

# *the 49 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

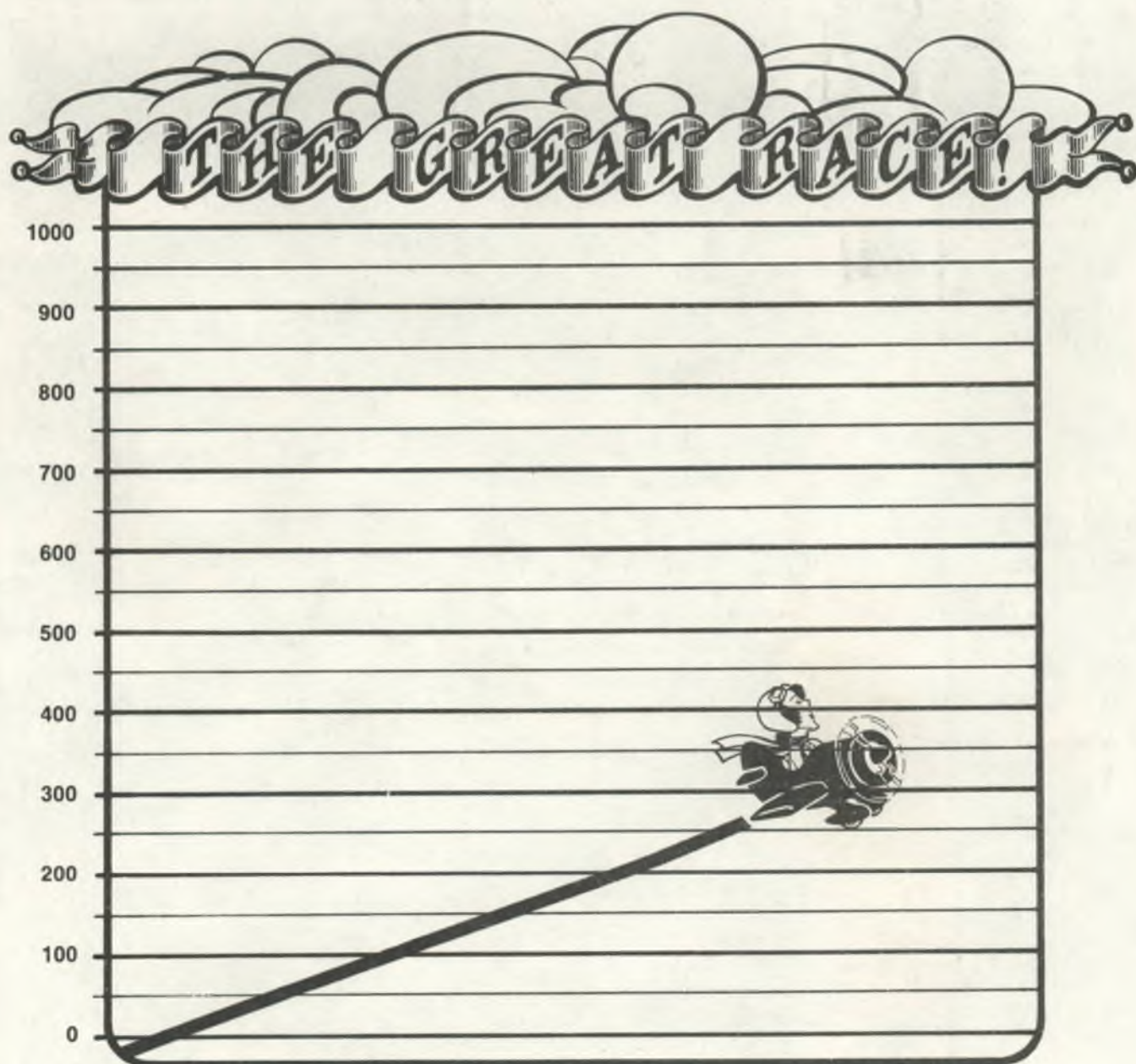
April, 1980



Aerospace Education Seminar Information

# **We Have 200 New 99s!**

## **But Hurry - Only Two Months Left To Win The Great Race! It's Over May 31st.**





ON THE COVER: Diane Hixson at her Flight Engineer's Panel in the cockpit of a Boeing 727.



Among those gathered to honor Glenn Buffington, second from left, were Ellie Cansdale, Charlotte Kamm and Illovene Potter. Details inside.

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## This Month in *The 99 NEWS*

<b>Activities &amp; Projects - A look at 99s on the move</b> .....	13
<b>Aerospace Education Seminar - Shooting for the Stars</b> .....	12, 18, 19
<b>Aviation Activities - Safe Pilot '80</b> .....	9
<b>Calendar - What's happening</b> .....	6
<b>ETC. - General Information</b> .....	28
<b>Forest of Friendship - Decade of the 80's</b> .....	11
<b>More Information - All the details</b> .....	6
<b>New Horizons - Farewell to four 99s</b> .....	8
<b>Ninety-Nines Honor Glenn Buffington - Thank you, Glenn</b> .....	17
<b>On the Cover - Diane Hixson - Flight Engineer</b> .....	21
<b>Safety Education - East Canada Report</b> .....	10
<b>Thoughts from Thon - Save those clippings</b> .....	4
<b>Vail Convention 1980 - High Country Learning</b> .....	23

## Advertisers

<b>Beech Aircraft</b> .....	5
<b>Cessna Aircraft</b> .....	20
<b>Classified Ads</b> .....	33
<b>Sporty's</b> .....	7

## Circulation Information

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## Thoughts From Thon

The topic of this column may not strike you as being terribly significant in these days of The Great Race, inflation fighting within the organization, Convention preparations and our forthcoming Ninety-Nines/AOPA Aerospace Education Seminar to be held in Lincoln, Nebraska, June 23-27 (see Page 18 for additional information), but to future Ninety-Nines it is important.

The subject: Newspaper and magazine clippings about Ninety-Nines' activities throughout the world! Many Chapters thoughtfully send me their chapter bulletins and I read them all with a great deal of interest. Frequently, I see the magic words, "We received excellent coverage in the newspaper." When I call our International Scrapbook Chairman, Ginny Flanary to ask if she received the clippings from that area on the well publicized event, 'tis seldom indeed that she knows what I am talking about.

Those of you who have seen the wonderful, historic scrapbooks which are kept at our Headquarters in Oklahoma City, know the value of gathering every bit of information available — at the moment it is available. Headquarters has a scrapbook for each year beginning with our first year - 1929!

As we look through those pages of history, we are filled with pride for the many Ninety-Nines' accomplishments, as individuals and as groups. Surely the achievements of Ninety-Nines thirty, forty and fifty years ago when there were only a comparatively few Ninety-Nines were not greater in number than today with the thousands of Ninety-Nines around the world? In this regard, articles in languages other than English are more than welcome and will provide a valuable addition to our history.

Now I will admit that newspapers are not always the most reliable source on which to base history, and I'm also aware that an individual who is featured, somehow becomes shy about furnishing the Headquarters scrapbook a copy, particularly if there are a few inaccuracies in the write-up (a normal occurrence, but think ahead - think about those who will be doing research ten, twenty and thirty years from now. Today's activities need

to be recorded.

Louise Thaden, the Ninety-Nine who led us in our formative years, wrote to me shortly before she flew on to New Horizons saying she wanted Headquarters to have a series of photographs covering the 1929 Derby, the 1936 Bendix Race, some records, a few representative newspaper clippings AND ".....a day-by-day newspaper file covering the First (1929) National Womens' Air Derby." Louise went on to say, "I consider these to be a really rare collection, especially for The Ninety-Nines for several reasons, since it was the catalyst for organization; contestants were the founding members; the stimulus for the AWTAR; the foot in the door for women pilots and on ad infinitum." How generous of her and how valuable for historians.

Now a word about clippings that have been sent, but not used. "Why?" you may ask. Perhaps the sender has cut out the article very carefully and neatly but eliminated the date (a vital matter for historians). Frequently the name of the newspaper or magazine is cut off as well. The article has lost its value — dates are as vital as locations to researchers.

Thousands of newspapers throughout the world use the same names, i.e. The

Daily Pilot, The Journal, The Sentinel, The Register, etc. If your paper does not show the name of the city alongside the name of the paper, please write in the name, plus the state and country. City names are repeated throughout the world.

Now that we are agreed on the need to include the name and location of the publication **and the date of its issue**, we have one further problem for our international, section and chapter scrapbook chairmen and that is whether or not the article concerns a Ninety-Nine. As a course for historians, we would like to record **ALL** the accomplishments of women in aviation, however, as Ninety-Nines, we need to identify the accomplishments of our members. It is most helpful if, on a separate slip of paper, you indicate the chapter or section affiliation of the subject of the article.

The international scrapbook chairman's name is always listed under international committee chairmen on Pages 6 and 7 of your Membership Directory. She needs only one copy of a newspaper or magazine article. Remember your section scrapbook and your chapter scrapbook chairmen. All three are doing a job and they need your help.

## More Computer Fund Donations

### Santa Barbara Chapter

Thelma Cull - Sacramento Chapter  
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# Calendar

## March

- 1 March 99 Renewals Due  
April 99 NEWS Deadline
- 7-8 Flying Companion Seminar  
Orange County Chapter
- 15 Annual Poker Flight  
San Fernando Valley Chapter
- 16 Australian Section Spring Meeting  
Devonport, Tasmania

## April

- 1 April 99 Renewals Due  
May 99 NEWS Deadline
- 8 \*Entries close for Air Race Classic
- 11-12 \*Southeast Section Spring Meeting  
Thomasville, GA
- 11-13 AOPA Survival Course  
High Sky Chapter, Odessa, TX
- 12 \*Shirts 'N' Skirts Air Race  
Fullerton Chapter
- 14 Paula Loop Building Dedication  
Tinker AFB, Okla. City, OK
- 18-25 \*9th Annual Louisiana Air Tour  
Baton Rouge, LA
- 19 \*Indiana Dunes Aviation Clinic  
South Bend, IN
- 19-20 East Canada Spring Section Meeting  
Holiday Inn, Peterborough, Ont.
- 25-27 \*Jim Hicklin Memorial Air Race  
Bullhead City, AZ
- 26 \*Long Island Poker Run

- 26 \*2nd Annual Okie Derby  
Westheimer Field, Norman, OK
- 30 Entries close for the  
Illini-Nines Air Derby

## May

- 1 May 99 Renewals Due  
June 99 NEWS Deadline
- 2-4 South Central Spring Section Meeting  
Lubbock, TX
- 2-4 Southwest Spring Section Meeting  
Concord, CA
- 3-4 \*Greater Detroit Area Pinch-Hitter  
Course  
Ann Arbor, MI
- 16-17 New York-New Jersey Section Meeting  
Finger Lakes, NY
- 16-18 \*North Central Section Spring Meeting  
Delavan, WI
- 23-25 \*Illini-Nines Air Derby  
Rockford Airport, Rockford, IL
- 24 \*Aussie-Yankee Challenge  
Bolto Field, Columbus, OH
- 24 Western Canadian Spring Section  
Meeting  
Winnipeg, Manitoba, Canada
- 1 June 99 Renewals Due  
July-August 99 NEWS Deadline
- 2 \*Entries close for the Buckeye Air Rally
- 6-7 Golden West Mini-Derby Air Race

- 10 Indian Section Spring Section Meeting
- 10-13 \*Air Race Classic  
Corpus Christi, TX to Columbia, SC
- 13-14 \*Buckeye Air Rally  
Springfield, Municipal, OH
- 13-15 Petticoat Derby  
Albany, OR
- 21 Garden State 300  
Mercer Co. Airport, Trenton, NJ
- 25-28 \*Int'l. Flying Nurses Convention  
St. Louis, MO

## July

- 1 July 99 Renewals Due  
No 99 NEWS Deadline
- 23-27 International Convention  
Vail, CO

## August

- 1 August 99 Renewals Due  
September 99 NEWS Deadline
- 13-17 \*11th Annual Palms to Pines Air Race  
Santa Monica, CA to Independence, OR
- 26-28 September  
Western Canadian Fall Section Meeting  
Calgary, Alberta, Canada

*Ed. Note: Information on most of these events are available from the 99 NEWS Editor.*

## More Information

### Shirts 'N' Skirts Air Race

The Fullerton Chapter will stage its annual Shirts 'N' Skirts Air Race on April 12, 1980. This is a handicapped, efficiency race open to men and women pilots. Cash prizes and trophies will be awarded to the first three places. In addition, plaques will be awarded to best women's team, best men's team and best mixed man and woman team not in the first three places.

