesitantly returned, we welcomed the warmer weather, and our annual Poker Run. Pat Rockwell took first prize this year with three of a kind. Unfortunately the local media had forecast one last blast of snow for March 19, and though Saturday was a beautiful VFR day, the forecast had a lot of potential participants making other plans for the day. Those who did turn out had a great time, thanks mostly to the work of Dottie Campbell, Alice Borodkin, Dolores Bannard, Jill Hopfenmuller, Ruth Kodel, Cathi Reilly, Diane Bischoff, Karen Popple and chapter chairman Mae Smith.

Terry Stengle, a 99 and a controller, gave an enlightening talk on the air traffic controller's role in genav and commercial operations at our monthly meeting.

Joyce Malkmes is back from wintering in Florida, and she and Doris Abbate are running "Star Search," a worldwide quest to find star talent to perform at the International Convention in August. We'll be supporting their efforts with volunteer of time, energy and enthusiasm.

New York Capital District

Our March 16 meeting was an FAA safety seminar on the 99s, part of a series we've held Wednesday nights at Hudson Valley Community College in

Troy, New York during February and March. Harriet Bregman showed a slide presentation we developed about the 99s, along with the video "Women in Aviation" supplied to chapters by the Section. Barbara Fioravanti talked about being a 99 and operating an FBO.

Harriet Bregman showed the slide presentation to a Kiwanis Club March 23, and Barbara Fioravanti did a similar one at a local Air Force Assn. meeting April 1.

An April 13 meeting at Vice - chairman Barbara's FBO featured Ray Seligman as speaker. He is a Schenectady attorney, pilot, and AOPA member. Seligman spoke about what to do or not to do in case of legal problems with the FAA. He recommended AOPA's legal insurance, and was very informative.

Central New York

Our April 9 meeting was at Kamp Airport, where we discussed FAA's controversial NPRM mandating Mode C and a 6000' MSL airspace floor; we supported writing more letters. Marilyn Kamp and Joanne Bolton have pursued information on the Canadian program, Sky Watch. Purpose of the program, mainly within Ontario, is to photograph suspected pollution sites. Marilyn and Joanne, acting on behalf of the Section, have sent letters to various state agencies to find out if there is a need. They'll report at the Fall Section meeting.

Greater New York

Julie Talbert Rinaldini and Doris Brell were honored by the Air and Space Museum of the Smithsonian, along with Whirly - Girls from worldwide at the unveiling of the museum's newest exhibit on helicopters.

Recap: Middle East Section meeting

The Spring Middle East Section meeting was hosted by the West Virginia Mountaineers chapter April 22 and 23. It was an excellent meeting with about 65 attending. A good stroke came when the *Parkersburg Times* printed an informative article about us.

Harriet Fuller, outgoing member of the International Board of Directors, told of the latest proposed changes to the bylaws, and that *Good Morning America* (ABC) will be doing a program from the International Convention in Shangri-La, Oklahoma.

Guest speaker was Niki Wenger, West Virginia

Mountaineer, and one of ten national finalists for NASA's Teacher in Space Program. Niki teaches gifted students, is a sometime author, and a software evaluator for national publications. She presented an exciting slide series, and talked about her training and experiences at Langley. During the same demanding period, Niki managed to squeeze in enough time to earn her private pilot license.

Most of us flew to the Section meeting, despite forecasts of turbulence, rain, icing, and high winds, and did become weathered in late Saturday afternoon. A number arrived

early enough, though, to tour the Fenton Glass factory -- truly an experience. Upon arriving at the Parkersburg Airport, the West Virginia Mountaineers held a welcoming hospitality suite. After the glass factory tour, we were treated to a fantasy reception, with enough delicious home cooked food to feed an army.

Perhaps the most gratifying part of the Section meeting was when we voted to donate \$1100 to the Gerda Ruhnke Memorial Flight Instructor Scholarship. Gerda was very special to us, active within the Section and with the International Convention.

finish. A steady stream of people attended a safety seminar held during the rally. We worked hard, got sunburned and still managed to have fun. Section Governor Ruby Alice Foeh and several members of the Leesburg Airport Assn. were among our many guests.

Maryland

Our May meeting was held at Cambridge - Dorchester Airport on Maryland's eastern shore. While in Cambridge we painted a new compass rose -- which turned out beautifully -- at the north end of the taxiway. Thirteen total supported the painting effort, and several of us will return to give it an additional coat of paint.

MIDDLE EAST

*...Hampton Roads scholarship available
...new membership highs for eastern PA...USPFT safe, successful for D.C.—*

Potomac

Major Frances "Curly" Satterlee, USAF Ret., showed slides at a recent meeting, highlighting unusual points, for example including how the engine of an F-11 was destroyed when a bird flew into it, radio telemetry tracking of animals wearing radio collars with individually - assigned discreet frequencies, the process of surgically implanting transmitters into fish for tracking, and airplane usage for firefighting and for crop dusting.

Delaware

The program on ballooning was fascinating. Many thanks to Waite and See. We had a good turnout at the beginning of the evening, but weather caused only a handful to remain through its conclusion.

Another very good meeting was held at La Casa Pasta in Newark, New Jersey. Guest speaker was Dennis Einstein, account executive with S.T. Good Insurance, Inc. He discussed aircraft insurance and 12 shared some of his experiences as



an FAA Flight Examiner.

Betty Wolfe participated in Claymont's High School Career Day discussions on careers in aviation.

Hampton Roads

Our Flying Companion Seminar in March at Piedmont Aviation was attended by 11 enthusiastic students who learned the basics, and topped off their training by planning a flight from Norfolk International to Byrd Field in Richmond, Virginia.

CFI and corporate pilot Gail Ridden was guest speaker at our regular meeting, also at Piedmont, May 3. We airmarked Williamsburg - Jamestown Airport April 9, using 25 gallons of paint to repaint the runway numbers and some of the threshold stripes. Gosh, those stripes are BIG! Airmarking chairman Edith Fisher and her merry crew of Joan Brockett, Rosemary Doud, Vickie Cox, and 49 1/2 Lynn Kinard worked hard.

We still have a \$500 scholarship to give a woman

studying in an aviation - related field, and who lives or is a student in the geographical area of this Section. Contact Edith Fisher if you, or someone you know, meets the stated requirements.

Eastern Pennsylvania

Recent goings on include our membership, which has increased to 104 with inclusion of Gladys Down and Terri Morse ... Most of us have written letters to our Senators and Congressmen about the NPRM having to do with Mode C and a 6000' airspace floor ... Anne Shields is busy organizing the 1989 Air Race Classic.

Washington D.C.

We had a successful, safe and exciting USPFT Rally April 10 at Leesburg, Virginia Airport. First place went to Janet Braun, a CFII, flying a 1958 Piper Apache Twin. Second place winner was Joe Dempsey, in a Piper Warrior, and Bonnie Campbell placed third. Ed Sharp, 49 1/2, flew a Cessna 182 to a fourth place

WASHINGTON, DC CHAPTER—We attended a reception at the Rayburn House Office Building on Capitol Hill May 4th. Guest speaker was Congresswoman Barbara Vucanovich (R-NV), who is a student pilot. The congresswoman spoke on where general aviation stands in congress and about her flying experience thus far.

She encouraged us to continue to write our congressmen, senators, and FAA about MODE C and the proposed airspace restrictions.

Representative Vucanovich sponsors much of AOPA's legislation, has worked on general aviation legislation, and was on record opposing the AFSS. Two AOPA representatives were also present and talked about the work they are doing to help keep general aviation pilots from being forced out of the sky.

After the reception, we had a short business meeting to present the new slate of nominees for chapter officers 1988-89.

SOUTHEAST

...49 1/2s installed...Sun 'n Fun...Navy participation for Florida Crown ...TCA/ARSA regs to be in Spanish—

Carolinas

Carolina Air Services in Florence, South Carolina was the site of our March business meeting, followed by a tour of the Air and Space Museum located there. We enjoyed vicariously reliving exploits of this century, particularly World War II, and playing "aviation history buff" for an afternoon, followed by lunch.

Florida Gulfstream

Recent goings on include a formal installation of new 49 1/2s George Ewanchew, Don Petrillo, and Jack Miller. It was great fun, and the men were good sports. ... Barbara Cochrane is coordinator for the Young Astronauts Program at Crystal Lake Middle School ... The thrill of flying in a Cessna 170A taildragger was experienced at our March meeting, courtesy of Ruth and Lou Phillips at Lauderdale Aviation on North Perry Airport. Participating were Sue Perrigo, Clararose Lee, Ann Walker, Marilyn Burch, Betty Dodds, Ginny Orosz, Lya Korda, Peggy Sanders, Lee Ledger-Miller, Selma Cronan and Mina Elschner ... We met at Bartow, Florida and attended the Lakeland Sun 'n Fun Fly-In April 9.

Memphis

We're welcoming new member Jean Whittington.

Charlotte Gordon hosted a March meeting at Covington Airport, with Captain Joe McElmurry, USN, and Chief of Naval Technical Training (Assistant Chief of Staff for Air Warfare Training) as guest speaker.

North Georgia

Lucy Young completed qualification as Aircraft Commander in the Navy DC-9 and participated in a two week deployment to the Mediterranean in March, flying throughout Spain and Italy. Anne Mitchell

and Nancy Toon are flight instructing in the Atlanta Area.

Florida Crown

April seemed to be "Navy activities" month for us. Thanks to the work of Kay Hinman, chapter member and retired Naval Reserve Captain, we were invited to attend an all-day cruise aboard the USS Forrestal aircraft carrier at Mayport, Florida. In addition to a tour of the ship while underway, we had front row viewing from the flight deck of an aerial display of military readiness, including catapult shots and arrested landings of many Naval aircraft. Ensign Steve Brown was our guide for the day.

On April 20, Marleen Williams, Jacqueline March, 66 Bunny Waters and Betty Floyd toured NAS Cecil Field, Florida, as guests of Rear Admiral Henri B. Chase, Commander, Strike-Fighter Wings Atlantic. We were escorted by F-18 and S-3 pilots all day, and were given the thrill of piloting the F-18 simulators.

Florida Goldcoast

Catherine Nix hosted a fly-in we held at Okeechobee County Park Airport. Catherine moved to the "peace and quiet" of Okeechobee, where the sound of all those 99er planes descending on her rural airport was like music to her ears. Fourteen of us, plus two from the Belle Glade Civil Air Patrol (CAP) and six guests, enjoyed lunch and a business meeting.

We're co-sponsoring a TCA/ARSA procedures safety program in Spanish at Miami-Dade Community College north campus. Purpose of presenting the material in Spanish is to ensure that regulations concerning the Miami TCA are thoroughly understood by pilots whose native language is Spanish.

Ruth Fleisher received her BFR in March.

Florida Panhandle

Our April meeting was held at Bay Aviation at the Panama City Airport; several speakers provided an informative meeting. Fred Hemmis, of the CAP, discussed traffic patterns. Lieutenant Commander Marla



NAVY ACTIVITIES MONTH—The Florida Crown chapter (above) spent a busy month reviewing naval activities recently.

Below, South-east Section Governor Mary Fletcher receives an Amelia Earhart medal for her work as former editor of THE 99 NEWS.

**Kitty Hawk**

Parthena Martin hosted our March meeting. We toured the Raleigh control tower and radar facility.

Patterson, a Navy nurse from Pensacola, talked about how medicine affects pilots and the importance of using oxygen over 12,500 MSL. Betty McNabb discussed water ditching and the importance of planning ahead.

Chairman Arica Dutton has resigned for personal reasons. Georgia Presnell was elected to the post, and Peggy Mayo to Vice Chairman.

Florida Suncoast

The Sun 'n Fun Fly-in at Lakeland, Florida was our April meeting spot. We manned the 99 tent during the fly-in to meet new and prospective members. The Festival of States activities at the Whitted Airport in St. Petersburg was graced by the presence of a 99 booth also.

Other goings on include Judy Lester, who gave a presentation to the FAA on the Young Astronaut Program she organized so successfully ... Mary Webb has been active in the Angel Flights ... Doris Briggs organized a poker run May 15 to raise funds, with a planned potluck dinner finale at the Venice Airport.

NORTH CENTRAL

*...Cockpit Basics Seminar
...99s rate coverage in 'News Gazette' and 'Woman's World'...Flight clearing house on-line
...Greater KC counts 50
...Thunderstorm review
...Daffodil deliveries everywhere—*

All Ohio

Kay Johnson and her 49 1/2 had homemade chicken and noodles for us at Bolton Field in Columbus, Ohio. Former WASP Nadine Nagle presented fascinating slides and discussion on the training and duties of WASPs. They did everything from tearing down and rebuilding aircraft engines to attending morse code classes. Nadine was joined by former 13

WASPs and All Ohio members Mary Ellen Keil, Jane Morrison, and Betty Turner.

Jane and Dick Harmon volunteered to fill Sandy Gordley's post as Flight Operations Officers for CAP squadron 905.

Our Flying Companion Seminar at Dayton General Airport was a complete success. Salley Berryhill led our group of enthusiastic volunteers in that endeavor. Linda Blodgett completed her fifth phase of the Pilot Wings Program.

Aux Plaines

Our Cockpit Basics Seminar, held April 11, was well - attended with about 40. Eight subjects were covered by Margaret Biedron, Leanne Boem, Dee Davis, Betti Loebbaka, Bunny Foley, and 49 1/2s Carl Wedel and Chuck Davis, plus Stick and Rudder's flight instructor Carol Hanquist.

Dee Davis and her 49 1/2 are back from their Hawaiian honeymoon, and will give us a presentation on "crew relations" at our upcoming seminar.

Virginia Rabung attended the April 21 meeting of EAA chapter 414.

Central Illinois

Lib Dunseth called our attention to an excellent article in the *Champaign News Gazette* written by Phaedra Hise on the flying activities and life of Barbara Jenison.

Anita Albert chaired our March chapter meeting at Coles County Airport, Illinois.

Linda Hamer and Anita will test our new "easy transport and set up" 99 display board at a maintenance seminar at Lewis University in Lockport, Illinois.

Chicago Area

We're welcoming new 99s and members Donna Karp, Renee Shales, Betty Loebbaka, and Cindy Kubin.

We've given 42 Air Bear I presentations at 12 schools, for a total audience of about 1000 children. Air Bear chairman Sharon Ann Schorsch has been helped by Geri Haracz, Pat Thomas, Genevieve Coughlin, Beverlee Greenhill, Rema Lowrie, Gail Wenk, Wendy



CHICAGO AREA CHAPTER members participated in the Safety Seminar at the D.A. V.E.A. Center. Joining in for a picture were (left to right) Marjorie Sundmacher, Tiana Flentge, Cynthia Madsen, Helen Zalatorius, Mary Panczyszyn, Joanna Grieco, Marlene Winters, Nancy Haraldson, Ruth Frantz and Susan Murray. **LAKE ERIE'S** Ruth Love

shows balloonist Barb Zedrow an ank, souvenir of one of her Africa trips. **ANNUAL MEMORIAL** Service for Lake Erie Chapter members attracted (front row) Ruth Ensley, Dodie Jewett, Pat Baron, Evelyn Moore. (Second row) Marj Juhasz, Ruth Love, Pat Stark, Meigs Adams, Helen Keidel and Susan Chiari. Back row includes Jeannette Dudek, Helen Sammon, Bernice Barris, Alice Henry and Peggy Humbert.



Wenk, Mary Lou Mueller, Ti Flentge, and Marie Hamann. Presenters for the month of May were Gail Allisson, Rema Lowrie, and Genevieve Coughlin.

Nancy Haraldson, Ruth Rockcastle, Mary Story, Norma Freier, Mary Lou Mueller, and Nelda Ewald showed 140 first, second, and third graders the Lake in the Hills Airport, giving them an inside look and walk around of an airplane for Air Bear Phase II.

Ann Marie Schorsch, a student at Southern Illinois University, won a three week scholarship from United Airlines to attend their ground school in Denver.

She'll receive instruction and evaluation in their simulators.

Karen Mansfield and her daughter, Nicole, were featured in an article on international adoption in the February 16 issue of *Woman's World* Magazine.

Approximately 150 pilots and flying companions went to the safety seminar at D.A.V.E.A. Center. Speakers included Clark Weber, Master of Ceremonies and WJJD radio personality, 99 Edna Gardner White, John Baker, head of Aircraft Owners and Pilots Assn. (AOPA), and Vern Jobst, a captain for United Airlines. Assisting with logistics at the seminar were Gail Rezac, Diane Cozzi, Ruth

Rockcastle, Beverly Blietz, Sharon Ann Schorsch, Rita Adams, Joan Kerwin, Marjorie Sundmacher, Madeleine Monaco, Nita Fineman, Marlene Winters, Marion Servos, Ellen O'Hara, Gail LaPook, Loretta Sincora and Laverle Grinden.

Sue Kulik, aviation activities chairman, has established a flight clearing house to bring to bring together pilots with planes and those wishing to share one. She has also arranged a calendar of fly-ins for Saturdays, Sundays, and special events.

Fourteen of us participated in the 18 kilometer March of Dimes Teamwalk along the Fox River. Arta Henson was hostess for our get together after the walk.

On a brisk, wet Saturday, we painted displaced threshold and runway numbers at Howell Airport in New Lenox, Illinois. Three newspapers visited with our team of Marge and Arther Anderson, Janet Bulow, Ti Flentge, Cynthia and Ralph Madsen, Connie and Michael Grubberman, Susan Murray, Ruth Rockcastle, and Pat Thomas.

Pat Thomas organized a fly-in for a fun day at the dog races in Dubuque, Iowa. Another fly-in took us to Seneca, Illinois for breakfast.

Major John Brownwell, of the CAP, spoke about ELTs and survival at our April 17 meeting.

Greater Detroit

We're welcoming new 99s and members Audrey Cook and Sandra Hazlett.

Thanks to Bill and Mearl Frame, the spotless Bud Company hangar at Oakland/Pontiac Airport was the setting of our Annual Pinch - Hitter Appreciation Party. Among the beautiful corporate jets we mingled with spouses, past Pinch - Hitter workers, instructors, and others enjoying luscious hors d'oeuvres.

Other goings on included these: Jerry Kemichick opened her home to 18 of us on March 26, for an elegantly presented Polish ethnic dinner fundraiser ... We co - sponsored an accident prevention / aviation safety seminar in Utica ... April meeting was held at Bertz Airport in the pilots' lounge.

Greater Kansas City

Welcome to new members Elaine Maxwell and Anne Marie Morrissey.

We've passed a significant milestone in chapter history, with 50 chapter members.

Main event at our April 7 meeting was the slide presentation by Carolyn Kloth, a professional meteorologist at the National Severe Storms Forecast Center. Her topic was "More Than You'd Possibly Care to Know About Thunderstorm Hazards."

Babs Tuley and Micky Pinkston flew to Jefferson City, Missouri to witness the signing of a proclamation by Governor John Ashcroft proclaiming April as Aviation Month in Missouri.

Babs and Micky, along with Mary Hand, Darla Gerlach, Theda Benningfield, Bev Huffman, Ruth Seck, Kathy Kingston, Laura Midgley, Anissa Berry, Anne Marie Morrissey, Mary Ann Hamilton, and Fran Dunfield all helped out with the FAA aviation safety seminar April 23.

Greater St. Louis

We became acquainted with sailplane flying way back in March, from Bill Hearst, who has flown them since 1939.

Rudy Haug, chief test pilot for McDonnell Douglas Aircraft, spoke about current testing programs at our April 19 meeting.

Our Flying Companion Seminar April 23 was held at Spirit of St. Louis Airport in the FAA flight service classroom. Martha Norman planned the event and the instructors; Ruth Bohnert handled luncheon for the group. Instructors were Nelda Lee, Eileen Kassler, Barbara Wilper, Lonnie Steele, Lynne Russo, Jo Ellyn Ryall, Martha Norman, and employees at the Spirit Tower. Dorothy Haupt, Jan Pocock, Vivian Waters, Lynne Russo, and Ruby Fudoli helped Ruth with lunch.