This is a local, one day race of less than 300 miles total distance. It is considered to be an opportunity to apply flying skills for those seeking expertise in preparation for further race events.

Entry kits are available for \$2.50 from Evelyn Craik, P.O. Box 5223, Orange, CA 92667.

### Louisiana Air Tour

The 1980 Louisiana Air Tour will be held April 18-25th. This ninth annual tour will have about 35 private planes (70 people) flying together to fifteen cities in the area.

Activities are planned for each city, with emphasis on the culture of that region, such as fun at the New Orleans Jazz Festival, a trip through the swamp, cannery tour, boat factory, crafts, flying contest, a day of Physiological Training at an Air Force Base,

ante-bellum homes and adventures in Jean La Lafayette's fort on an island in the Gulf. All the while the food of the area will be featured, demonstrating world-famous Louisiana cuisine at it's finest.

Information is available from Fran Salles, Tour Coordinator, 235 So. Acadian Thruway, Baton Rouge, Louisiana 70806, 383-8224.

### Indiana Dunes Aviation Clinic

Saturday April 19th, 1980, South Bend, IN. Classes for non-pilots and pilots. A full day of interesting, educational presentations plus lunch. Registration fee: \$7.50 per person. Contact: Chris Murdock 219-289-8642.

### Jim Hicklin Memorial Air Race

The Seventh Annual Jim Hicklin Memorial Air Race, sponsored by the San Fernando Valley Chapter will be held 26 April 1980, Bullhead City, AZ. This is a handicap Air Race for stock aircraft 85-450 HP, limited to the first 50 entries. Entry Fee is \$55.00, which includes two banquet tickets and free tiedown for race aircraft. Race kit \$2.50 — Jim Hicklin Air Race, Box 7260, Van Nuys, CA 91409. For additional information please contact Shirley Thom, JHMAR Chairman (213) 397-2188.

### Long Island Annual Poker Run

Saturday, April 26th, 1980 — 10 a.m. - 3 p.m. Rain date May 3rd, 1980. Start in Connecticut or Long Island. Terminus: Brookhaven Airport, L.I. - Trophys and prizes. Call Elaine Devino 516-281-5111 for more information & weather.

### 2nd Annual Okie Derby

This is a proficiency air race open to any pilot, male or female. The Okie Derby is sanctioned by the National Race Pilots of America and is a secret course, round robin, 300 mile race, originating at Westheimer Field, Norman, OK. Entry fee is \$30. Race kits and more information are available from Phyllis Howard, 8108 NW 7th St., Oklahoma City, OK 73127, (405) 495-0008.

### Greater Detroit Area Pinch-Hitter Course

The Greater Detroit Area Chapter is sponsoring a Pinch-Hitter Course on Saturday and Sunday, May 3rd and 4th, at the Ann Arbor Municipal Airport in Ann Arbor Michigan.

The course costs \$80 and includes four hours of ground school, four hours of individual flight instruction, and four hours of

(Cont. Pg. 7)

debriefing following instruction.

The price includes ground school materials, flight instruction, lunch and coffee breaks. Lodging can be arranged through registration, and rooms will be held at Ann Arbor's Wolverine Inn.

The course is intended to teach non-pilots how to land an airplane in the event of an emergency. Participants should make arrangements to supply their own airplanes.

The deadline for registration for the course, which is limited to 24 participants, is April 11th. Anyone over the age of 12 is eligible to participate. For a registration package, contact the Greater Detroit Area Chapter at (313) 646-7143.

### Illi-Nines Air Derby

This race is open to men and women with co-pilots mandatory. Deadline for the round robin race is April 30th and it will be limited to 60 planes. The race will be held May 23rd, 24th, 25th, 1980 at the Rockford Airport, Rockford, IL. For information and an entry kit, send \$3.00 to: March Hughes R.R. #1, Sparland, IL 61565. Prizes total \$1,500 plus trophies.

### Aussie-Yankee Challenge

The "Aussie-Yankee Challenge", a navigation trial, will be held on 24 May (rain-date 25 May) at Bolton Field, Columbus, Ohio. This "Challenge" is being held simultaneously with one in Australia. The "Challenge" is a round-robin proficiency which promises to be fun, economical, and education. Proceeds will go to benefit the Shrine Crippled Children and Burn Unit Hospital. Co-sponsoring the "Challenge" are the Flying Nobles of Columbus. Packets are available for \$3.00 from Marilyn Miller, 6915-B Woodview Ct, N. Reynoldsburg, OH 43068.

### Air Race Classic

The Fourth Annual Air Race Classic will take off on June 10th, 1980, from Corpus Christi, Texas.

The zig-zag course through 7 States will be a challenge to those playing wind and weather for best scores.

Entry to this cross-country speed race is by invitation to members of ARC. Membership is open to all licensed women pilots upon

payment of initiation fee of \$10.00. Annual dues of \$5.00 entitles a member to an entry kit for the 1980 race. Non members send \$15.00 (members send \$5.00) and request to: Air Race Classic, Ltd., P.O. Box 187, Addison, TX 75501. Entries close April 1st.

### Garden State 300

The Garden State Chapter is once again planning its annual Garden State 300 Proficiency Contest. Start and terminus will be at Mercer Co. Airport, Trenton, N.J.

The competition is scheduled for Saturday, June 21st, 1980 (rain date is Sunday, June 22nd) and impound will be Friday, June 20th. Entry deadline is May 31st, 1980 and our Entries Chairman is: Kitty Pankow, 7 Winfield Ct., Medford, NJ 08055.

### Int'l Flying Nurses Convention

The 5th Annual International Flying Nurses Convention is to be held on June 25-28th, 1980, at the Henry The 6th Motor Lodge and Inn, 4690 N. Lindberg, St. Louis, MO 63044.

The Convention will highlight a course in Aeroheodynamics on June 26-27th followed by the annual business meeting and banquet on June 28th.

For information and registration, contact: Jenny Cook, 420 Kings Ave., Apt. 3, Brandon, FL 33511.

### Buckeye Air Rally

This year's Buckeye Air Rally will be a "Navigational Challenge", open to male and female pilots. 1st to 5th place trophies total \$2,000. Entries close June 2nd for the rally which will be held June 13-14th at the Springfield Municipal Airport, Springfield, OH. For an information packet, send \$3.00 to: Jeane Wolcott, 1633 Liv Moor Ct., Columbus, OH 43227.

### Palms to Pines Air Race

The race will start at the Santa Monica Airport, Santa Monica, CA. The race covers 816 statute miles with designated stops at five airports terminating at Independence Airport, Independence, OR. For an application for entry and an information kit, send \$3.99: Claire Walters Flight Academy, 3200 Airport Ave., Suite 16, Santa Monica, CA 90405. Entry fee is \$60.00 with entries postmarked no earlier than June 1st or no later than June 31st.



## New Ratings

### Middle East

Jan Churchill - Delaware - ATP  
Robin Hosenball - Potomac - IFR  
Marla St. Peter - Potomac - IFR, MEL

### New York-New Jersey

Joyce Revelle - Central New York - IFR  
Jan Moffett - Finger Lakes - CA  
Justine Matthews - Finger Lakes - ME  
Marcia McDowell - Finger Lakes - BGI  
Diane Fisher - Long Island - MEL, SES, SES Instr.

### North Central

Myra Ringuette - Chicago Area - IFR  
Nancy Harldson - Chicago Area - IFR  
Marian Dangler - Greater Detroit Area - IFR  
Bonnie Tassa - Indiana - IFR  
Esther Wyandt - Indiana - CFI  
Valarie Nichols - Michigan - CA, ME

### South Central

Pat Hyde - Arkansas - CFI  
Ellen Corder - Colorado, Comm. Helicopter, Comm. SES  
Becky Netherton - Shreveport - CA

### Southwest

Joyce Hibbard - Bay Cities - CFI  
Mary Yearwood - Long Beach - Comm. Hot Air Balloon  
Lynne Giambattista - Santa Barbara - ME  
Janet Meitus - Santa Clara Valley - ME, CA  
Sue Cederquist - Santa Paula - IFR  
Laureen Cooper - Santa Rosa - CFI  
Sherry Knight - Santa Rosa - AMEL, Comm. Helicopter, Helicopter IFR  
Karen Tenbrook - Santa Rosa - IFR  
Melodie Walts - Santa Rosa - CFI  
Joan D'Amico - Utah - CA  
Meg Streeter - Utah - ATP

## Correction

Nicole Radecki is seeking election for a position on the Nominating Committee and not on the Board of Directors as reported in the March of *The 99 NEWS*.

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# New Horizons

## Esther Binns

Esther Binns of the Santa Rosa Chapter died of cancer in December. She joined Santa Rosa in April of 1974 while living in Lakeport. The last few years she had lived in Modesto, but maintained her membership with the Santa Rosa Chapter. Her love of flying lives on in her daughter Sandy, who is also a pilot.

## Pauline Genung

On February 26, 1980 at 7:40 a.m., the Indiana Chapter lost one of its most valued members, Pauline Genung.

She exemplified the image of The Ninety-Nines through her service in aviation sales, promotion of general aviation and her superior instruction to student pilots.

Her personal achievements in flying and her dedication were an inspiration to all who knew and were associated with her.

Even though she is gone from us, her memory will remain and we can be comforted knowing that she went to her new horizon as she would have wanted, flying.

— Lois Kennerd



Pauline Genung

## Mary E. Von-Mach

Michigan Chapter 99, Charter Emeritus, Mary E. Von-Mach passed away on February 4th, 1980, in Harper Hospital at the age of 84. She was an acquaintance of Amelia Earhart, active member of the OX-5 Club of America and a lady saddened to see planes used for war. Her life's object was to see planes employed in more useful purposes.

Mary was Michigan's First Lady! That is, first licensed lady pilot, first lady to own and operate her own airplane, and first lady to become a transport pilot. She firmly believed women had a place in the business of flying and proved it!

In 1929 this real pioneer of aviation flew solo more than 1,000 miles from Dallas to Detroit in her plane, *Maryann*, named after her mother, and shortly thereafter competed in the Santa Monica-to-Cleveland Air Derby. She worked in the Willow Run bomber plant during World War II inspecting Pratt-Whitney engines that powered B-24s and was recognized by the War Congress of American Industry for her efforts.

A lover of the open-cabin plane, Mary truly enjoyed being in the wild blue. And, when she stopped flying in 1961 at age 65 she still made it a point to participate in aviation by riding and watching the planes as well as joining in 99 activities. In fact, last Summer, Mary attended The Ninety-Nines' Golden Jubilee Convention in Albany.

Those that knew her had the utmost respect and admiration for her and all the good she accomplished for our beloved activity. We are deeply saddened with her passing. In her honor the Michigan Chapter has established the Mary E. Von-Mach Scholarship.

— Irene L. Beers



Mary E. Von-Mach

## Enid Luhrs

Enid Luhrs of Tintinara, South Australia died after an extended illness on the 14th of January, 1980 and we extend to her husband Lomond our sincere sympathy.

Enid held a private pilot's license and was co-owner of a Cessna 177. She supported Australian Gliding and had attended many world and national gliding championships assisting in numerous ways. Enid was the first women Councilor on the Coonalpyn Downs District Council and actively participated in many community affairs as well as being an enthusiastic sportswomen.

Enid was a true lady, we mourn her and miss her and accompany her family in their sorrow.

— Ann Bittrel



# GAMA Announces Safe Pilot '80

Pat Mlady, Aviation Activities Chairman

A nationwide campaign to improve aviation safety through increased pilot education has been announced by the General Aviation Manufacturers Association (GAMA).

The goal of the nationwide promotion, to be called "SAFE PILOT '80", will be to reduce general aviation accidents through pilot education. Designed to support the Accident Prevention Program, the major thrust of SAFE PILOT '80 will be to encourage a greater number of safety seminars and clinics nationwide and to increase the number of pilots in attendance.