Indiana

Our March 13 meeting was a working affair, as we completed plans for the American Cancer Society's Daffodil Day flower airlift. March 15 was Daffodil Day, and turned out to be a day for trucking flowers instead of flying them. Due to low ceilings and snow showers, the mission was completed without the fun of flying. We also took advantage of the time to hang membership posters at all destination airports. Leann Anthony has earned our gratitude for her great work.

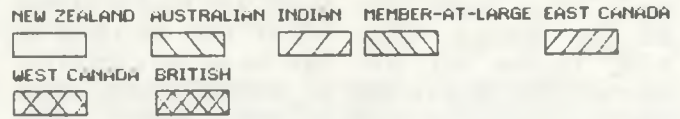
A small gathering of 99s converged on the French Lick Springs Hotel for fun and fellowship March 18 and 19. Betty Debaun, Nellie Reynolds, Mary Rutherford, Susan Skelton, Nancy Warren, and Carol Rogers had a great time.

Indiana Dunes

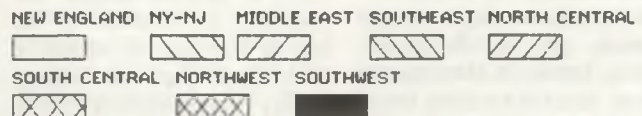
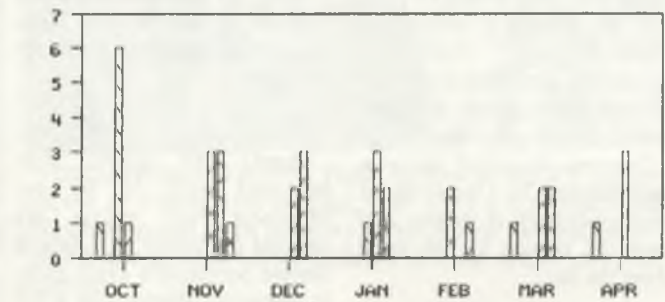
The recent Flying Companion Seminar, with Charlene Falkenberg as our main instructor, was such a success that another is being planned. Others who helped and made presentations were Linda Mattingly, Carol Stephens, Diana Austin, Joy Rickel, Shirley Spry, Joy Black and Phylis Petcoff.

Volunteers arrived at Porter County Airport, Indiana on a cold and snowy morning to deliver daffodils for the

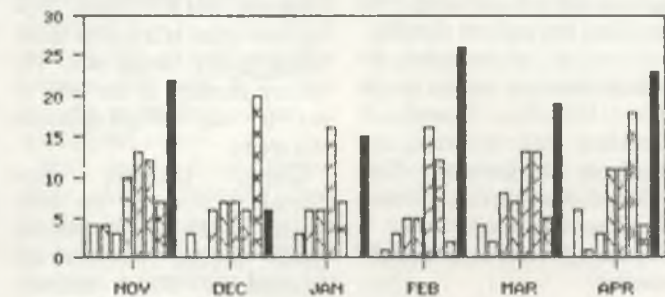
New Membership



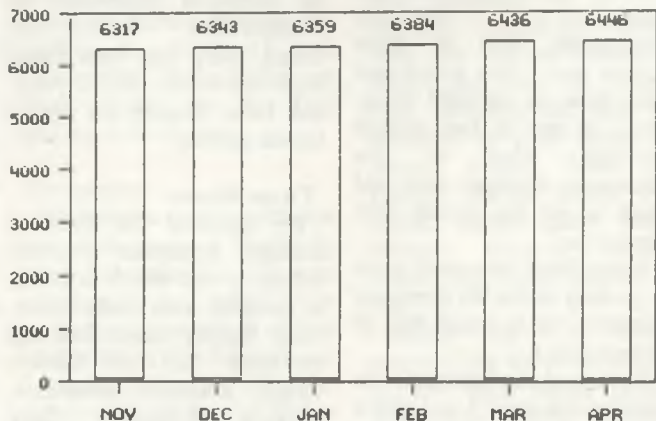
OF NEW MEMBERS



OF NEW MEMBERS



Total Membership



2,354 TO GO - With a goal of 8,800 members by year end, the job is definitely cut out for us. Both East Africa and Africa South gained a new member, although the graph doesn't reflect it because of space. How is your Section doing in the campaign to increase membership?

American Cancer Society. Drivers, as it turned out, included Lynn and L.J. Mattingly, Joy Rickel and her aunt, Ruth Mathis, Barbara Jennings, Sue and Ray Mohnssen, Diana Austin, Charlene and Walt Falkenberg, Chris Murdock, and Carol Stephens.

Charlene, who soloed 25 years ago, has become a member of "Silver Wings." She's experienced a great deal in the past 25 years, and has truly dedicated herself to serving the 99s.

Courtney Bargerhuff spoke at the Michigan City Library on the accomplishments of women, and used the chance to talk some about the 99s.

Lake Erie

Ruth Love, our chapter's world traveler, gave a talk on her various travels in Morocco and Kenya, Africa at a meeting hosted by Dorothy Sturman. The presentation was extensive, even including two costume changes.

Fifteen of us attended the annual memorial service at the First Methodist Church in Cleveland. Business meeting and lunch at the University Club followed the service. Bernice Barris received her promotion to Captain at the April CAP meeting.

Lake Michigan

Joan McCombs and her 49 1/2 Clare described for us their month-long stay in New Guinea, where their son and daughter-in-law are missionaries. New 66 Paula Lupina, gave a very professional slide show on ultralight flying. Paula is one of two women ultralight pilots in the Kalamazoo, Michigan area, and plans to get her private pilot license, too.

Maisie Stears announced plans to go along on the 99s Aerospace Education trip to Russia May 26 through June 8.

We met at the Kalamazoo Air Zoo Museum April 9, and after a guided tour, had a meeting at the Brava Restaurant near the museum. Five 66s and 15 members were present.

Michigan

A fly-in to Selfridge Air National Guard Base was arranged for March. After a short

meeting at the Communication Squadron Building, we began our tour with a *Heads Up* film on seeing and avoiding military aircraft. After lunch at the Navy Officers' Club, we visited the flight line and had a special tour of the search and rescue helicopter. Sergeant Doyle Kunath, our tour guide, showed us the tower and the RAM Room where we observed PAR approaches.

Minnesota

Thanks and awards were presented April 15 for our Minnesota Point makers. We sampled our recipe book tests at Debbie Sorrenson's Party Room in downtown Minneapolis. A full buffet of gourmet delights was presented, contributions by 99s and 49 1/2s that will appear in book form. American Cancer Society representatives Norm Dietrich, who is Division Chairman, and Jon Carlson drew the door prize of a potted plant, which Shirley Larson won. The Society thanked us for help in out-of-state daffodil deliveries this spring.

Chapter chairman Hope Thornberg presented the other awards. For Flying Activities, Liz Groth; Ground Activities was awarded to Clara Johansen; Unsung Hero, Dawn Peaslee; Chairman's Award went to Sally Woodburn; and for attendance, Debbie Sorrenson. Active in Air Bear presentations, Clara earned the Minnesota Department of Transportation Achievement Award. Sally has been blood flight coordinator for 12 years, and Dawn chaired our spring Section meeting.

Three Rivers

We delivered 238 cases of daffodils throughout northeast Indiana in mid March. Assisting in the airlift were Linda Pulver, Linda Murphy, Shiela Dick and her father-in-law, Carolyn Yarger, Josephine Richardson, Margaret Ringenberg, Sally Hawkins, Dick Warford, Joyce Rockwell, and Marcia Nellans.

Our Flying Companion Seminar was a success again this year.

Wisconsin

Kathy Dempsey and Emmy

Hein hosted our annual Awards Banquet in Milwaukee, Wisconsin. Achievement awards were presented to those who did outstanding work in the chapter for the year.

SOUTH CENTRAL

... Annual membership meeting held ... EAA highlights shown at meet ... Two new members come into chapter ... New pilot gets form signed—

Colorado

Our annual membership meeting was held at the United Airlines Flight Training Center at Stapleton Airport in Denver, Colorado, with a showing of the film *For The Fun Of It*.

Gaggles were scheduled to be held at a variety of locations, including Centennial, Longmont, and Greeley / Weld County Airports to attract prospective

new members and to expose the 99s organization. An introduction to airmarking will also be seen at Greeley / Weld.

A video on the EAA convention at Oshkosh was shown at our April meeting, also held at the United training facility, and Joye Baker reported on 14 women applying for the 66 scholarship.

A safety seminar in Boulder, Colorado was considered a success with 85 attending.

Dallas

We're welcoming two new members, Glenda Pinkston and Sue Lewis. Glenda is a longstanding member of the Section, and a transfer to our chapter. A teacher of aerospace education for the Garland, Texas school system, Glenda brought four students in tow as prospective 66s.

Sue Lewis passed her private pilot checkride April 27; her membership form was then signed on the wing of Anita Gebhart's Saratoga N99TX during the McKinney airmarking April 29.

Recap: South Central Meeting

"Catch a Rising Star" was the theme of the spring South Central Section hosted by the Houston chapter April 22 through 24 in Houston.

A VIP tour of the Johnson Space Center took place Friday afternoon followed by a seafood banquet at a nearby lake restaurant.

Saturday morning Governor Pat Mlady conducted her last business meeting before retiring from office. Sales were brisk in the Fly Market before the meeting. Meanwhile, 49 1/2s visited the Lone Star Museum at Hobby Airport and took a tour of the Port of Houston.

The afternoon was filled with roundtable discussions. Linda Goodwin and Kitty Havens covered "The Role of Women in NASA." Linda is an astronaut, a mission specialist and Space City chapter chairman. Kitty is a payload integration specialist and also a Space City chapter member.

"The World Upside Down" was discussed by U.S. Aerobatic

Team member and 99 Debby Rihn.

Ray Ward conducted a seminar on "Building Your Own Airplane," to complete the variety of discussions.

Members also enjoyed shopping available in the adjoining Westin Galleria.

Saturday evening's banquet was followed by installation of new Section officers, entertainment by magician Charles Greene, door prizes and presentation of the Travel Award to the Oklahoma chapter.

The following were installed as new officers: Governor Sue Halpain, Oklahoma chapter; Vice Governor Pat Ward, South Louisiana; Secretary Judy Reinhart, Austin; and to Treasurer, Carole Sutton, Nebraska.

Nema Masonhall, Oklahoma chapter, was recognized for attending her 65th consecutive Section meeting.

The Houston chapter, under the guidance of chairman Cathy Wappler, provided a wonderful weekend.

We gave McKinney Airport a two - day compass rose air-marking and potluck picnic despite thunderstorm predictions recently.

New chapter officers include the following: Bonnie Tassa, chairman; Holly Barr, co - chairman; Ann Davis, secretary; and Sue Matlock, treasurer.

El Paso

April 17 was the first in a series of ongoing money makers: 99 breakfasts at West Texas Airport. Five more are scheduled during the summer as we cook and serve to supplement the chapter treasury.

Newly elected officers are chairman Fara Green, vice - chairman Debbie Reavis, secretary Lupe Hernandez, and treasurer Marsha Mascorro.

Kansas

Back by popular request was the Benton Airport fly-in, carried out "on the rainwater" April 16. Winner of the flour bomb drop was Sid Tucker in his Tiger Moth. Cathy Roper flew away with the balloon bust, and the spot landing contest award went to Earl and Phyllis McCollum flying their newly rebuilt Er-coupe.

We took to the air to distribute daffodils throughout the state for the American Cancer Society. With Carol Lanning in charge of dispatching the estimated 100,000 daffodils, aircraft were loaded to the hilt. Phyllis Blanton, Pat and Jim Hobson, Jaci Payne, John Lanning, Dr. Ralph Roach, Linda Massey, Sid and Karen Tucker, Dave and Cathy Roper, and Bill Gamelson pitched in to make the operation run smoothly.

Oklahoma

A welcoming ceremony and reception for the FAA's new Beech 300 aircraft, to be used for naval checks around the U.S., took place at the Mike Monroney Aeronautical Center in April. The event was coordinated by 99 Phyllis Howard, of the FAA. Chapter VIPS receiving introductions include Kay Roam of the CAP, Norma Vandergriff, Flying Farmers Queen, chapter chairman Shirley Brown and vice - chairman Susie Mitchell,

Poochie Rotzinger, of the Oklahoma Pilots Assn. and Nancy Smith, Past Governor of the South Central Section. Also attending were Sue Halpain, Lee Coates, Jan Perry and Colleen King.

A small group of persons with funky, mod, paint streaked clothing -- a sort of uniform by now -- attacked the Guthrie Airport April 2 for an air-marking. From the colors of paint visible on their garb, one could tell who's done heliports, taxiway lines, or numbers and centerlines. The clothes are great conversation pieces for prospective members and onlookers.

We re - airmarked Downtown Airpark in March. Those participating in the endeavor on that cold day were Leonard and Rita Eaves, Shirley and Charley Brown, Jan and Charles Perry, Susie and Phil Mitchell, Pam Wynes, Nancy Smith, Mindy Redwine, Carol Sikatch, Barbara Brumbaugh, Shery Kelly and Charles Vandergriff.

A business meeting took place at Helen Holbird's home, a budget meeting at Helen Moulders', and the monthly Lunch Bunch at a local restaurant.

The month of March was dedicated to the Progress of Women in Aviation at Vance AFB in Enid, Oklahoma. Honored guests for a celebratory luncheon were former WASPs from Oklahoma. Over 400 persons attended to listen as the women related stories of flying during WWII. Other distinguished guests included Lela Harding, Skip Carter, Ruth Jones, Betty Riddle, Delrose Seiber, and Helen Holland. Following a tour of the base, guests were treated to the T38 simulators.

Chairman Shirley Brown spoke to the Oklahoma City Antique Aircraft Assn. on "Learning to Fly a Taylorcraft." In the audience she noted two of the chapter's former WASPs, Ruth Jones and Skip Carter.

We held a membership brunch at the Air and Space Museum, producing 11 new faces among the group. A surprise visit from museum founder Clarence Page was a plus. Pilot of the Year

award was presented to Kay Roam for her accomplishments, including many grid searches for the CAP. Pam Wynes was presented the Service Award for countless hours she's devoted to the chapter.



OKLAHOMA WASPS - These six flew as WASPS and are shown at Vance AFB at Enid, OK. They are (left to right) Helen Holland, Lela Harding, Ruth Jones, an unidentified USAF Lieutenant, Betty Riddle, Delrose Seiber and Skip Carter

Purple Sage

A planning meeting was held to organize a poker rally June 4. Co - chairs JoAnn Price and Janet Koonce revealed this year's event, our fourth annual, will have a different format. Sealed envelopes may be picked up at each of five airports any time between 0800 and 1700, then brought to the final airport for opening and awards.

Betty Jones, Prissy Barbee, Mary Alice Tidwell, Janet Koonce and JoAnn Price attended the Section meeting in Houston. A hospitality hour was sponsored to promote the Fall Sectional to be held by us and the Chamber of Commerce in Odessa, Texas. Revised dates for the event are September 30 through October 2.

Priscilla Barbee reviewed Dr. Stanley R. Mohler's book "Medication and Flying: A Pilot's Guide" at the April meeting of the chapter.

Shreveport

We hosted a meeting with area Girl Scout troops in March. By panel discussion, the girls were introduced to career opportunities in aviation. A cockpit familiarization tour followed, and a drawing entitled the winner to a plane ride courtesy of Evelyn Snow.

John Watson, manager of the Shreveport Rockwell Aircraft Modification Center spoke at a meeting held during the month, also.

Once again the weather cooperated for the chapter -

sponsored Holiday - in - Dixie - Airshow at Downtown Airport. Under the capable chairmanship of Starr Stone, we hosted antique airplanes, the Confederate Air Force, A-10s from Barksdale AFB, and an exhibit of

homebuilts. An enormous crowd delighted in watching radio controlled aircraft, parachute jumpers, and aerobatics. They were given opportunity to visit the control tower, and hopefully to become convinced that private aviation is enjoyable and safe. Bud Ports, 49 1/2, did a superb job of announcing, and his WWII background made him ideal for the job. Helen Wray and her 49 1/2 represented us at the Section meeting the same weekend.

Amy Pilkenton, our airline captain, is busy working on a 727 rating.

South Louisiana

A chapter fly-in to New Iberia, Acadiana Regional took place in March. We gathered at the FBO, then continued on to Avery Island for a picnic and birthday party for Marion Brown. A perfect day amid the flowers, birds, alligators, and deer was described by Glad Streen, Liz Stuller, Annette Salles, Jan Phillips, Marion Brown, Fran Taylor, Sandra Leder, Gloria Peterson, Margaret Standing, Cathie Miller and assorted 49 1/2s.

Marion and J.D. Brown presented the March 29 program for the Baton Rouge Aircraft Pilots Assn. Marion showed a film of what it was like to serve in the WASPs during WWII; J.D. spoke about his lifelong flying career. J.D. related that Marion still slaps his hands when he reaches for the radios while she's flying.

Louisiana will soon have a new 17



LAKE CHARLES AIRSHOW - Margaret Standing (left) and Sandra Leder surround Bill Gatipon during show.

airport, West Calcasieu, in Sulphur. The manager of the new field will be new 99 Jennifer Miller, a CFII, ATP single and multiengine, FAA written examiner, and veteran instructor. Airmarking was to be completed by the chapter prior to the airport's opening May 14.

Gloria Peterson has been taking people in her office for short lunch hour rides over Baton Rouge to acquaint them with general aviation and small planes. Fourteen have gone so far, resulting in one young man who says he wants to become a pilot.

Tulsa

We met with EAA chapter 10, where Jan Minnerath told the history of the 99s. Tianna Etzkorn talked of her career, and her efforts and ambition to work for an airline. Mary Kelly spoke on being an airport manager, Earline Biles on being a corporate pilot, and Charlene McCullough talked about recreational flying. Jan Mauritson ended the program speaking about current activities of the 99s.

We co-sponsored the emergency procedures portion of an FAA safety seminar, with the help of Spartan Aviation and the CAP. Turnout was 93, and Jan Newton handled introductions.

With a cold front arriving during the project, we were able to complete airmarking at Muskogee Hatbox Airport. Mary Kelly provided a chicken dinner -- great help for painters coping with terrible winds and decreasing visibilities. Completing the job were Marianne Parker, Jan Minnerath, Earline

Biles, Ron and Charlene McCullough, Bill and Ozzie Landrum, Greg Swartz, Phyllis Scott and some local talent that had been recruited, as well.

Wichita Falls

We're welcoming new members Joyce Williams and Robin Piper.

We convened at Joyce Williams' home to celebrate the twentieth anniversary of the chapter. Charter members Lou Ellen Foster was honored at a dinner attended by 22. A display table held scrapbooks and mementos of our history.

Other goings on include Lorraine Little, who's moved to San Luis Obispo, California to fly for American Eagle Airlines ... Carolyn Baker, Lou Ellen Foster and Betty Kidd attended the Section meeting in Houston. Carolyn became an instant celebrity after her levitation demonstration by a magician at the Saturday evening banquet.

NORTHWEST

...Safety seminar draws 70 ... Member gets 3-place glider and starts teaching ... Speaker tells of "Daring Damsels" ... Poker run, race planned--

Columbia Gorge

We sponsored a safety seminar March 29 in the Dalles Senior Center with 70 pilots, spouses and friends in attendance. FAA's Jim Laird gave an excellent

program on weather. The photography was spectacular, showing clouds, icing, and winds -- a good reminder for us all. We awarded three certificates for aviation fuel as door prizes, each good for ten gallons. Many other door prizes were donated by members.

Seven attended a meeting in Hood River. Nominations for the following month's election of officers were accepted. Judy Newman discussed the impact that the Mode C proposal, requiring this device within a 40 mile radius of Portland, Oregon and other airports, would have on our local flying. We were urged to write letters of objection and recommendation to the FAA and to congressmen.

Chairman Mickey Sampson gave a pilot's quiz, and

colorful and informative, with Bill Warren as guest speaker. His career in aviation was destined to be from the age of four, which according to Bill was when he saw his first airshow and took a ride in a DC3. From that point on, Bill's spare time was spent "at the airport." By high school, he was well on his way via landing a crop dusting job; he had 426 hours logged and his commercial license.