As an incentive for pilots to attend FAA seminars and for sponsors to host them, GAMA is also conducting the SAFE PILOT '80 Sweepstakes. Prizes will include a \$50,000 airplane and over \$26,000 worth of flight instruction awarded to attendees. Sponsors will be eligible for a cash prize of \$25,000.

Ed Stimpson, president of GAMA, explained, "Industry and government have a common interest in aviation safety. SAFE PILOT '80 is aimed at all pilots and is intended to sharpen their skills, knowledge and proficiency. We think the FAA approach to improving pilot knowledge through participation in voluntary seminars and in proficiency flight instruction is

invaluable."

SAFE PILOT '80 has been endorsed by Secretary of Transportation Neil Goldschmidt, FAA Administrator Langhorne Bond and the chairman of the National Transportation Safety Board, James King.

Ed Stimpson emphasized that SAFE PILOT '80 is aimed at supporting FAA's Accident Prevention Program and reaching the nation's 825,000 pilots. He said, "The success of both programs depends upon pilots and their voluntary personal commitment toward improving aviation safety."

During the past year, GAMA has developed and made available to the FAA, for use at all seminars, a series of safety related audio-visual materials. During 1980 further presentations are planned. Each program includes a set of 35-mm color slides, a pulsed tape cassette, a script, and handouts. The following is a list of the available programs:

- "General Aviation Normally Aspirated, Direct Drive Operation"
- "Why VSEE?"
- "Don't Flirt — Skirt 'Em"
- "Multi-Engine Emergency Procedures"
- "Preflighting Your Avionics"
- "Pilot Prerogatives"
- "Stepping Up to a Complex Airplane"

- "Propeller Operation and Care"
- "Descent to the MDA and Beyond"
- "How to Fly Your HS!"
- "Facts of Twin Engine Flying"
- "Maintenance Aspects of Owning Your Own Airplane"
- "Takeoff Performance Considerations for the Single Engine Airplane"
- "Handle Like Eggs"
- "Engine Operation for Pilots"

These programs can be purchased directly from GAMA for \$18 each. You can probably get them on loan from your local FAA office for a specific program. If your local FAA office doesn't have the program you want, contact GAMA and they will help you locate it.

To contact the General Aviation Manufacturers Association you can write them at Suite 517, 1025 Connecticut Avenue, N.W., Washington, D.C. 20036 or you can call them at (202) 296-8848.

This is the year to really get rolling on some good safety seminars. Not only will you be helping aviation by promoting safety, but also your chapter will have a chance for that \$5,000 prize. Be sure to work through your local FAA office so that you will get proper credit for sponsoring a safety seminar. 99

## NIFA

## Tournament of Champions

By Pauline Gilkison

The following schools have qualified to participate in the NIFA Tournament of Champions at the University of North Dakota, Grand Forks, May 15-18, 1980. Professor Harold Wood, NIFA Executive Director, reports that five more schools will be invited and added to the list of participants after the completion of the two Pacific Coast regional SAFECONS in March.

Air Force Academy, Colorado Springs, Colorado; Auburn University, Auburn, Alabama; Central Missouri State University, Warrensburg, Missouri; Dowling College, Oakdale, Long Island, New York; Embry Riddle Aeronautical University, Daytona Beach, Florida; Florida Institute of Technology, Melbourne, Florida; Nathaniel Hawthorne College, Antrim, New Hampshire; University of Illinois, Urbana, Illinois;

Kent State University, Kent, Ohio; Mercer County Community College, Trenton, New Jersey; University of Minnesota, Crookston, Minnesota; Nicholls State University, Thibodaux, Louisiana; University of North Dakota, Grand Forks, North Dakota; Oklahoma State University, Stillwater, Oklahoma; Ohio University, Athens, Ohio; Parks College-St. Louis University, Cahokia, Illinois; St. Cloud State University, St. Cloud, Minnesota; Southern Illinois University, Carbondale Illinois; Tarrent County Junior College, Fort Worth, Texas; University of Texas, Arlington, Texas; Western Michigan University, Kalamazoo, Michigan.

The host school, University of North Dakota, has a strong aviation department and outstanding facilities to comfortably accommodate a large National Intercol-

legiate Flying Association SAFECON (Safety and Flight Evaluation Conference). Jill Bourgois, chairman of the North Dakota Chapter is our contact there. If you wish to be a part of the 99s' support staff, contact Jill. Our International Secretary, Hazel Jones, is a member of the management group working with UND to develop some new ideas that will enhance the SAFECON program and lead us to another successful year.

The impact of your chapter and section gifts are valuable. To the students, your help keeps their SAFECON expenses at a minimum. Ninety-Nines' gifts attract more donations from friends of aviation. Please continue to support NIFA! Make your check payable to NIFA and mail to: Polly Gilkison, 131 Walker Ave., Clarendon Hills, IL 60514. 99

## East Canada

By Felicity McKendry

*The East Canada Section was the winner of the 1979 Safety Education Award. Felicity McKendry, East Canada's Safety Education Chairman, has consented to let the rest of the Ninety-Nines in on how they won this award. Felicity has been a Ninety-Nine since November 1952 and is a member of the Eastern Ontario Chapter. She obtained her license in 1951 and is a commercial rated instructor with ski and float ratings. Included in her 3100 hours Pilot in Command are 2700 hours of instructing. Felicity has represented the Kingston Flying Club in the Webster Zone Trials and has won the award for the best amateur pilot. She has flown in two AWTAR races and one Angel Derby. I am pleased that Felicity has agreed to share with us the Safety Education Program for the East Canada Section.*

— Barbara Goetz

In East Canada the base of the Safety Education is the APT program.

— APT ride measured against the flight test form

— APT card presented on receipt of the signed APT form

— APT record, file cards transferred at section level to a hard bound book

— Schermerhorn Award presented at Fall Section to the chapter with the highest percentage of APT members. Last year First Canadian received it with 32/47 or 68% APT. Niagara Trillium was a close second with 8/12 or 66.6%. Out of 104 membership (May 31) East Canada had 56 APT or 53.1%. We are targetting at 60% for May 31, 1980.

The APT Program became especially important to Canadian 99s when the Biennial Flight Review became mandatory in the States. So to encourage our members to, in effect carry out their own annual flight review, a new APT form was designed and promoted through each chapter's APT chairman. It was recommended by the former APT section chairman that APT and Safety Education be combined. The year is June 01 — May 31.

So in addition to the girls winning points by being APT, they keep record of all the other activities that are point-getters as outlined in the Safety Education Year End Report. Numbers 3, 4 & 5 don't apply in Canada but the series of 6 aviation seminars conducted by the First Canadian Chapter

deserves special mention. This year the topics (one a week) have been: Keep Up With Avionics, Weather To Fly, Stress, Blood Pressure and You, Trouble Shooting, Survival, The Ministry Speaks. These have become very popular with the aviation public.

To encourage the girls to spread their APT status over a broader time base rather than peaking at the APT ride, the idea of a Pilot Safety Maintenance Program is being promoted this year by circulating the attached list of Pilot Upgrading ideas compiled by the Niagara Trillium Chapter.

There is the adage that we never remain constant;

we either are improving a little  
or backsliding a little.

Safety Education ever reminds us to be improving. 99

## Greedy Not Needy

By Joan Kerwin

If you're flying less now because of high fuel prices, try tacking on another 10% per gallon to your next tank full. If the Administration and the FAA have their way, general aviation will be paying that extra 10% plus a 6% tax on any new general aviation aircraft or piece of avionics equipment we buy. That 10% is going to be the straw that broke the camel's back.

This money would go into the Airport and Airway Trust Fund which supports the Airport and Airways Development Fund. The Trust Fund as of November, 1979 totaled **\$4.54 BILLION**. They are not needy but greedy. There is a proposal to cut the tax on airline tickets from 8% to 2% because of the surplus, but then the powers that be want to add more by taxing general aviation.

This crazy accumulation of funds has to come to a halt. This is no longer need, but a simple case of greed.

Sit down **NOW** and write your Congressman. Authorization for the Trust Fund and the taxes supporting it expires on June 30, 1980. Congress will have to vote on it before that date.

WRITE ON!

### Niagara Trillium Chapter Pilot Upgrading Suggestions

#### I. Pilots With Under 100 Hours

- A. Hold a valid Canadian Private Pilot License, including Restricted Radio Telephone Operator's Certificate and an up-to-date medical certificate.
- B. Maintain a current copy of the VFR Chart Supplement, as well as copies of Air Regulations, Air Navigation Orders, and the Flight Information Manual.
- C. Take a minimum of 5 hours dual instrument flight instruction.
- D. Carry out a minimum of one take-off and landing at 4 different airports; one airport should be uncontrolled.
- E. Review Owner's Manual and aircraft operating limitations, including fuel management and weight and balance.
- F. Practice 7 normal take-offs and landings at same airport every 3 months.
- G. Practice all normal flight manoeuvres every 3 months.

#### II. Pilots With Over 100 Hours But Who Fly Less Than 25 Hours Per Year

- A. Review all requirements of I above.
- B. Take 2 dual flights into and through the Toronto Terminal Radar Service Area, including a landing and take-off at Toronto International Airport.
- C. Attend seminars on weather, navigation and medical aspects of flying.
- D. Fly a 3-hour cross-country flight to an unknown airport using nav. aids and dead reckoning.
- E. Carry out 5 crosswind take-offs and landings, preferably with an instructor.
- F. Practice short field and soft field take-offs and landings, preferably with an instructor.
- G. Practice steep turns.
- H. Participate in a Search and Rescue exercise, air rally, etc.

#### III. Pilots With Over 200 Hours and Who Fly Frequently

- A. Review all requirements of I and II above.
- B. Take instruction at the Commercial Pilot License level.
- C. Enroll in an advanced ground school for either Commercial Pilot License, Instrument Rating, or Block Airspace Endorsement.
- D. Take multi-engine or seaplane training.



# Decade of the 80s

Atchison, Kansas, July 20, 21 and 22nd

## The International Forest of Friendship

By Fay Gillis Wells, General Co-Chairman

Hope you all will stop off in Atchison, on your way to Vail, Colorado and help launch the Decade of the 80s at the International Forest of Friendship.

Dr. Hester Turner, the first woman president of the American Forestry Association (80,000 members) will be our featured speaker at the Forest ceremony, beginning at 10:30 a.m., July 22nd, with the traditional Parade of the Flags.

Thanks to 99 artist-designer Marion Andrews and Irvin Industries Canada Ltd., we will unfurl our new Moon flag in the Astronauts' Circle, around the Moon tree.

A tree from the farm of Amelia Earhart's grandfather will be planted in our grove of special trees. The farm, near Leavenworth, now belongs to a cousin of Virginia Showers (Los Angeles Chapter).

Photogenic Woodsy Owl will be back again this year, "Give a Hoot — Don't Pollute." Several other exciting events are being planned and will be announced as they are finalized.

There is a Welcome Party the night of the 20th; a tour of the A.E. Museum and other historic sites, as well as the banquet on the 21st; and the ceremonies at the Forest the morning of the 22nd. Transportation from the Forest to the airport is available for those who must leave early. For others, a leisurely lunch at the Country Club, before departure.

As usual, we will stay in air-conditioned Newman Hall, on the North Campus of

Benedictine College. Twin-bed rooms with connecting bath, costs \$6.00 per person, per night — no inflation here. Please send arrival times and reservations directly to Betty Wallace, North Campus, Benedictine College, Atchison, Kansas 66002. Transportation will be arranged from both Kansas City International and Amelia Earhart Airport.

For the benefit of the new members, The International Forest of Friendship has been an ongoing project of the 99s, since 1973, when our Bicentennial projects were initiated. Several chapters have chairmen for Forest activities.

The International Forest of Friendship was a joint gift to America on her 200th Birthday from the City of Atchison and the Ninety-Nines. Amelia Earhart, born in Atchison, July 24, 1897, was the first president of the 99s and named the organization after the number of its charter members. The groundbreaking ceremony was held in 1973; it was dedicated July 24, 1976. The Forest has trees from the 50 states and territories and the 33 countries around the world where there are 99s. The selection and planting of the trees is supervised by the Kansas State University Extension Service.

A feature of the Forest is Memory Lane. Sponsors already have honored over 160 people who have contributed to the advancement of aviation. Their names are engraved on 12" x 16" x 4 1/2" granite plaques, embedded in the concrete Lane. Sponsors

send a \$200, tax deductible donation, made out to The International Forest of Friendship, directly to John E. Smith, Treasurer, P.O. Box 99 A.E., Atchison, Kansas, 66002. Among those who will be honored this July are Anne Morrow Lindbergh, Frank Borman, president of Eastern Airlines; Harry Combs, president of Gates Learjet; Wayne Parrish, aviation publisher; Charles "Chuck" Yaeger, the first person to break the sound barrier; and 99s Alice Roberts, Marion Barnick and Mary "Mitzie" Keller.



Photogenic Woodsy Owl captivates his young audience as he delivers his message: "Give a hoot — Don't pollute!"

### Hear ye! Hear ye! Hear ye!

Unique Opportunity to Own a Rare

Amelia Earhart 8c Airmail

First Day Cover!

There are **only two** remaining of the Amelia Earhart First Day 8c Airmail First Day Covers autographed by the six Charter Ninety-Nines who flew them out of Atchison 24 July 1963. These pilots were Melba Beard, Viola Gentry, Betty Gillies, Blanche Noyes, Louise Thaden and Nancy Hopkins Tier.

The Trustees of the Amelia Earhart Memorial Scholarship Fund have decided, as a special project, to auction these two rare Covers off, one by sealed mail bids, and the other "live" during the Convention at Vail in July. Any bid must be over \$25.00.

Those who wish to bid by mail should send their check in the amount of their bid made out to the AEMS Fund with a self-addressed, stamped envelope, to Alice H. Hammond, 15 Oakdale Drive, Millville, NJ 08332 USA, postmarked **prior to 1 July 1980**. The bid in the highest amount with the **earliest postmark** gets the Cover. In case of a tie, a drawing will be held of those tying, during the Convention at Vail.



Nancy Bird Walton, a 99 from Sydney, explains the significance of the Australian flag to children in The International Forest of Friendship.



# "Shooting For The Stars"

By Evelyn Sedivy

It is found that most conferences, seminars, large meetings, and the like, make use of a theme in the planning of a program. The 1980 Ninety-Nines/ AOPA Aerospace Education Seminar has it's theme, too ... "Shooting for the Stars".

The stars in this case represent the targets of the Seminar. There are different stars for different people. Not all Ninety-Nines are teachers, and yet all Ninety-Nines are involved in aerospace education in one way or another.

Which star is for you?

**Activities for the public and/or community.** Do you want to:

- gain ideas for a Speaker's Bureau?
- learn how to promote public awareness of general aviation?
- acquire ideas for planning/organizing displays?
- hear what other chapters are doing in this area?

**Activities for schools and/or youth.**

Do you want to:

- learn how to make a space bubble?
- hear how others implement aerospace in their school programs?
- acquire invaluable resource materials and curriculum aids?
- learn how to work with various youth programs?

**Activities for your own personal growth.** Do you want to:

- find out how to manage your time more effectively?
- be taught how to make quick, easy and inexpensive visual aids?
- receive the very best classroom instruction available in aviation subjects from three of AOPA's most popular instructors?
- learn some ingenious techniques that really work on how to relax and relieve anxiety?

For those interested in credit, the Seminar will be offered for one hour of graduate or undergraduate credit through the University of Nebraska. Completion of an optional outside class assignment which can be done after you return home will earn one additional credit hour. During the Seminar, emphasis will be placed on aviation (*Star Trek #2*). For anyone wanting to learn more about space, Ninety-Nines can also enroll in the "Space Week" portion of the University's regular summer aerospace education workshop. The "Space Week" will be held the

week prior to the Ninety-Nines Seminar for one credit hour only, and will feature presentations from NASA. All told, a total of three credit hours can be earned in a two-week period (*Star Trek #1*).

Registrations for UNL credit will be processed through the mail rather than upon arrival on campus. University non-resident tuition and fees are \$74.00 for one credit; \$139 for two credits; and \$224 for three credits. All registered participants are eligible for using the Nebraska Unions and Recreation Department facilities.

Single and double rooms in air-conditioned residence halls are available with or without board. (Prices are listed on registration form). Bed linen is provided weekly. Meal service includes three meals a day, Monday through Friday, and breakfast and lunch on Saturdays. There are also numerous restaurants off-campus within

one or two blocks.

Although a few of the program activities will extend into the evening hours, there will still be time for fun and frolic. A get-acquainted party is planned for the first evening and a banquet with a renown speaker will highlight the final evening. In-between times, the program schedule will allow time for "rap sessions" to encourage open communication and the exchange of ideas between members and chapters.

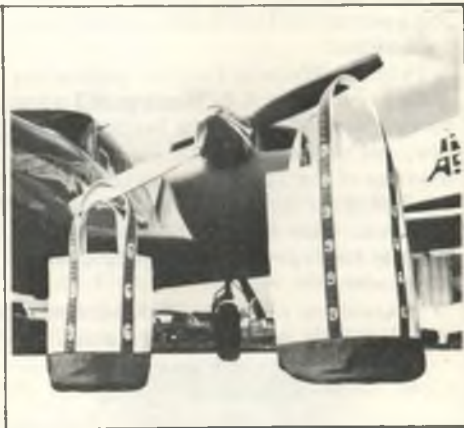
Don't forget ... ALL expenses incurred in participating (other than your social flights) are **Tax Deductible!!!**

If you are thinking of attending the seminar, return your registration form NOW! Don't be one of those "I wish I would have gone" members. The countdown has already started, and all systems are GO! So take aim for the star of your choice and "Shoot For The Stars". It'll be a blast!! ☺

## Introducing

*Lilly Pulitzer*

Again this year, Hattie Campbell will Hit the Trail to Vail with a special showing of "Beauty in the Cockpit" featuring Lilly Pulitzer complete sportswear line to include new aviation fabrics. Sponsored by the Los Angeles 99 Chapter.



**99 Big Bucket Canvas Bag**  
19" high, 12" base

**99 Tote 10" high, 7" base**

Woven white 99 insignia on blue tape.

Also assorted canvas bags and belts

For information, write:

**Houseboat  
Whitley Marine  
Cocoa, FL 3922**



# Activities & Projects

## Western Canadian

### It's Busy in the Rockies

By Roberta Taylor

The Canadian Rockies Chapter sponsored a TRSA (Terminal Radar Surveillance Area) Seminar for area pilots March 16th, 1980 in Cranbrook B.C. Civil Aviation inspectors showed a slide-sound presentation, and answered questions about flying into busy, controlled airports. The seminar was followed by a buffet dinner hosted by chapter members.

Chapter members, wearing 99 T-shirts will sell promotional items and work on committees at the special Diamond Jubilee Airshow being held in Cranbrook B.C. May 24th, 1980. The Diamond Jubilee marks the city's 75th birthday.

They are also sponsoring a Poker Run in August, with all landing spots being situated in the Rocky Mountain Trench.

Members of the Canadian Rockies Chapter have protested the closing of an itinerant pilot facility at the Calgary International Airport. The facility allowed pilots of light aircraft to park at the major airline terminal for up to 30 minutes while dropping off or picking up passengers connecting with scheduled flights. The facility was closed last summer. Pilots of light aircraft must now meet their passengers at the general aviation side of the airport, about 5 miles by road from the main terminal.

The members have written letters of support for a crosswind landing strip at the Cranbrook B.C. Airport. The letter became part of a 23 page brief documenting the need for a crosswind strip at the airport. The brief has been submitted to provincial and federal politicians.

## Middle East

### Pilot's Lobby Benefit

By Jan Churchill

On September 29th, the Delaware Chapter held a bake sale in front of the Wilmington Savings Funds Society Bank at the University Plaza in Christina, Delaware. Thanks to 99 Anne Eriksen, assistant

bank manager, we were able to set up directly in front of the bank. The sale was held to benefit the Pilot's Lobby. We had a very successful day and many local pilots contributed baked goods including the Central Delaware Pilot's Association and family members. The day's profit was \$135.00 which our chapter chairman presented to Henry Pflanz, president of Pilot's Lobby at an Eastern Pennsylvania EAA meeting a few weeks later. Those members that turned out for the day were Anne Eriksen, Donna Place, Vice-Chairmen, Lorraine Carmon, Virginia Batzel, Linda West, Pat Crossan and Chairman Donna Powell.



Manning the Pilot's Lobby Benefit bake sale table are Delaware Chapter members (L-R): Virginia Batzel, Lorraine Carmon, Donna Powell and Pat Crossan.



Making sure Butler Graham Airport, Butler, PA is ready for use during the Middle East Fall Section Meeting are Greater Pittsburgh Area Chapter airmarkers (L-R): Billie Latshaw, Evelyn Hankey, Marge Bartko and Mary Lou Waite.

## Hampton Roads Goes Touring

By Linda Hollowell

The February meeting of Hampton Roads Chapter was held at Norfolk International Airport. Following a brief business meeting, members reviewed TRSA procedures and toured the tower and approach facility. The cakes made by Sue Stewart made a big hit with the controllers.

As rare as a February fly-in can be, Hampton Roads Chapter was fortunate to find a cold but clear day for a trip to the Elizabeth City, NJ Coast Guard Station. A tour of the Search and Rescue facility and the C-130 and H-3 aircraft proved very educational for the fourteen members and guests. Our hosts, LCDR Richard Cottingham and LTJG Bob Carson, were very hospitable and patient with our many questions. We were pleased to have the company of Jean Rand and 49<sup>1/2</sup>er, John, of the Virginia Chapter.



Pictured beside an H-3 helicopter are Hampton Roads 99s and guests (L-R front row:) Ray Brant, Becky Bowles, Peg Fosdick, Sue Stewart, Mary White, Linda Hollowell and Jean Rand (L-R back row): Edith Fischer, Rosemary Doud, Jane Frieden, Sue Al-Salan, John Rand, Donna Bryant, Richard Absher and LTJG Bob Carson.

## Basic Survival

By June Hanson

Basic Survival Kits for aircraft are in the making by members of the Maryland Chapter for personal use and to be made available to other pilots for a nominal donation. Members have been scrounging various items including 2 lb. coffee cans as containers for the emergency supplies. Sincere thanks to Joe Nix, FAA Aero-medical Education Branch, and Gene Fear, Survival Education Assn., for their assistance.

The Baltimore's Women's Fair on February 17th and 18th at the Polytechnic Institute was attended by thousands of residents, many of whom learned more about general aviation and the 99s at the Maryland Chapter Booth; a new blue and white felt banner (made by Kay Bays) made it easy to find. The ATC 510 Flight

(Cont. Pg 14)





Assembling basic survival kits at the Maryland Chapter's February meeting are (L-R) Ginny Voegl, Ruth Kelso, Tish Maye, Chairman Jeannie Ball, Catherine Grover, Doris Jacobson and Mary Beth Jones.

Simulator attracted a lot of attention (courtesy of Ginny Vogel). Five new members, Barbara Porter, Ruth Kelso, Jan Edmunds, Harryette Zapf, and Carolyn Cranston, brought enthusiasm with them to work with Sherry Marshall, Mary Beth Jones, Tish Maye, Joan Bates, Doris Jacobson, and coordinator Ginny Vogel.

A copy of the 99 NEWS Special Issue has been mailed to nearly every general aviation airport in Maryland in an effort to inform women pilots throughout the state of the activities and objectives of our organization.

### Soggy Duty

By Elizabeth Matarese

Fourteen members showing up for booth duty at a sometimes soggy airport has just got to be some sort of record for enthusiasm! Rosie McNish engineered this feat for our display and films at the College Park Annual Festival, all of which had its rewards in a marvelous bull roast. Being half-in and half-out of a hangar for two days was even a pleasant change for those of us who had just spent about three weeks on telephones arranging an airshow program for Chesapeake Appreciation Days.

## New York-New Jersey

### Proficient Pilots

By Pat Rockwell

Six Long Island 99s attended the first of a three part series of Pilot Proficiency Programs sponsored by the FAA. They were joined by many other pilots at Northfield Aviation, Brookhaven Airport, NY. At the end of the three meetings, pilots who participated will have earned a pair of FAA wings. These replace the Spirit of St. Louis pin the FAA has used in recent years for proficiency rides.