Bill's love of flying and irrepressible personality got him into performing at airshows at age 19, and he's been there ever since. Enthusiastically, Bill recalled stories and events of his early airshow career, for example flying to music, pyrotechnics, no pay, and performing with many already great airshow personalities.



20TH ANNIVERSARY - Wichita Falls Chapter held a dinner to celebrate its anniversary. Pictured are (left to right) Lou Ellen Foster, Carolyn Baker, Carolyn and Tom Sanders. In back are Dick Sutton and Betty Kidd.

discussion followed.

Donna Davidson and her sister Laura Newman recently returned from Indianapolis. On their return they toured through California. Judy Newman recently took delivery of a Schweizer 232 three place sailplane, and is giving instruction in it at McMinnville, Oregon.

Helen and Walt Fargher flew to Ocean Shores to join the Oregon Flying Farmers for a clam dig and seafood fry. Clamming was fair; flying was great. Helen has been receiving instruction in a Cessna 150 and a 206, working toward the Wings program. Paul and Lois Blumenstein are also working on their Wings.

Judy Secrest is planning an April 30th wedding.

Southern Cascade

Our March meeting was

In 1983, Bill became internationally acclaimed when he developed the female wingwalking duo, "Bill Warren and the Daring Damsels." We were enraptured for an hour listening and watching *Wings of the Past*, a film spotlighting several early airshow performers. One we instantly recognized was Jesse Woods, who will be main speaker for the Northwest Section meeting September 15 through 18 in Ashland, Oregon.

Willamette Valley

Plans for the Northwest Section meeting, which we're co-hosting with the Southern Cascade chapter in September, are well underway.

Other goings on include Airmarking chairman Ann Marie Cling, who reported plans to hit Creswell sometime in August ...

HONORED - Ilovene Potter, charter member of the Greater Seattle Chapter, was honored recently by the chapter. Her credentials and accomplishments since earning her license in 1941 are tremendous, including being the 50th woman ever to get a helicopter rating and serving as captain of the first US helicopter team to compete in a world championship.



Wanda Maxey just returned from a week on the Baja, flying with friends. She says they had a wonderful time and weather was perfect. Gary Bartel provided an interesting video of the activities, history, and enthusiasm motivating model airplane "pilots." He also displayed several models.

Eastern Idaho

Our spring meeting was held at Aero Mark in Idaho Falls April 23. The next four months will keep us all busy. May 7th we will meet to mend the fences at Henry's Lake landing strip. The cattle and antelope prefer to graze on the runway, making it difficult to land.

Our seventh annual poker run is planned for June 18. Area pilots and friends will "play" at Idaho Falls, Rexburg, Driggs, Arco, and Pocatello.

We'll all be on hand to time contestants in the Air Race Classic as they stop in Idaho Falls June 24-28.

In August we're holding our annual mountain flying clinic at the "Flying B" in the middle fork of the Salmon River. Bob Jones, our favorite instructor on the subject, will be on hand for dual mountain flying instruction again this year.

Montana

At the first quarterly meeting of 1988, it was unanimously decided to continue the presently elected officers for a second year. As the treasurer exclaimed, "Hey, I'm just getting on to the whole thing!" Chairman is Dorothy Albright, Roundup chapter; vice - chairman and reporter is Elsie Culver, Big Arm; Brenda Egge, from Lewistown, is secretary;

treasurer is Mary LaMoy, from Missoula. Airmarking chairman is Jan Anderson, of Big Fork.

The reason statewide meetings are scheduled just four times a year is that Montana is a large state, and has such diverse weather trends.

As a brief but informative speaker, Lance Edwards gave a presentation on the CAP, whose three primary missions are cadets, emergency services, and aerospace education.

There is to be a Flying Companion Seminar in Bozeman May 7. Linda Marshall is heading up the seminar, with Linda Livingston, Tina Pomeroy, and

Mary LaMoy assisting.

June 18 we'll airmark White Sulphur springs, and a second airport is projected for September 10 in the southwestern part of Montana. We hope to include family activity, as well as a possible overnight.

Secretary Brenda Egge was chosen as one of 20 Montana teachers to experience life behind - the - scenes by visiting submarines, naval ships, and helicopters at San Diego, California's Naval Air Station.

Also in the hopper is a border fly-in with Saskatchewan 99s July 16, possibly culminating with an international airmarking.

SOUTHWEST

... Compass rose painted at Dillingham as press watches ... Member earns Falcon captain berth ... essay contest underway—

Aloha

Glen Inamura of Honolulu Flight Service Station was guest speaker at our April meeting. He gave many helpful hints and stressed our use of their services.

Local news coverage was in order for those armed with rollers, brushes, and paint to airmark the compass rose on Dillingham Field. The news segment included an aerial view and interview provided by Sue Hillman in her Comanche.

Preparations are being made for the twentieth anniversary of the chapter and our fly-in to Lanai.

Arizona Sundance

Congratulations to Janna Shea on her upgrade to Falcon jet captain.

Regrettably we had to cancel the 5th Anniversary Charter party. The annual Shamrock Derby was a huge success, though. Winners from our chapter included Pat Moreland, Marge Thayer, and Linda Allhusen.

Ruth Reinhold will be honored in the International Forest of Friendship ceremonies this year for her outstanding contributions. Other members' activities include Linda

Allhusen, and Lucy and Dave Enos, who participated in a CAP trip to Space Camp in Huntsville, Alabama, plus a tour of Redstone Testing Facility; Sandy Christensen is a captain on America West's Boeing 737s; Bonnie Krentler, Lucy Enos and Linda Allhusen attended an FAA physiological training session at Williams AFB.

Bay Cities

The painting of Schellville Airport, only slightly delayed by rain, was accomplished by a hard working group of 99s, 49 1/2s, and friends. All were treated to a surprise lunch arranged by Lena Reichelt. Miriam Brugh and Helen Kelton deserve thanks for their incomparable planning and hard work.

Cameron Park

Doris Lochness hosted the March meeting and picnic at the Nut Tree / Vacaville Airport, where we checked out her L-5 "Swamp Angel" first hand.

A total of 11 planes and 25 players ran the poker run organized by Mary Bovee. Finish of the game included a spot landing contest prior to a celebration picnic.

El Cajon Valley

Dottie Campbell and Doris Ritchy say the chapter essay contest has kindergarteners through sixth graders diligently working on their entries.

The El Cajon Chamber of Commerce Hangar Dinner Dance was a huge success. We were

entertained by a forties band and outrageous shopw. Proceeds will go toward our ECV essay contest.

Attendees enjoyed a fun day at the Gillespie Field Open House, which included five cent a pound rides organized by Dottie McCauley, and a soft drink booth.

An all - night currency flight proved to be a successful venture. Five planes and six pilots participated, including Dottie Campbell, Frankie Clemens, Martha Howitz, Laura Hutchinson, Doris Ritchey, and Joyce Smith.

The 3rd annual All San Diego County 99s Dinner was entertaining and gave us a good opportunity to visit. An informative presentation by Duke Pritchard on the Air / Space America 88 event was followed by local former WASPs, among them Betty Gillies, Kay Brick, Becky McSheehy, and Isabell Hale.

Fullerton

Clear skies and warm weather brought out over 16,000 people to view our membership booth at a nearby airshow. Some 29,000 pounds were flown by members and friends in the Pennies - A Pound plane rides. Joan Campbell, Kim Ernst and Mary MacDonald met with a group of San Fernando Valley 99s for a combined beach picnic while Anna Marie Peto and her guests brunchted at the Elephant Bar near Santa Barbara Airport.

Mary also worked the 99s booth at the National Congress on Aviation and Space Education 19

held near Los Angeles Int'l Airport.

Las Vegas Valley

The "99 Gallery" was established thanks to Vickey Paluzzi and Don Flaherty who, by their donation of wall space, allowed awards and plaques of the chapter and its members to be on display at Aerleon in the North Las Vegas Air Terminal.

This year's airmarking was held at Sky Ranch / Sand Valley Airport. Kudos are due to those who participated. The residents prepared a huge barbeque, supplied soft drinks and visited us throughout the day.

Barbara MacDonald has been chosen to attend the Huntsville, Alabama Space Camp in December, 1988. A "Women of Achievement" award was presented to Debbie Hecht, who also received her private pilot license in late February.

Mission Bay

Celebrating their 37th wedding anniversary, Anna Bledsoe and husband Jim recounted their trip "down under" aboard the QE2. They also visited with 99 Sue Campbell in Auckland, New Zealand, and took in Australia's bicentennial celebration.

We enjoyed a flight in PSA's BAe 146 simulator during our March meeting. Thanks go to Patricia Sheetz and 49 1/2 Bruce for putting on the program.

Mount Diablo

Our hangar party was well attended by area flying groups. It was a good chance to meet fellow pilots and to band together to promote aviation safety.

April's meeting was highlighted by Vickie Miller, who shared her experiences from a scientific expedition to Australia studying dolphins for Earth Watch. Mimi Steele talked about being a space cadet student in a mock-up at a space camp sponsored by the National Space Society.

Other goings on include our spot landing contest at New Jerusalem, which was a fun time, though a humbling experience. Two tries at landing were allowed, and a flour bombing contest included five of us ...

20 Section Governor Shirley Winn

greeted our fly-in group to Woodland Watts. Mimi Steele rode in with Sara Shapiro in her C170, while her husband brought their Starduster ... Kathleen Smith was chosen as a delegate in the cultural exchange to Russia ... We hosted a pilot refresher course in late March, and are scheduled to setup a membership booth in late April ... Twenty six of us plan to go on a weekend fly-in to Sun River, Oregon in mid July.

Orange County

Mountain and desert survival was the topic of our April meeting, expertly presented by FAA Flight Examiner Bill Campbell. A DRI trip to Santa Barbara was organized by Beverly Niquette and Charlene Hengesh.

Our Flying Companion Seminar found 32 nonpilots eager to learn the inner workings of flight and what it is to become a useful, working part of an aviation team. We also sponsored our first safety seminar.