99 Elaine Devino and her 49 1/2'er, Vinny, served a delicious pancake breakfast to all

before the start of the program. Northfield has been a Grumman Dealer for many years. They now have a Cessna dealership with a brand new Skyhawk and C-152 Aerobat. Stop in and say hello if you're on the Island. It's a friendly place to have a cup of coffee.

### Winter Survival

By Stephanie Szelwian

The New York Capitol District and the Albany General Aviation District Office Accident Prevention Program sponsored an aviation safety seminar January 24th at the Polish Community Center in Albany, NY. Joseph H. Nix, Jr., from the Federal Aviation Administration Aeromedical Education Branch in Oklahoma City, OK, presented a program on winter survival.

## North Central

### The Subject is Weather

By Jeane Wolcott

Since over 34 aircraft crashed during the Christmas and New Years holidays, GADO Accident Prevention Specialist Tink Culley and Accident Prevention Counselor Jeane Wolcott put their heads together to come up with a program that would hold general aviation pilots' attention and get the subject **Weather** across. On 20 February, 380 pilots attended the Weather Safety Seminar which was sponsored by the All-Ohio Chapter and introduced the GAMA "Safe Pilot '80" program. Verene Trubey, pinch-hitting for Jeane who got weathered in at Parkersburg, WVA, spoke on PIREPS. Louise Rehkoph, prepared coffee for attendees at the end of the two hour program. Verene, made about 400 cookies, and Barb Deeds, Rosanna Defibaugh, and Yolanda Yourell assisted.



Joy Craig shows a perspective 99 some of the many articles and pictures contained in the chapters scrapbooks

## Northwest

### Tea Parties to Survival Camps

By Judi Brown

The Alaska Chapter held their annual Membership Tea on January 26th. The day turned out to be spectacular weather-wise and the afternoon activities were enhanced by the inaugural flight of a new Alaskan Hot Air Balloon Society mascot, namely, a beautiful white balloon with the state of Alaska silhouetted on the side. A total of ten balloons lifted to the skies in time for all 99 Tea participants to see before they entered the Alascom Building where the tea was being held. The turn out was excellent with approximately 20 members and 15 guests. The group was privileged to see for the first time the 99s' official slide presentation which explains who the 99s are and how they came to be. An excellent documentary. Margie

(Cont Pg 15)



Margie Foster shyly acknowledges her talents as a superb cake maker/decorator at the Alaska 99s' annual Membership Tea



Foster made a delicious cake with the "99" emblem perfectly done in icing on top. Judy Holtmann was a great hit with her "witches brew," un-spiked punch, and Liz Gilbert enhanced the setting by displaying all sorts of camping and survival equipment.

The Alaska Chapter weathered through another Winter Survival Camp Out on February 16 - 18th. The persistent and yet whimsical fog forced most participants to drive to the proposed camping site (specifically selected for just that reason). Those eight hearty souls who ventured out found the male instructor to be very informative and with lots of ideas for practical application of his survival techniques. The FAA declared the event to be a Safety Event so all attendees qualified for a local airplane drawing being held by the FAA.

### Wyoming 99s Swing Compasses

By Shirley Everett

Wyoming 99s started the new year with a meeting on January 13th at the Casper, Wyoming, Airport. Judy Logue led a discussion on how to swing airplane compasses, a practice that should be done at least twice a year to keep them "in line." Then members and guests were driven to the compass rose for a close-up of a future painting project and subsequently enjoyed a tour of the crash house, including seeing the up-to-date equipment, viewing slides of a local mock air crash, and meeting the well-trained personnel.

### South Central

#### Hit The Trail To Vail

By Ellen Corder

The Colorado 99s have been laboring diligently toward the International Convention to be held at Vail in July. There is so much to accomplish that the whole of the South Central Section has been pulling together to make this a truly fine event. With adventurous activities and excellent educational programs planned in such a breathlessly beautiful location, its success is inevitable!

### Library Books

By Geils Hegrane

On February 19th, the San Antonio Chapter formally presented a copy of The Ninety-Nines History Book to the San Antonio Library at its February board meeting. The book was presented in memory of all deceased San Antonio 99s. Life member Anne Ashe donated a Ninety-Nines History Book that was presented to the library in memory of Marian Burke (deceased) chairman of the San Antonio Chapter during its formative years. Chairman Laura Richter left her sickbed while Vice-Chairman Virginia Spikes bolted from a dentist's chair to make the presentation on time. Anne Ashe and Geils Hegrane were also on hand for the presentation.

### Wichita Falls 99s Work

By Donna D'Arcy Percy

February 7th, Wichita Falls 99s met in the home of Lou Ellen Foster to cut out glasses cases for the "Goodie Bags" at the Vail International 99 Convention. The cases are white and will be stamped with a beautiful blue 99 emblem.

Pillows with the 99 emblem will also be made for our contribution to the door prizes at the convention. As we work on these projects, we manage to get in plenty of "hangar talk".

Plans were made for a flight to Fort Worth on March 15th to visit Fort Worth Center, where we can "meet those people we have been talking to all these years," to quote Carolyn Sanders.

### Southwest

#### Long Beach Awards Four Scholarships

By Ella Pattison

The Long Beach Chapter has awarded four scholarships of \$500 each and two scholarships of \$300 each to deserving young men and women from the South Bay and Long Beach areas who are interested in aviation as a career.

Winners of the \$500 scholarships are Lucille Fernandez, Redondo Beach; Lori Howard, Manhattan Beach; Jane Roche, Long Beach; and Dean Ulrich, Torrance. The \$300 winners are Marjorie Casida, Lawndale; and Jeffrey Marousek, Redondo Beach.

Money for the \$500 scholarships was donated by Accelerated Ground Training (AGT) from an Instructors' Clinic sponsored by Long Beach Chapter and presented by AGT, January 18, 19 and 20th Rita Gibson, Mary Wenzholz, Julie Brown, Margaret Callaway, Jane McNeil, Mary Yearwood and Ella Pattison served as

workers. The \$300 scholarships were donated by friends in memory of the late Jo Ella Champion, a member of Long Beach Chapter, who was murdered at Torrance Airport last year.

Each scholarship applicant was asked to write a paragraph on each of these areas: Why I want this aviation scholarship; How I Plan to Use it; and How General Aviation Helps my Community. Twelve people were chosen from the original responses and invited to meet at Torrance Airport Lounge. A committee headed by Sharon Crawford, Long Beach Chapter Vice-Chairman, interviewed the young people. Each was then given a half-hour flight to log by Jean Schiffmann in her C-150 or Margaret Callaway flying Norma Futterman's C-150. Norman Futterman, a member of the Los Angeles Chapter, and Jean Schiffmann kindly donated the use of their aircraft.

The Long Beach Chapter is impressed with the aptitude, capability and integrity of these fine young people. Lori Howard has started flying lessons and works in a donut

(Cont. Pg 16)



Scholarship recipient Jane Roche and Long Beach 99 Jean Schiffman flew Jean's C-150.



Long Beach scholarship recipients and 99s (L-R front): Betty Engstrom (99), Lucille Fernandez, Marjorie Casida and Margaret Callaway (99). (L-R back): Dean Ulrich, Lori Howard, Jean Schiffmann (99), Sharon Crawford and Jeffrey Marousek.



shop after school to help pay her expenses. Lucille Fernandez plans to major in aeronautical engineering at college next fall and continue flying lessons. Jeffrey Marousek and Dean Ulrich are working on private licenses with commercial pilot plans. Jane Roche is majoring in Aerospace Engineering at Long Beach City College. Marjorie Casida is enrolled at Northrop U. of Tech. working toward an A. and P. Mechanic License.

Long Beach Chapter is impressed with the aptitude, capability and integrity of these fine young people. Choosing only six from the many who were well qualified was a most difficult task.

After working off and on for a year, Long Beach Chapter has finally finished airmarking Long Beach Airport's many runways. They ran out of paint! We used just about 100 gallons.

### Chill Factor — Numb

By Mary Ben McClave

After two postponements due to inclement weather, Sacramento Chapter members finally got Franklin Field airmarked. Weather the third time around wasn't that great. It was foggy and the chill factor was numb which gave incentive to get the job done quickly.

### Welcome Aboard VP-46

By Stella D. Leis

Under cloudy February skies, a group of 52 Santa Clara Valley 99s and 13 ex-WASPs "came aboard" Navy Patrol Squadron VP-46 at Moffett NAS, Sunnyvale, CA.

The tour, planned as an informal look at Navy facilities and aircraft, was organized by Aerospace Education Chairman Stella Leis, as part of a continuing program to promote better understanding between the various groups in the crowded Northern California aviation community.

During the pre-tour briefing, it was learned that the base was established in 1931 as a home base for the USS Macon, the largest of the nation's rigid airships. After going through various phases — as a blimp base, then a home for fleet bombers, later a jet fighter base, Moffett Field today is the hub of anti-submarine warfare patrol operations in the Pacific.

The mission of the Lockheed P3C Orion was described as anti-submarine warfare, maritime patrol, search and rescue, aerial mining and electronic support measures.

All the functions of the P3 have been duplicated in the full-scale flight simulator and this, as well as an operational P3 were made available to the group.

Lt. Cdr. Stuart Stebbings, Lt. Dave Weeks and Lt. Frank Raab directed the walk through and a short "flight" for each person in the simulator. The simulator was placed about 4 miles out on final approach, so that a landing — complete with tire squeal, movement and engine noise — could be made some fifty times.



These thirteen WASPs joined other Santa Clara Valley members and guests for the tour of Moffett Field.



Eighteen members of the Santa Paula Chapter and friends showed up to airmark the Camarillo Airport. Even threatening skies behaved until it was completed. This airmark was a great success, especially with such a large turnout of members. Relaxing after a job well done are: (L-R) Norma Williams, Pam Potter, Jo Nell Kocisko, Betty Cuney, Norma Emery, Betty Swift, Maggie Bird, Ruth Burge and Joey Connell.

Answering questions inside the real P3C were Lts. Bill McDonald, Steve Harr, Greg McNeely, Rick Kirsterr and VP-46 Public Relations Officer, Lt. John Feiler. Everyone "tried out" all the various crew positions, with the heaviest interest being shown in the P3C cockpit.

The group learned that VP-46 Squadron would soon be developed overseas, since these sub-hunters are flown from various locations throughout the world.

Experiences were shared over lunch at the Officers Club to complete an enjoyable and educational day. Thanks were extended by all to Lt. John Feiler for being our able and congenial tour guide.

The WASPs who attended were: Jackie Petty, Betty Whiting, Ruth Neymark, Lucille McVey, Sue Wardle, Addie Ellison, Ces Brav Rose, Violet Wierzbicki, Eleanor Thompson Wertz, Phyllis Lee Hitner, Helen M. Schaefer, Margaret Standish, Marge Logan Frensel.

### 60 Play Poker

By Carol Clarke

About 60 people attended the Utah Ninety-Nines' Poker Race January 26th. Many who flew to Wendover on Saturday participated in the Spot Landing Contest and Flour Bombing. Julie Jacobson won first place in the Flour Bombing, Lambie Shockey, our winner last year, was awarded a prize for "furthest measurable distance" from target. The social hour and Poker Hand were held at the Stateline Casino. Snow began falling on Sunday, and wise pilots were soon seeking ground transportation back home.

### HQ Notam

Be sure to include new phone numbers on change of address cards.



# Ninety-Nines Honor Glenn Buffington

By Ellie Cansdale



Ninety-Nines from Greater Seattle, Puget Sound and Western Washington Chapters gather to congratulate Glenn and thank him for being an outstanding historian for women pilots everywhere. Left to right: front row — Ellie Cansdale, Dodie Gann, Ulla Hiatt, Jean Thomas; 2nd row — Carol Cansdale, Priscilla Cox, Glenn, Joyce Harding, Priscilla Cook, Lorna Kringle; 3rd row — Judy Plocher, Fran Heaverlo, Iona Funk, Della Koss, Betty Kramer, Doris Wolfstone, Monica Mygatt, Jean Townsend.

Thirty-two Ninety-Nines and guests gathered at 6:30 p.m. January 23, 1980 at the Doubletree Inn, Tukwila, WN, for a surprise celebration dinner honoring Glenn Buffington. The Greater Seattle Chapter was privileged to host this event with Puget Sound and Western Washington Chapter's representatives in attendance. We were called together to fete H. Glenn Buffington as he prepared to retire February 1st from Boeing Aircraft Company after some 35 years of service as a flight technician and executive aide in the Production Flight Test department.

All area chapters had been invited to help us honor Glenn, known to International Ninety-Nines as an outstanding women's aviation historian. The party was originally scheduled for January 9th, but had to be postponed because of a severe Seattle area snowstorm.

The evening started with no-host cocktails and conversation. Glenn was invited as the

guest of Ilovene Potter, who had convinced him that he was merely attending a special 99 event. That was a feat in itself with the re-scheduling problems.

It was appropriate to honor one who could have spoken eloquently on our history, since he has appeared to all of us many times via articles in *The 99 NEWS*. And his help with our recently published "*History of the Ninety-Nines, Inc.*" is appreciated by all of us, especially those entrusted with the task of putting the history together.

After a delicious dinner, Governor Charlotte Kamm introduced Glenn to the group with short remarks about his past and present and then presented him with a plaque from all 99s reading, "In appreciation for your special friendship and acting as historian for women pilots everywhere — H. Glenn Buffington — from all women pilots whose lives you have touched. International 99s, Inc."

He may have guessed before this time that he was guest of honor, but we thoroughly surprised him with the presentation. He was even more surprised when Ilovene read letters to Glenn from Dr. Dora Strother, Whirley-Girls president, one from myself writing for the Greater Seattle Chapter, one from Charlotte Kamm for all chapters of the Northwest Section and one from our International President, Thon Griffith. When Ilovene told of the gift of three fireproof file cabinets for 99 Headquarters given by all 99s in his name, he was left almost speechless, accepting everything with grateful thanks. When I asked him to share some insights into aviation history he explained "Writing about women pilots is easy — talking to them is much harder. I'd rather write about them."

Keep writing, Glenn. Ninety-Nines everywhere thank you!

# Do You Know The Time?

By Evelyn Sedivy

There's a time for everything ... it's time to get up. It's time to go to bed. Time is money. Time marches on. It's the time of your life. The time has come. Time is of the essence. The time is NOW!!!

The time for what you may ask. Very simply, it's the time for the 1980 Ninety-Nines/AOPA Aerospace Education Seminar. The name is a little different this time, and the format has changed some, too. But then, changes often accompany the passing of time. The 1980 Ninety-Nines/AOPA Aerospace Education Seminar is our organization's second go-round in offering ALL Ninety-Nines the opportunity to become better versed in aerospace education.

For years people have asked "what is aerospace education?" As stated by one of the leaders in this field, "aerospace education is many things to many people." How true!! Even the name can have different names ... aviation education, air-age education, and aerospace education are the most common.

As for the name, Aerospace Education, or A.E. for short, (not to be confused with our beloved A.E., Amelia Earhart), seems a bit more appropriate than the others. Keeping in mind that it has been a little more than a decade since man has gone to the moon, it seems important that we keep in step with the times. Then too, let's not forget that one of our own members, Rhea Seddon, is one of the six women astronaut mission specialists at NASA now eligible for assignment on future space shuttle crews. Often times, people avoid using the term "aerospace" not because they are behind the times, but because of their unfamiliarity with the subject of "space" and they think that the word "aerospace" pertains only to space. Not true!!

Using the simple definition from *Webster's New Collegiate Dictionary*, education is "the action or process of educating or being educated"; and aerospace is "the earth's atmosphere and the space beyond". Therefore, it would stand to reason that a simple definition for aerospace education that everyone could agree on would be "the action or process of educating or being educated about the earth's atmosphere and the space beyond."

Now that would cover a pretty big assortment of subjects and theories, wouldn't you agree? So let's break it down a little more into everyday language. Aerospace Education can be anything from explaining to someone the difference between an airplane and an airship to

publicising who and what The Ninety-Nines are! From simply trying to convince a little old lady down the street that flying is safe to helping young school children build model rockets. From mastering the concept of crosswind landings to earning an additional rating or pilot's license.

Most certainly each and everyone of you are actively involved in aerospace education in some way without realizing it. Perhaps it is because you equate "aerospace education activities" with activities that are conducted only within the confines of an educational institution. If this is the case, then perhaps the 1980 Ninety-Nines/AOPA Aerospace Education Seminar will help to convince you otherwise. It is hoped that the Seminar will offer a little something for everyone! The fact that Ninety-Nines come from all walks of life and have varying degrees of aviation experience just increases the value of the Seminar to each member who attends.

The aerospace education activities of our organization can easily be put into three general areas, all interrelated, which will serve as the basis for the seminar.

1. Activities for the public and/or community.

2. Activities for the schools and the nation's youth.

3. Activities for the personal growth of The Ninety-Nines themselves.

The 1980 Seminar is a follow-up to the very successful aerospace education workshop held in Oklahoma City in 1978, and is designed for all Ninety-Nines, non-educators as well as educators.

So, remember — **time flies** all too quickly!! Mark the dates (June 23-27, 1980) on your appointment calendar, and start plotting your course to Lincoln, Nebraska. (For other Seminar information, see article "Shooting for the Stars" elsewhere in this issue.

99

## 1980 Ninety-Nines/AOPA Aerospace Education Seminar Lincoln, Nebraska June 23-27, 1980 Revised Program

### 6/22/80 Sunday

1900-2100 Registration

### 6/23/80 Monday

0700-0800 Registration

0800-1200 Opening Session/General Assembly

1330-1730 Mini-Sessions and/or General Assembly

1830 Hangar Flying Party

### 6/24/80 Tuesday

0800-1000 AOPA Clinic

1020-1200 Mini-Sessions and/or General Assembly

1330-1730 AOPA Clinic

1900-2100 Mini-Sessions and/or General Assembly (Tentative)

### 6/25/80 Wednesday

0800-1000 AOPA Clinic

1020-1200 Mini-Sessions and/or General Assembly

1330-1730 AOPA Clinic

### 6/26/80 Thursday

0800-1000 AOPA Clinic

1020-1200 Mini-Sessions and/or General Assembly

1330-1730 AOPA Clinic

1900-2100 Mini-Sessions and/or General Assembly (Tentative)

### 6/27/80 Friday

0800-1200 Mini-Sessions and/or General Assembly

1330-1600 General Assembly

1830 Social Hour

1930 Banquet



# 1980 Ninety-Nines/AOPA Aerospace Education Seminar

## Registration Form

General registration fee is \$30.00 due no later than May 30, 1980. All checks made payable to Aerospace Education Seminar.

Name \_\_\_\_\_  
Section \_\_\_\_\_ Chapter \_\_\_\_\_  
Address \_\_\_\_\_  
Street \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please check the program below in which you would like to participate. (All tuition fees will be paid directly to the University of Nebraska.)

\_\_\_\_\_ **Star Trek #1** (2 weeks) June 16-27, 1980 (UNL Space Week and 99s/AOPA Seminar)

Credit hours (1, 2, 3) \_\_\_\_\_ Graduate \_\_\_\_\_ Undergraduate \_\_\_\_\_

Elementary \_\_\_\_\_ Secondary \_\_\_\_\_

\_\_\_\_\_ **Star Trek #2** (1 week) June 23-27, 1980 (99s/AOPA Seminar only)

Non-credit \_\_\_\_\_ No. of credit hours (1, 2) \_\_\_\_\_

Graduate credit \_\_\_\_\_ Undergraduate credit \_\_\_\_\_

Elementary level \_\_\_\_\_ Secondary level \_\_\_\_\_

**Dormitory Reservation Form** (Fees payable to University of Nebraska upon arrival.) Please check accommodations desired:

\_\_\_\_\_ Double room only (\$6.70 day/person)

\_\_\_\_\_ Double room/board (\$11.55 day/person)

\_\_\_\_\_ Single room only (\$8.70 day)

\_\_\_\_\_ Single room/board (\$13.55 day)

Arrival date \_\_\_\_\_ Departure date \_\_\_\_\_

Name of person sharing room \_\_\_\_\_

Transportation: Airline \_\_\_\_\_

Flight # \_\_\_\_\_ Time \_\_\_\_\_

General Aviation A/C \_\_\_\_\_

N# \_\_\_\_\_ ETA \_\_\_\_\_

**Amount Enclosed:**

\_\_\_\_\_ Registration fee (\$30.00)

\_\_\_\_\_ Banquet ticket (\$15.00 per person)

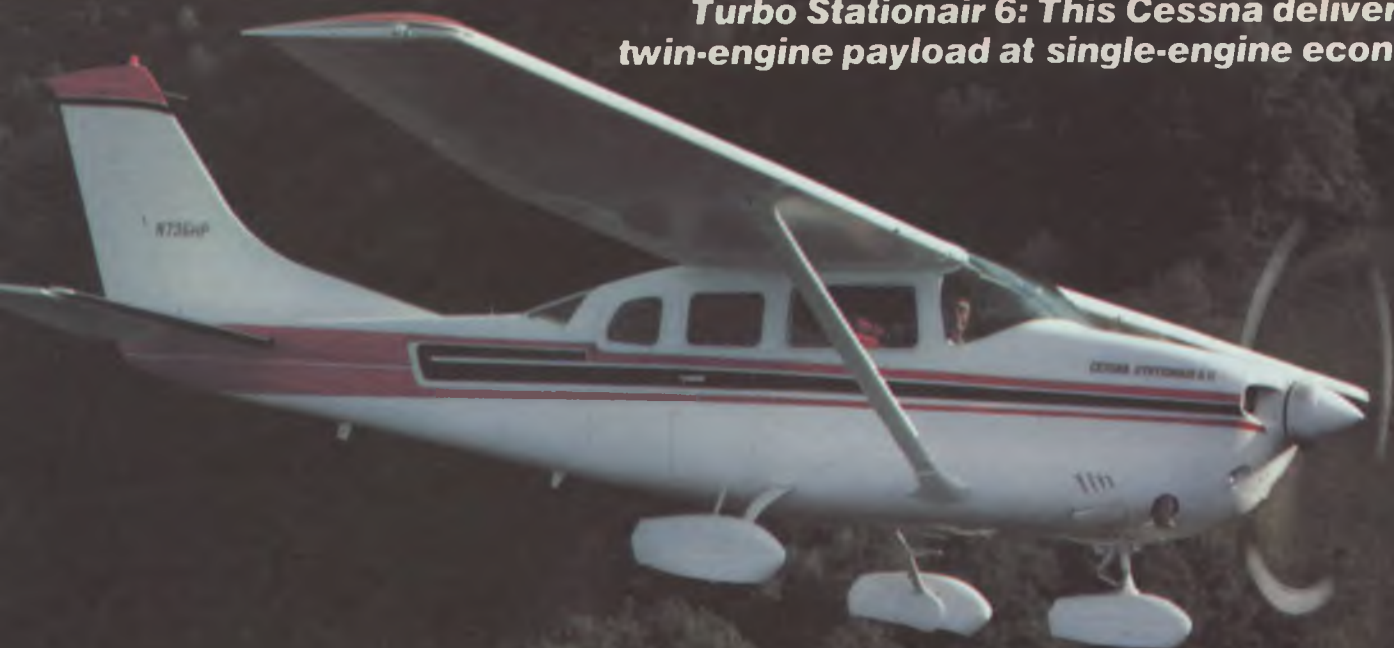
\_\_\_\_\_ Total

**Return To:** Evelyn Sedivy  
1730 North 63 Street  
Lincoln, NE 68505



# STATIONAIRS

**Turbo Stationair 6: This Cessna delivers big twin-engine payload at single-engine economy.**



**“A good passenger or cargo plane and a good aerial photography plane both need the power, stability and the big useful load of Turbo Stationair 6.”**

**Jack Spann**  
Owner, Air Photo Surveys  
Grand Junction, Colorado

Imagine yourself 1,500 feet above the Rockies snapping pictures day after day in turbulence, changing winds, downdrafts and weather. The aerial photography business is not as easy as you might think. As far as Jack Spann is concerned, there is no other airplane for the job except the Turbo Stationair 6.