Simulator Flight Time hosted us at an open house which included a tour of the new Flight Education Center, and a view at Jeppesen - Sanderson's new videotapes. We saw a demonstration of the AST300 color visual simulator and got a hands-on experience. A pop quiz on aviation safety and procedures was given, too, just for fun.

Lois Dillman showed a video she edited of our past Flying Companion Seminars, with some of our best and funniest moments.

Hisperia was the location of the monthly fly-in, for the Hi-Desert 15th anniversary and potluck held in the hangar at the end of runway 3.

Other goings on include: A tour of Coast Approach, where we viewed the radar facilities, led by chairman Jan Pederson ... A small group of us attended Flight 1990, a special presentation and unveiling of the artist's renditions of the two story tech terminal to be built at John Wayne Airport ... The Orange County Aviation Council hosted a luncheon saluting general aviation, and featured AOPA president John Baker as guest

speaker. Two tables of 99s were present and acknowledged at the banquet.

Redwood Empire

Barbara Evans spoke on her experiences in the Air Race Classic at our April meeting and Rhonda Hammons gave an informative talk on the Pilot Refresher Program.

A joint fly-in with the NAPA pilots brought Nancy Large, Jeanne Gibson, Esther Harri, Susan Chambers, Susan Adler, Frances Houchin, Nina Rookaird, and Erma Chance to Willows and the Golden Pheasant for brunch. Erma was honored by the chapter, as she'll leave soon to join the Peace Corps.

Nina attended the Congress on Aviation and Space Education.

Sacramento Valley

A beautiful day was enjoyed by those who attended our fly-in to Monterey. We sponsored a membership drive there, where students and pilots both were invited to a potluck and FAA slide presentation on landings.

This month's meeting was held on - the - go so we could all attend AOPA's presentation of "Cross Country Odyssey," a how-to on flying in different types of airspace, and procedures for flying the new VFR transition routes in the Los Angeles TCA. Six of us toured the Sacramento TRACON, and spent time

meeting the controllers, going over charts, discussing airspace, and viewing the radar scopes.

San Fernando Valley

We're welcoming new members Eileen Harte, Claudia Kelly, Susan Theurkauf, and Mary Yarnell.

Nearly 90 CFIs went to a two day Flight Instructor Revalidation Clinic sponsored by Accelerated Ground Schools and our chapter. Betty Irwin chaired the event with assistance from other members.

We performed a much appreciated service by assisting the Kiwanis Club in collecting and transporting used eyeglasses to DRI in Santa Barbara. The trip was topped off with a visit to the Elephant Bar.

Our March Flying Companion Seminar was attended by over 50 students. Fran Slimmer was chairman, assisted by Bertie Duffy.

The Valley Air Derby, which we ran as a proficiency race this year, included 22 teams. First place winners were Maurice Coplan and Glenn Barnum, second place Lorrie Bleck and Dave Shtolzberg, third place went to Jack and Laura Ricks, fourth place to Machael Kenner and Susan Skalla, and Mary Rawlings and Mary Jayne Rios placed fifth.

The Derby was expertly coordinated by Betty Irwin, Monie Pease, and Mary Rawlings.



WEIGHING IN FOR AIRLIFT - Jennifer Naylor (left) and Sharon Moss, weigh Eleanor Parsons before a 5-cents a pound airlift conducted by the Alameda Chapter at Hayward, CA. Plane is a 1918 Jenny owned by Jim Nissen of Livermore.

Lunch was served by the Bakersfield chapter in the Bird's Nest hangar of Bertie and Pep Duffy.

Our chapter now has its own telephone number. So give us a ring at (818)989-0081.

San Gabriel Valley

Goings on over the past months include: Margaret and Dave Lauson, Eve and Harold Hunt, Lyn Larson, Isela Rios and Shiela Drayster at the Elephant Bar on Santa Barbara Airport for a patio lunch ... Claire Kopp attended and worked the booth at the National Congress on Aviation and Space Education ... Eva Furman is on an extended tour of the South Pacific, with plans to visit New Zealand and

Australia ... Maude Gomez has taken up aerobatic flying ... Catherine Murphy spoke at Fort Irwin, Barstow on "WASPs to CAP." She and several other former WASPs were given a tour of this national training center. Catherine was presented a medal honoring women in the military ... April was to be the planned month for our Flying Companion Seminar, co - chaired by Claire Kopp and Marge Harper.

Santa Clara Valley

Our Flying Companion Seminar was held for an enthusiastic group of women in late April. Barbara Murren and Dee Ramachandran will represent the chapter in the Air Race Classic, flying a Bonanza A36.

We toured ATC at San Jose Int'l. Airport, and viewed a very active place.

Other goings on have been Verna West, the victor in the spot landing competition at the Hollister Air Meet ... A donation to the San Jose State University

Students' Precision Flight Team was made possible through our White Elephant Auction, at which a record sum was raised ... A proficiency flight to Quincy, a town in the Sierra foothills, was much enjoyed. Dee Damachandran was declared, hands down, the winner.

TO ALL 99 CFIs—Will you donate an hour of your time to give flight instruction at the international convention in Shangri La, August 13? Please contact me if you can ... we need you! Madeleine Monaco, 870 Old Willow #13, Prospect Heights IL 60070. (312)827-0205 days, 527-2636 nights.

ARE YOU DUE FOR A BFR?—Or perhaps overdue? Do you need an hour in an airplane to get ready for your BFR? 99s fly—and 99 flight instructors will be donating their time on Saturday, August 13 in Shangri La, Oklahoma during the international convention. Watch for a sign up sheet and more information.

IN MEMORIAM



LIZ KAY

Liz Kay, a member of the Eastern Pennsylvania chapter, died late in 1987 after a bout with cancer. A quiet person, she was active with her chapter, and gave willingly to the jobs that needed to be done.

Her flight instructor said she was one of those determined, hard - working pilots who achieved good results from her extra efforts in the cockpit.

LOMA KAY

Loma May, 82, charter member of the Michigan chapter, died February 24, 1988.

She started her aviation career at about age 20, having previously worked as both a school teacher and principal. Loma was hired by the US Navy to develop training films for gunners. she remained in the educational film business after WW2.

GEORGE McKAY

George McKay, 74, 49 1/2 of Sammy McKay of the Michigan chapter, died February 27, 1988. He was a retired Cadillac dealer and loved to fly with his wife of 49 years. George was also a supporter of the Michigan SMALL Race and the starter for the event in 1986.

JOSEPH FRANK

Joseph Frank, 49 1/2 of Sandy Frank of the Greater Detroit Area chapter, died recently.

BETTY CULL

Betty Cull, a life member of the Ninety-Nines, and of the Indiana chapter, died February 2, 1988. She was a graduate of Indiana University and Embury-Riddle

Aeronautical University. Betty received a number of awards for journalism, and during WW2 served as an aerial observer for the US Army.

GORDON A. BAYES

Gordon A. Bayes, 65, died December 5, 1987. He was 49 1/2 of Carol Bayes, member of the Mt. Tahoma chapter.

Gordon's parents moved to what is now Bremerton National Airport in 1935, and founded the facility. He spent his teen years learning to fly in a J-3 Cub.

BOB DAVIDSON MARRIOTT

Bob Davidson Marriott, 49 1/2 of Marion, a member of the San Gabriel Valley chapter, died in December at Duarte, California. He was a longtime, active, generous supporter and benefactor of the chapter, and with Marion, entertained at meetings with programs of their extensive trips.

AUDREY THONEY

Audrey Thoney, member of the Sacramento Valley chapter, died in mid-April after a lengthy illness. She was a Missouri native who had lived in California for 20 years.

Audrey is survived by her husband Joe, two daughters and five grandchildren.

ANNIE CADORET

Annie Cadoret and her 49 1/2 Del were killed in a plane crash in April while returning from a weekend trip to Arizona. A member and publicity chairman for the San Fernando Valley chapter, Annie was active in chapter activities.

INTRODUCTORY OFFER: New! Blue Page ads—Available to all 99s who own or operate a business, for just \$25. The spots are business card-sized at 2" X 3 1/2". Send by July 25 to Joyce Wells, 21 La Rosa Way, Larkspur CA 94939. Orders must include payment of \$25 for camera ready art, \$125 if not camera ready.

KITTY HAWK CHAPTER reports that life member Kate Webber and her 49 1/2 have both, once again, passed their flight physicals. The pair are 82 and 79 years young. Good work!

NEW RATINGS

Barbara Fioravanti, New York Capital District chapter: instrument ... Marty Goppert, Potomac: MEL ... March Deckelbaum, Potomac: 1st Officer B737 ... Robin Hosenball, Potomac: Saab Captain ... Paula Block, Kentucky Bluegrass: CFI ... Bonnie Campbell, Washington DC: instrument ... Margie Whitman, PKB: advanced and instrument ground instructor ... Elizabeth Matarese: CFII and MEL, FAA Airport Inspector ... Barb Muelhausen, Chicago Area: private ... Sue Kulik, Chicago Area: instrument ... Pat Thomas, Chicago area: instrument ... Ann Salvia, Lake Michigan: instrument ... Wendy Holforty, Lake Michigan: CFI ... Joan McCombs, Lake Michigan: MEL ... Barbara Goodwin, Lake Michigan: instrument ... Judith Myers, Wisconsin: instrument ... Gayle Indermuehle, Wisconsin: private ... Elinor Kline, All-Ohio: instrument ... Ann Marie Schorsch, Chicago Area: CFI ... Mary Hand, Greater Kansas City: instrument, commercial, CFI ... Tiana Etzkorn, Tulsa: Lear type rating ... Connie Francis, Las Vegas Valley: FAR 135 ... Susan Adler, Sacramento Valley: seaplane ... Dolores Lattanzio, Mount Diablo: CFI ...

CONGRATULATIONS ALL!

LORAN

Continued from page 10

equipment, such as Shadin digital fuel computers, for real-time display of range, fuel remaining at the destination, etc.

II Morrow's former crosstown rival in Salem, Oregon, ARNAV systems, has since moved up the road to Portland, and has a line including the R-15, R-30, and R-40 panel-mounted LORANs and the R-60 remote version for pedestal installation. They also build LORAN "front end" sensors for other manufacturer's large - aircraft navigation management systems.

The R-15 and R-30 are similar two-inch high panel-mount units with VFR certification, differing primarily in LCD display in the R-15 vs. more readable (and more expensive) LED displays in the R-30. The IFR-certificated R-40 is an outgrowth of the firm's earlier LORANs, and has a full-sized keyboard; its database, unlike that of the smaller units, is installed in a separate small unit that can go under a seat or behind the panel. Finally, the R-60 is a version of the R-40 in which only the control head is panel or pedestal mounted, with both receiver and database in remote boxes.

ARNAV has always prided itself on the completeness of its database and its units' plethora of special functions; they were the first to offer emergency nearest-airport search, automatic warning of special-use airspace, and the first to provide displays of minimum safe altitudes both in the immediate vicinity and ahead along the route of flight. Other capabilities include VNAV, automatic calculation of winds aloft based on inputs of heading and TAS, and interfacing with ARNAV's line of "Fueltron" digital fuel flow systems. In addition, ARNAV manufactures "intelligent ELTs," which incorporate a voice synthesizer to broadcast the unit's position, as received from the LORAN, after a crash or forced landing. Database replacement or updates are performed by ARNAV dealers.

Northstar Avionics is an offshoot of a long-respected marine LORAN manufacturer, Digital Marine Electronics, and their M1 LORAN has rapidly gained a very strong market share in the top-line LORAN segment. Their unit's strong points are ease of use, an extremely comprehensive North American database, good performance, and a "plain English" operator interface.

One of the M1's unique features is a 22 "dual channel" navigation computer de-

sign. Although there's only a single LORAN receiver, there are two separate navigation computer functions, and the single-line 32-character display can be split into two 16-character segments. One computer can be used to check range and bearing to any waypoint in the database without disrupting navigation by the other computer. The database itself is nicely divided into categories: airports, VORs, NDBs, intersections, and user waypoints, making data search and selection quick and easy.

Advanced features include the by-now-standard winds aloft computation and interface with fuel measurement systems. In addition, there are a couple of special modes: the unit can be removed from the airplane and "flown" in

The system provides a constant "God's eye view."

.....

a ground demo mode for flight planning or training. When in the airplane, it has a "look ahead" mode—for example, if your destination weather deteriorates, you can automatically find other airports near the destination in descending order of nearness. Database updates, involving the replacement of EPROM chips, are carried out by Northstar dealers.

cross-chain operations:

One of the major headaches for LORAN manufacturers and users alike has been the so-called Mid-Continent Gap. Thus far, no LORAN station chains have been built specifically for aviation; instead, the existing chains are optimized for coastal and offshore marine navigation. While the low-frequency signals can be received almost anywhere in the USA, station geometry causes an area from (roughly) the western foothills of the Rockies to a few hundred miles west of the Mississippi to have poor or often unsuable LORAN accuracy. This will change in the next few years; with LORAN finally accepted as a viable system by the FAA, a couple of new station chains will be built to close this gap (existing LORANs will be able to use the new chains with a simple software change). In the meantime, though, there are at least two LORAN receivers that can ignore the gap already, by utilizing several chains at once rather than the single chain of most other LORANs. They're at opposite ends of the price scale.

The \$7000 Advanced Navigation

ANI-7000 is a large-aircraft system developed from the earlier Offshore Navigation Inc. ONI-7000. The system, which includes a full-size airline-style control head and remote receiver, can operate on up to four LORAN chains simultaneously, and has FAA approval for IFR enroute and limited approach capabilities nationwide.

Of considerably more interest to the lightplane community is STS's new MC 120, a \$2000 panel-mounted unit that includes a database and one of the simplest update methods yet: an update cartridge the size and shape of a thick credit card is merely slipped into a front panel slot for about 15 seconds, then removed. STS mails subscribers their updates on a regular cycle. Currently a VFR system, the MC 120 may well represent the first of an entirely new generation of lightplane LORANs.

watching the tube:

Another seemingly minor development which will probably turn out to be extremely significant is the interfacing of graphic navigation displays with lightplane LORANs. Until now the sole province of military and airline systems, it's now available for \$4000 and a single 3" instrument hole in the Argus 5000 from Eventide Avionics.

The Argus 5000 requires a standard lightplane LORAN with an RS-232 output; the display unit, which has a tiny green-on black CRT, has its own database including airports, runways, navigaids, and all special-use airspace. While the screen is small—two and a quarter by one and five eighths inches—it's extremely sharp, and shows up well even in sunlight. The system provides a constant "God's eye view" of the airplane and its surroundings. Depending on mode, the presentation is either heading up, with the airplane symbol remaining stationary and the map moving beneath it, or north-up, with the map stationary and the airplane symbol moving over it. In either case, it provides instant visualization of your position in relation to airports, TCAs, navigaids, and so forth.

All of these systems—particularly the more advanced LORANs and displays—embody enough complexity, and sufficient features and capabilities, to merit individual articles which will appear in the future. In the meantime, this broad overview should confirm that the lightplane LORAN continues to develop more and more capabilities, at a better and better price/performance ratio, at an ever-increasing rate.

AEMSF

Four outstanding and diversely talented aviation leaders served as final judges for the 1988 Amelia Earhart Memorial Scholarships. They are Don Beck, former military pilot; Max Bleck, president and

chief executive officer of Beech Aircraft Corporation; Charlie Hillard, aerobatic champion and leader of the Eagles Aerobatic Flight Team; and T. Allan McArtor, FAA Administrator.

Distinguished group has difficult task of selecting winners of Scholarships



DON BECK

DON BECK, Air Force jet pilot, military test pilot, Reno air racer and speed record breaker, has been an active pilot for over 45 years. He is the owner of several aircraft, among them a Beechcraft Baron, which Beck uses for business, a Formula One racing aircraft, a Pitts Special aerobatic plane for airshows, a Midget Mustang that's under construction, and a Cessna 152 used

for instrument training.

Born in Jackson, Minnesota, then raised and educated in Southern California, Beck obtained his pilot's license through a college civilian pilot training program. He completed his primary, secondary, cross country and instrument courses prior to joining the U.S. Army Air Corps in World War II. Beck was commissioned as a 2nd Lieutenant upon graduation in 1945, and assigned to fly fighters.

During the Korean War, Beck was the first combat jet fighter pilot to return to the U.S. after completing all mission requirements. He was then assigned as a fighter test pilot at Eglin AFB in Florida, to test first the F-86E, the F-86D, the first all weather, single seat interceptor in the world. At the request of the Royal Air Force, Beck was assigned to the fighter test squadron at RAF West Raynham, for two and a half years spent testing British sweptwing jet fighters.

Returning to the USAF, he went to further test fighters at Wright Patterson AFB, Ohio. Beck flew test projects on late versions of the F-86, the F-89, four models of the F-100

and was assigned chief test officer on the F-104 project.

After leaving active duty in the Air Force he became an officer in the Air Force Reserve assigned to fighter test at Edwards AFB on weekend duty.

Beck is a Lt. Colonel, USAFR. He owns and operates two real estate offices, one in California and one in Nevada, near his home in Lake Tahoe. As a civilian, Beck has been president of his local chamber of commerce, of the Board of Realtors, his local airport district, as well as a director for over 15 years.

He raced aircraft in 1971, and has flown as many as four different race planes at the Reno Air Races. Beck has also participated in nearly every major U.S. air race during the past 15 years.



MAX E. BLECK

MAX E. BLECK, president and chief executive officer of Beech Aircraft Corporation, held the same two top positions at both Cessna and Piper. Bleck was elected Beech's president and CEO in June 1987, and is a member of the firm's board of directors of the Beech Foundation. He also serves as chairman of Scaled Composites, Inc., a Beech subsidiary in Mojave,

California.

Bleck joined Beech in January 1986 as vice president and assistant to the president, after a short period as executive vice president for Gates Learjet Corporation. He has more than 35 years engineering and management experience in the general aviation industry, and most recently was president and chief operating officer of Cessna Aircraft Corporation.

Following graduation from Rensselaer Polytechnic Institute (RPI) in 1950, Bleck joined Stanley Aviation Corporation of Denver, Colorado, as an engineer. He eventually become its vice president of engineering.

In 1961 Bleck joined the Wallace Division of Cessna Aircraft Company as chief engineer. He was promoted to division vice president / general manager in 1966, and was elected Cessna's group vice president / aircraft operations in 1971.

Bleck departed Cessna in 1975 to become executive vice president of Piper Aircraft Corporation in Vero Beach, Florida.

A U.S. Naval Reserve veteran, Bleck serves on the board of directors and

executive committee of the General Aviation Manufacturers Assn. (GAMA) and on the Aeronautics and Space Engineering Board of the Naval Academy of Science.

In Wichita, he is a director of Bank IV and of the United Way of the Plains, as well as a member of the Sedgwick County - Wichita Long Range Planning Task Force, and of the Rensselaer Polytechnic Institute.

Bleck and his wife, Gloria, are both licensed pilots. They have three grown children.



CHARLIE R. HILLARD

CHARLIE R. HILLARD, aerobatic champion and leader of the Eagles Aerobatic Flight Team, soloed on his sixteenth birthday --before he told his parents he was learning to fly. He'd worked during vacations to pay for the lessons.

Hillard says he wanted to fly from age seven when he went to an airshow and

watched a pilot feather both engines on a P-38. Hillard enrolled in Georgia Tech to study aeronautical engineering, and while there bought a clipped-wing Piper Cub. After flying it for a few summers, he began to fly in airshows. Hillard also entered his first aerobatic competition, and won third place in the Antique Airplane Assn. contest.

In France for his sixth world aerobatic competition in 1972, Hillard became the only American ever to win the Individual World Championship. His most famous maneuver, the "torque" roll, is done with the plane seeming to hang by its propeller while rolling continuously. As a member of the U.S. team, he and his teammates took first place in 1970 and 1972.

The Eagles Aerobatic Flight Team, which flies 65 airshows a year, is a threesome composed of Hillard, Tom Poberezny -- also a member of the winning U.S. team in France -- and Gene Soucy, who held the U.S. National unlimited championship for three consecutive years.

The three fly identical Christen Eagles, 260 horsepower biplanes of astonishing

capabilities.