Jack joined The World's Number 1 Business Airline over 20,000 flight hours ago, and he's been flying Cessna ever since.

Today, his business calls for an airplane with flight stability; quick, responsive power even at high altitudes; and the big useful load of a Turbo Stationair.

Even loaded with passengers and gear (it delivers 1,613 pounds of useful load), Turbo Stationair 6 climbs at 1,010 fpm, cruises at 167 kts. (192 mph) and has a range of 805 nautical (927 statute) miles. Turbocharging also means great hot-weather performance and the ability to maintain power up to 20,000 ft. With 6 comfortable seats, the Turbo Stationair delivers an outstanding 65.4 seat-miles per gallon economy.

The normally aspirated Stationair 6 offers similar speed,

comfort and heavy-hauling capability with a 1,685-pound useful load, a climb rate of 920 fpm and cruise speed of 147 kts. (169 mph).

That's why hundreds of charter operators, floatplane amphib users, commuter airlines and companies who want their employees to travel in style choose Stationair.

Stationair 6 and Turbo Stationair 6. When it comes to heavy-hauling versatility, nobody gives you more than The World's Number 1 Business Airline.

**FLY CESSNA**  
*The World's Number 1 Business Airline*

Cessna has more than one answer to your transportation needs. For more information on the Turbo Stationair 6 or any Cessna aircraft, contact your nearest Cessna dealer or write Cessna Aircraft Company, Dept. 128JX, Wichita, Kansas 67201, U.S.A.

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Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_  
Company \_\_\_\_\_  
Position \_\_\_\_\_  
Phone \_\_\_\_\_



# Diane Hixson — Flight Engineer

By Gwen Haynes

On Womens' Rights Day, August 26th, 1973, an attractive young woman slipped the bonds of earth and took to the skies on her first flight. Obviously, it impressed her because 2300 hours of flight time later, she has now completed Flight Engineer training for United Airlines.

Diane Hixson was born in Philadelphia, but it was in California where she took that first flight. At Orange County Airport, the second busiest in the nation, she learned to fly — and fly — and fly. She earned Private, Commercial and Instrument ratings all the first year. In another short span of time, Sea Plane, Multi-Engine, CFI and CFII.

Though a great many of her flight hours have been in the right seat, instructing, a field she finds challenging, there are numerous flight hours in another challenging field — air racing. She has participated in the Palms-to-Pines, the last Powder Puff Derby, then together with team-mate Ralph Myers in the Kachina Doll Rally of Scottsdale, the Salinas His and Hers Race and last but not least, the Bahamas Flying Treasure Hunt which covered six of the Islands. Eighty entrants vied for first prize — a \$13,000 lot on one of the islands. Diane and Ralph placed fifteenth, winning two nights lodging in the Bahamas.

For diversity in flight, Diane has two hours of Learjet time, three hours of dual aerobatic instruction in a Pitts — with the famed Joe Hughes no less, a flight in a 1933 open cockpit biplane, time in a DC 10 Simulator, 150 hours in a Cessna 310 and many fun hours in Ralph's Italian Amphibian, a Siai Marchetti Riviera, noted for being able to taxi in reverse.

Diane became a 99 with the Orange County Chapter in May of 1974. In 1975, she was awarded the trophy for Outstanding Achievement and in 1977, the Pilot of the Year award. She has been active in her chapter instructing in their first Flying Companion Seminar, chairing the next Flying Companion Seminar and co-chairing last year's Picture Hunt.

Diane spent approximately six weeks learning the ins and outs of a flight engineer's job at United's Training Center at Denver. Diane tells of the 'Robot Room'; which is a huge room where everyone studies on their own by computer. Students pick the subject, push buttons, then listen and watch slide or cassette programs. Testing is done on computer terminals. Students punch in



Diane Hixson at her Flight Engineer's post aboard a B-727.

the tests they want to take and the computer administers the test. If you fail a test twice, a real live person will appear to see what went wrong. The Robot Room is available 24 hours a day for studying and 14 hours a day for testing, but Diane was not. There are 12 people in a 'class' and a new 'class' starts each week. Diane was the only female in her class.

Currently, Diane is flying the Flight Engineer's panel on B-727s out of Chicago where she is based. Her only regret is the distance from California, bringing long separations from Portia, her pet Spitz; flying partner, Ralph Myers; a San Clemente apartment with close to 100 house plants; and those walks on the beach — not necessarily in that order.

Upon completion of United's flight training, Diane and Ralph celebrated by becoming engaged. They plan to marry when she can swing a base in California, if Ralph can wait that long.



Diane relaxes with Portia, her pet Spitz



Just for fun, Diane flies the Siai Marchetti Riviera which can taxi in reverse.



Flight Engineer Diane Hixson



# THE GREAT RACE!

## Race Ends May 31st

Dear Editor:

I read Betty McNabb's, "The Time Has Come," (Dec. '79) with both interest and indignation. While I agree that an increased membership is a desirable goal, I am horrified at the way the International Board is proposing to achieve it.

To abrogate the authority of each chapter to accept or reject prospective members at the local level is both high handed and counter-productive. "Ripping up of tradition, swallowing of unpalatable truths," Betty writes . . . . Hogwash! The only unpalatable truth I see is the dictatorial manner of the Board in this matter.

I submit that the prestige, tradition and exclusivity of The Ninety-Nines are the very traits which make membership desirable and that a completely open door policy will have an adverse effect on all three.

Betty goes on to say that even within one's family there may be those of whom you are not really fond, that no one is without some flaws. More hogwash! Fondness for a prospective is not a prerequisite for membership in any 99 chapter that I know of and "flaws" do not keep anyone out. Let's speak plainly though, there are some licensed women pilots who exhibit characteristics which are not in keeping with the image and ideals of the 99s. Women who are rude or crude or totally unfeminine or reckless, incompetent pilots . . . . characteristics which cannot be assessed by a membership committee at Headquarters perusing an application.

I suggest instead that the Board proceed with, "The Great Race," it's a great idea, but leave the final selection of new members in the hands of the chapters where it belongs. I suggest also, that every chapter think long and hard about this proposal before instructing their delegates to the 1980 Int'l Convention.

Very truly yours,  
Juanita D. Blumberg  
Florida Spaceport Chapter

*In reply to Juanita Blumberg's letter to the Editor, I would like to clarify a few points. Juanita obviously cares about the organization and begins by saying that an increased membership is a desirable goal. I agree.*

*Her objection appears to be over the method she feels will be used to gain new members, apparently misinterpreting the suggestions put forth in the December 99 NEWS. The last thing the International Board would (or could) do is "abrogate the authority of each chapter to accept or reject prospective members at the local level." The Bylaws clearly prevent that by stating, among other requirements, a prospective member must be "recommended by vote of the chapter membership . . ." See Article IV, Section 2. Happily, many chapter and section bulletins are highly enthusiastic in their reporting of The Great Race, detailing meetings being held to meet prospective members and other methods of reaching out for vital and concerned new members interested in aviation and The Ninety-Nines.*

*"... Prestige, tradition and exclusivity" are admirable qualities, but finding new, active involved members does not need to change these attributes. There are thousands of women pilots in the world who have never heard of The Ninety-Nines - many would undoubtedly be outstanding, contributing members. I'm sure those are the ones so diligently being sought. In fact, it might be well to note here that there are many 99s who decry our apparent unwillingness to represent a far greater number of women pilots due to chapter membership restrictions keeping us down to what they call "an unrepresentative few."*

*Juanita's final suggestion that the "Board proceed with The Great Race, but leave the final selection of new members in the hands of the chapters where it belongs" is exactly the way it is being handled — and apparently quite successfully.*

*Thanks for the opportunity to share thoughts.*

— Thon Griffith, President

Dear Editor,

I noticed your magazine in my local airport, left there for searching eyes by some thoughtful member of your organization. I am a newly licensed pilot and am very interested in learning more about The Ninety-Nines. There are but a few women flying here and none of those I spoke to knows you. Can you send me information? Your magazine looks very inviting!

Dear Editor,

I am in business for myself and do a lot of business flying in my own aircraft. I have met many 99s throughout the years and have been encouraged to join your organization many times, but I felt I was too busy. I am a poor one to keep a good attendance record at social meetings, but The Ninety-Nines seems to be more than just a women's club. I am ready to stand up and be counted. Can you please send information concerning membership.

THE GREAT RACE is out to find members like those described above. We 99s sometimes forget that there are women flying today that have never heard of us. Let's get visible! The number of women holding pilot certificates has doubled in the past 10 years, increasing at the rate of over 1,000 issuances per year! In 1977, there were 21,589 women holding private pilot or higher certificates, as compared with 10,456 women pilots in 1967. Their ranks include women of all ages and occupations and they are out there waiting for an invitation from us. So be encouraged, Ladies. Tally Ho!

— Pat Jenkins





# High Country Learning

By Joan Alyea

Hit the trail to Vail July 23-27 and have a total convention experience! We've not neglected one part of it: there's business — vacation fun — and education.

We're featuring presentations on areas of aviation that Colorado is particularly suited for and in which the "high country" has a certain fame.

The Rockies are noted for balloon festivals — and hot-air ballooning is a whole new world! Joyce VandeHoef (Colorado Chapter) is slated for a session (with excellent films) on this old-but-new aeronautical sport. Joyce is part-owner of the Life Cycle Balloon School in Denver.

The unique flying problems presented by high country flying will be covered in two sessions on "Mountain Flying and Density Altitude". Ken Hoffman, president of Flight Management, Inc., will do the honors.

Jim Terpstra, of Jeppeson-Sanderson, plans two sessions on "Aeronautical Charts" to help you match up the Rockies below you

with the Rockies on the charts, for starters. The sessions are sponsored by Jeppeson and Phillips Petroleum Company.

FAA Accident Prevention Specialist Gary Koch (see his article in the October 99 *NEWS*) will present two sessions on "Stall-Spin" and "Accident Cause Factors in General Aviation". The "Stall-Spin" slide presentation was filmed as Koch put a plane into a spin. Every second is shown on the gauges! Don't miss this one!

In addition, we will have some sessions on aeromedicine by the FAA, and even more mind stretching sessions are in the works.

Climax Molybdenum Company (world's highest molybdenum mine, a short distance from Vail) is the target for a 49½er tour on Thursday, July 24. The tour starts at 10 a.m. with a second possible at 1 p.m. if there is enough interest. Each tour will last two hours; we are limited to 30 each time. There will be no charge. Reservation form will be in the next issue of *The 99 NEWS*.<sup>99</sup>

## Important

**Prices quoted for the Convention include:**

**Registration**

**Lodging**

**Welcome Party**

**Certain Meals**

**And More**

## Vail Hot-Line

By Mary Adams, Convention Chairman

Busses will be available to get you to Vail. Round-trip from Jefferson County Airport to Vail will be \$40.00 per person. It's a beautiful ride through the mountains. You'll find wine and cheese aboard, and we will supply a guide who will clue you in on the mountain features and history of the gold and silver mining area you'll pass through.

Frontier Airlines is the official "convention airline". They are sponsoring one of our events. Book your commercial flights into Denver via Frontier if you can, and let them know you are a 99!

What goes in your luggage regarding clothing should be chosen with the knowledge that Colorado does cool off at night. Bring along a light coat or jacket. Vail has a resort atmosphere and dress should be casual. We have combined the International Evening and the banquet to allow for more time to be available to take part in convention activities; at this event, wear national dress if you wish.

**NOTE: THE REGISTRATION FORM APPEARS ONLY IN THE JANUARY-FEBRUARY ISSUE OF THE NINETY-NINE NEWS.** It may be photocopied.

Chapters wishing space in the "Open Air Bazaar" (chapter sales) should contact Kitty Hach, 3607 Valley Oak Drive, Loveland, CO 80537. Charge is \$7.00 per space. See schedule for hours.

**Reminder:** If your 49½er plans on attending the 49½er luncheon, make a note of this at the bottom of your registration blank and include the \$10.20 charge in your check.



Mountainous terrain like this is one good reason for attending the session on "Mountain Flying and Density Altitude". This particular chunk of the Rocky Mountains is over 13,000 feet. Ground temperature was close to 90° the day this route was flown. Photo by Dale Alyea.