Hillard joined his father's a car rental franchise in 1961 and now has far flung business interests that include a Ford / Mazda dealership, two automotive leasing companies, a travel agency, a ski shop and an automotive accessory shop. His current business plane is a Cessna 421, in which he logs about 275 hours a year. He started with a Beech Bonanza, later acquired a Beech Baron, and finally a Cessna 340.

T. ALLAN McARTOR became FAA Administrator July 22, 1987. He succeeded Donald D. Engen, who resigned July 2 to re-enter the private sector.

Prior to his appointment by President Reagan, McArtor was senior vice president for telecommunications at Federal Express Corporation, with responsibility for all of the company's domestic and international networks. He also served as chairman of the Department of Transportation's Commercial Space Transportation Advisory Committee from July of 1986 until Ju.



99s at AirSpace America - San Diego

The Canadian Forces Snowbirds aerial demonstration team performed their usual flawless performance of super tight formation flying during the first aviation exposition held in San Diego. 99 Verna West caught the Snowbirds in one of their passes for this dramatic photo. The 99s were much in evidence at the affair as the booth passed out mounds of material on the organization and brought its goals and ideals to many people for the first time. International Past President Hazel Jones shows off one of the booths favorites.





T. ALLAN McARTOR

operations, vice president of advanced projects and research, and vice president for the advanced satellite systems division.

McArtor graduated from the U.S. Air Force Academy in 1964 with a BSE degree in aeronautical and astronautical engineering, then received an MSE degree in engineering mechanics from Arizona State University in 1971. He was a fighter pilot in Vietnam, logging 200 combat missions and winning the Silver Star and Distinguished Flying Cross for heroism. From 1972 until 1974, he flew with the USAF Thunderbirds precision flying team.

McArtor was born in St. Louis, Missouri July 3, 1942, and graduated from high school in Webster Groves, Missouri. He and wife Grace have two sons, Andrew and Scott. Andrew is a member of the class of '90 at the Air Force Academy; Scott is a high school senior.

1987.

McArtor joined Federal Express in 1979, holding posts as vice president of systems

Rare 1st Day Covers to be sold

Charter 99 Betty Huyler Gillies was our international president when the first Amelia Earhart Memorial Scholarship was awarded to Patricia Thomas (Gladney) in 1941. Betty participated in the Fly Away from Amelia's birthplace in Atchison, Kansas, where on July 24, 1963 an eight cent airmail stamp was first issued.

A special cover (envelope) had been designed by our own Marion Andrews for the first day of issue, to be given to contributors* to the Amelia Earhart Memorial Scholarship Fund (AEMSF).

Infrequently during the ensuing 25 years, trustees of the Scholarship Fund have recancelled a limited number -- usually 100 -- of these First Day Covers (FDC) on historical and special occasions, or anniversaries, and have made them available for a specified premium gift* to the fund.

Betty Gillies' generous gift of her collection of First Day Covers will be resold by sealed bid at this summer's convention for the benefit of the Scholarship Fund. Several Covers are extremely rare, and no longer available.

Bids will be accepted during the convention in Shangri La, Oklahoma until 12:00 noon on Saturday, August 13. Winners will be announced during the banquet.

If you do not expect to attend the convention, mail your bid with a separate check for each cover you bid on, payable to the AEMSF, to Alice Hammond at 15 Oakdale Drive, Millville NJ 08332. Include a number 10 self addressed stamped envelope, and arrange to have your bid arrive no later than August 1. Checks for unsuccessful bids will be returned.

The following covers and their respective minimum bids are available for this silent

auction:

1. Signed by the charter 99s who flew them out of Atchison, Kansas July 24, 1963, including Melba Beard, Viola Gentry, Betty Gillies, Blanche Noyes, Nancy Hopkins Tier, and Louise Thaden. Minimum bid is \$250.

2. Signed by Teddy Kenyon, charter 99 who flew the covers from Detroit, Michigan to the east coast on Fly Away day, although not from Atchison, Kansas. Minimum bid is \$10.

3. FDC with four stamp Plate Block 27541. Minimum bid is \$20.

4. Recancelled on Howland Island May 21, 1964, courtesy of the U.S. Coast Guard, and the only mail ever cancelled there. Minimum bid is \$350.

5. Recancelled at Albany, New York July 17, 1979, with a Wright Brothers Stamp added, commemorating the Golden Jubilee of the 99s. Signed by Amelia's sister, Muriel Earhart Morrissey and the 13 charter 99s at the Jubilee. Only 50 were made. Minimum bid is \$250.

6. Recancelled at Atchison, Kansas July 24, 1983 with an additional Amelia Earhart eight cent airmail stamp and a 15 cent Tree stamp added. Commemorates the twentieth anniversary of the Amelia Earhart eight cent airmail stamp and of the relighting of the beacon on Howland Island, the tenth anniversary of the International Forest of Friendship, and the two hundredth anniversary of man's first flight by the French balloonist, Mongolfier. Signed by Muriel Earhart Morrissey, Melba Beard, Betty Huyler Gillies, Nancy Hopkins Tier, and Fay Gillis Wells. Minimum bid is \$250.

*NOTE: Contributions to the AEMSF are tax deductible.

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XC Convention friendships

The Section connection

They called it the Section Connection. Founded on friendships made at the 1983 New Orleans International Convention, it spread across two Sections at opposite ends of the U.S., and was reinforced by ongoing challenges and visits.

In 1983, New York - New Jersey Section members Joyce Malkmes and Mae Smith met Northwest Section members Carolyn Carpp and Joyce Harding. Having enjoyed fellowship at New Orleans, the four met again the following year during the Anchorage International meeting. They followed that up with non convention gatherings before coming together again at conventions in Baltimore in 1985, Hawaii in 1986 and Vancouver in 1987.

International Vice President and Northwest Section member Gene Nora Jessen was first to suggest this challenge: each Section would raise \$1,500 to sponsor a member of the U.S. Proficiency Flight Team (USPFT) to Finland for the June 1987

competition. With its first - ever woman member, the USPFT challenge was especially significant.

The challenge undertaken, Northwest and New York / New Jersey Section Governors - Pegge Blinco and Doris Abbate -- immediately began exchanging letters. Plans were in the works for a party at the Vancouver convention, to celebrate the winning Section in the fundraising effort, and huge successes in friendship generated by the Section Connection.

At one time more than 75 could be found jammed into International President Barbara Sestito's suite.

These two Sections feel that they've started something exciting, something to share and duplicate. They encourage other Sections to form cross - country alliances with Section Connections that can help host a variety of activities and support for the spirit between Ninety-Nines who "live far apart" but are always "close together" in their love for flying.

many moons ago, I am pleased that you are there. You have my heartfelt sympathy.

I love the picture on the cover (February, 1988 issue). I couldn't decide whether runway was twelve o'clock going up the mountain or that spot at one o'clock to the right. Either way, it's stark looking, cold looking and totally desolate. What a nifty picture.

Hazel Jones
Dallas Redbird chapter

I just received my February 1988 copy of **THE 99 NEWS** and I read with great interest and excitement our "President's Message."

I would like to take this opportunity to publicly commend International President Barbara Sestito and her current board of directors for having the courage to address the future of The Ninety - Nines with such thoughtful insight and directness. Barbara has done a very good job for us, and she will be missed as she steps down from the presidency later this year.

As the board continues to explore longrange funding for our organization, I would also urge a look at the intended purpose of the organization and to either reaffirm that purpose as written or rewrite it to reflect the direction the organization will be moving in the future. With a headquarters building already paid for and discussion of creating a perpetual trust from which to operate this organization, I think it is important that everyone be very clear on the goals and purposes of The Ninety - Nines.

In the past few years membership in a number of aviation organizations has decreased or not grown significantly. Part of this is no doubt due to the economy in general, but part of it also has to do with some organization's not being attentive and responsive to the needs of their memberships. I know that this is not a problem with The Ninety - Nines yet, but we need to safeguard against ever letting that happen in the future. That's why it's so important the board of directors and international officers do longrange planning, and see that competent leaders are nominated for each elective office.

I personally feel that our next president needs to have a strong business background in order to understand the whole economic picture for the future of The Ninety - Nines. Gene Nora Jessen will get my vote.

I hope that 99s everywhere will care enough about the organization to write to headquarters expressing their personal and / or chapter views on the issues Barbara raised. My own list of comments is enclosed.

Sherry Knight Rossiter
Santa Rosa chapter

Letters

Today, May 17, I received the March issue of **THE 99 NEWS**; the Feb. issue arrived in mid April. The word delay is part of my vocabulary as, is the word patience, but 6-8 weeks for the delivery of the "**NEWS**" is too much. Would it be possible to change this for the better?

Evelyn Tinkl
Eastern Pennsylvania chapter

Editor's note: Yes, we hope so. With awareness that some eastern readers are incurring ridiculously long delays in receipt of their magazines, we're trying; the problem is a matter of lengthy postal delivery. **THE 99 NEWS** is mailed from Seattle, WA, and we are alerting the local Post Office of this problem. Meantime, our genuine apologies for the unseemly delay.

Congrats on your new post as editor. I wish you much success. **THE 99 NEWS** is a critical asset for our organization -- for many members, it is the only contact they have with The Ninety - Nines. Thus the magazine not only keeps them in touch, but can also excite them to return to participative status. I know we rattle around the concept that this magazine must be our PR vehicle to outsiders, but only when it first

serves our own membership can it truly represent the essence of our being to outsiders.

I like the elimination of the slick paper for the interior. Quality of paper seems good, and frankly, for my tired eyes, it is easier to read when the paper doesn't reflect the light source into your eyes. Hopefully, it will help realize some cost savings as well.

One suggestion if I may. Would it be possible to spare a little more white space on each page -- especially at the top? I know space is a real premium, but things seem so busy and crammed together most of the time. Actually, this issue already seems to be making progress in that direction. The Section News, with the elimination of the border lines at the sides, and the additional space to separate sections and chapters is much more reader - friendly. Keep up the good work.

Enclosed is a calendar item for your next issue.

Jan Perry
Oklahoma chapter

After many labor pains, you finally gave birth and I think your first effort was outstanding. I commend you for your efforts and I feel that our organization is going to be better for having you there.

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