# Positive Learning

## A Hands-On Experience for Deaf Children

By Judy Logue

It was a terrible landing! I had been on what seemed to be an interminable final for three zero and now I found myself pushing 145 horses at the last minute to get over the barbed wire fence at the end of the runway. Crystal in her 182 was landing number two and gaining on me; Elizabeth number three in her 206. I really smacked it on the numbers and whipped off the runway to give the other pilots and their loads of kids landing room. We Wyoming Ninety-Nines had completed the eagle-eye view flights for all the students from the Wyoming School for the Deaf.

As my passengers unloaded, one of them, Terri, a skinny thirteen year old, shouted, "Judy Logue! Judy Logue, I never ride airplane before!" "Did you have fun, Terri?" I asked. "Yes! We bumped!" Terri had very effectively communicated her excitement verbally. She used her voice. This was what the Wyoming Ninety-Nines' flight for the Wyoming School for the Deaf was all about.

The Wyoming School for the Deaf follows the philosophy that teaching language to hearing-impaired children is its top priority and that living, hands-on experiences provide the best way to learn and to remember. The teachers at the school had spent several weeks prior to our flight introducing and reviewing vocabulary needed for the flight experience. For the youngest four year olds, it was **up**, **down**, **fly**, and **high**. The older students worked on a more sophisticated vocabulary. The preparation had the students so excited that by a week before the flight, they couldn't talk about anything else.

Unstable weather caused an initial cancellation but our rain date turned out to be perfect. Every child, their teachers and aides got a thirty minute flight over the city and saw their school from the air. While some students were flying, others were guided through the Flight Service Station, the Control Tower and the crash house. FSS personnel punched out the students' coded names on the tape perforator and sent messages to the tower on the electronic writer. Tower operators pointed out aircraft on radar, and the firemen let the students spray water from the fire trucks. While all these various activities were in progress,

photographs were taken to be used in the classroom later to review and reinforce the vocabulary involved.

Newspaper and television reporters were included in the flights: the Wyoming School for the Deaf, the Wyoming Ninety-Nines,

and the airport authorities all got favorable coverage in the local media. Five Ninety-Nines and three aircraft provided a positive learning experience for thirty-two hearing impaired children; they in turn gave the Ninety-Nines a positive learning experience.

99



W.S.D. teacher Joanne Carlson (left) and Ninety-Nine Crystal Ahrens (right) escort three students from the Wyoming School for the Deaf. Photo by Jerre Jones



The backseat anxiety of Donny Figueroa (left) and Larry Frisbee soon turns into thrills. Photo by Jerre Jones.



# Portrait of a Treasure Hunt

By Sandy Frank

It was a hazy fall morning that began like any other day. However, this day, twenty-one eager pilots fired their aircraft engines and, with charts, passengers, and high hopes, departed Livingston County Airport, Howell, Michigan. It was the Third Annual Treasure Hunt sponsored by the Greater Detroit Area Chapter that had brought these pilots together.

To make the event even more interesting, a Poker Run was offered to anyone who felt lucky. Among the aircraft participating were two Rockwells, several Mooneys, Cherokees, a Piper Lance, a Warrior, a twin Commanche and, of course, numerous Cessnas. But, would you believe there was a Taylorcraft F19 and also a Piper J4A competing with the "big guys"?

At 9:30 a.m., the anxious participants received their instructions and the first set of clues. Included was a small envelope, impossible to see through, which was sealed with staples and wax to insure that the contents of the envelope would remain a secret. This was "the last resort clue". It contained the name of the airport that would give out the next clue. If opened, the judges would deduct a 15 point penalty from the contestants' final score.

After deciphering the first set of clues, and deciding if anyone wanted to purchase a poker hand to be carried along the route of the Treasure Hunt, the participants headed for their planes. Passengers discussed the clues and their conclusions while the pilot preflighted the aircraft. The disqualification deadline was 4:00 that afternoon. Almost every pilot had decided where to fly to receive the next clue by 10:30. Right or wrong in their conclusions, all contestants had departed by 11:00. There was no time pressure to cover the two to three hour route (variable depending on which aircraft you were flying). Speed or first arrivals were not considered in judging the winners. Being clever and correct was the key to the treasure.

The bustling terminal building at Howell was now quiet. The entry aircraft had departed for various destinations, not necessarily, the one that was intended by the clue writers. If the contestants calculated the clues correctly, the next stops, all in Michigan, were Lapeer, Midland, Alma and then back to the starting point at Howell to complete a Round Robin.

Time passed and the pilots found their way around the course. The judges prepared for the arrivals at the terminus. As each plane landed and taxied to park, the judges were on the spot to pick up the clue envelopes before the contestants stepped out of the airplane.

At last, it was 4:00 and time to determine the first five place winners plus a separate winner for the spot landing contest at the Midland stop. After careful deliberation, the judges chose the winners and dashed to the hospitality room at the motel to relax after a long day. An awards banquet was scheduled later that evening, after which, participants could RON or depart as they wished.

Finally, at 7:30 p.m., the awards banquet began. There was such a variety and quality of food that one still wonders if both feet were back on the ground. The dinner was great, especially, for those who had forgotten to stop for lunch. The awards were presented and hangar talk flowed. The spot landing contest winner was Alan Anderson. The first five place winners in the order 1st to 5th were the pilots: Warren Hecksel, Wallace Ruggles, Mickey Odom, Cindy Winkler, and Tom Sigworth. These contestants received cash awards plus trophies. There was also presented cash awards for the five best poker hands and a \$3.00 award for anyone holding a pair of 9's as a representation of the 99s.

Each participant in the Treasure Hunt had his or her own individual memories of the experiences and events that took place that day. One of the interesting happenings of the day was the pilot of the Piper J4A had encountered a "little" wind at the Alma airport so he backed in to make the landing. He also was the winner of the spot landing contest.

Whatever those other experiences were, Greater Detroit Area Chapter says a thank you to all 99s and good sports who join in our activities. Finally, but most important of all, we thank the airport managers and aviation enthusiasts who support our projects and give assistance when help is needed. So many people participated in this event, it is not possible to name them all.

A common love of aviation brought us together and holds us as friends so that we may meet again and experience that special joy of flying. October 1980, here we come for the Fourth Annual Treasure Hunt. 99



Bev Mitchell reminds Treasure Hunters that "Upon penalty of 15 points, this clue is strictly a last resort."



Treasure Hunt briefing is serious business.



Scoring the contestants was a job well done by Mardi Debring and Bev Mitchell.



Enjoying the banquet, a Grand Finale to an extraordinary days, are (L-R): Carl Drebring, Mardi Debring, John Jarvis and June Jarvis.



# Spread The Word!

## Organize a Media Day

By Patsy Zeringue

The New Orleans Chapter of the Experimental Aircraft Association combined efforts with the New Orleans 99s to sponsor the first Media Day at Lakefront Airport on December 1st. Members of the media were invited to see and hear about the new changes at the Lakefront Airport and to be given some information concerning the safety record and ongoing safety promotions that these two organizations sponsor.

It was a clear and brisk day for the homebuilts, the Stearmans, the Wacos, the Pitts, and the Cessnas to make their appearance. The folks of the media were treated to orientation rides over New Orleans and to a hamburger cook out. Norma Reeves, New Orleans 99, flew two local television cameramen in her Cherokee Six as they photographed the formation flight of several biplanes near the airport. The pictures made a beautiful addition to the nightly news programs.

Gloria Burlette, chairman of the New Orleans Chapter and active EAA member, has done a great deal to foster cooperation between these two organizations which both work toward promoting aviation awareness in New Orleans. The Media Day concept is a definite way to show the public, through the



Pat Besselman, Norma Reeves and two local television cameramen prepare to get into Norma's Cherokee Six for some picture taking



Nancy Holland, New Orleans newswoman, goes up for a ride in one of everyone's favorite flying machines.



In two separate interviews, New Orleans Chairman Gloria Burlette (L) and Secretary Judy Maggiore (R) discussed aviation and the roles that EAA and 99s play in the New Orleans area. They answered listeners questions about The Ninety-Nines, flight education and safety. Bruce Miller, who interviewed the two, was one of the media representatives who took a biplane ride the day before.

presentations of the media all those positive things about aviation that make it such a worthwhile and enjoyable activity.

Judy Maggiore and a member of the EAA were invited to talk on WSHO, a local radio station on December 2nd. They were granted two hours to talk about aviation with Bruce Miller, who had been up the day before in one of the biplanes. They were on hand to answer questions pertaining to the 99s organization, flight education, and flight safety. The talk show was most informative to all who tuned in and called in questions to be answered on the air.



Three of the biplanes from the New Orleans area that carried some of the media representatives who showed up for Media Day.



## Congratulations!



Claudia Jones, 34, First Officer for Continental Airlines and one of only 100 women flying for a major airlines today, has been selected as one of *Glamour* Magazine's Outstanding Young Working Women for 1980.

Claudia became a co-pilot on the Boeing 727 in 1978, after co-founding an aircraft auction for dealers in 1972 and founding and directing a Piper Aircraft dealership in 1974. She started flying when her musical group needed a convenient and efficient means of transportation to get from one engagement to another. Eventually, her flying career almost completely upstaged her musical one.

Claudia is still singing and recording her own country-western music in Texas, hoping one day to fly around the country promoting her new recordings.



Sherry Knight, Santa Rosa Chapter, finished the U.S. Army's Rotary Wing Qualification Course on December 4, 1979. Sherry not only has the distinction of being the first woman to fly for the California National Guard, but she was also the first woman to go through RWQC, which is the Army's "short course" for pilots transitioning from airplanes to helicopters.

Sherry received a direct appointment as a warrant officer in the California National Guard in March, 1979. The direct appointment as a warrant officer was given in recognition of her civilian aviation background.

Only 50 women have graduated from the Army Aviation Center since 1954, but this number should increase rapidly in the next few years as the Army tries desperately to fill the many aviator slots now vacant.

## I Always Wanted To - But Never Again!

By Patricia Rockwell

Long Island 99 Anita Coderre enthralled members attending their January meeting with this tale of her recent adventure in a hot air balloon. The trip started out as "This is one thing I've always wanted to do" and ended up as "Boy I'm glad I did that, but — Never Again!"

The day started at 4:30 a.m. with a slight breeze. By lift off time the air had gone from completely calm to slightly breezy. Anita's instructor later confided in her that it was one of the weirdest weather days he'd ever flown. After floating over some beautiful countryside, the balloon stopped dead center over a hotel. After a long period of being watched by people peeking from behind closed drapes, a little expertise on the part of the pilot and the balloon picked up a current of air heading directly up and in the opposite direction of their hoped for line of flight. Away from all the nice open fields they flew at a now rapid pace until over an area completely covered with tall, tall trees. "They look taller from the basket of a balloon," admitted Anita.

After an hour and a half of meandering at the will of the breeze, they managed to land (with great difficulty in a wind shear condition) in a swamp. Trudging through knee deep goo for a mile and a half was bad enough, but when a local farmer told them later that he had lost a horse to quicksand in the same area the previous week, Anita was horrified. "I'm just grateful I'm not one of the men that had to wade back into the swamp several times to bring out the balloon and equipment!"

99

## Remember Me!



Help!!! Do you recognize any of these people? As near as we can determine, they are (L-r) Helen Frigo, a NAA Representative, Phoebe Omlie, Bobbi Trout, unknown, unknown and Edna Gardner Whyte. If you can help, please drop the News Editor a note.



# ETC.

## Western Canadian

### Alberta

The Alberta Chapter is planning to hold their annual Poker Run June 1st, 1980 (rain date June 8th). Co-chairing the event are Nancy Rand and Wendy Baskin. Six Central Alberta airports will be used with the terminus being Red Deer.

Flying Companion seminars have kept chapter members busy all winter. Spring seminars are planned for Lacombe and High River.

Several members are planning to fly to Vail for the International Convention.

The Alberta Chapter is discussing the possibility of becoming involved in the Skywatch program, an aerial pollution monitoring program for the Department of the Environment, using 99s as pilots flying their own aircraft. Skywatch was first started in Ontario.

The chapter's February meeting was combined with the Alberta Flying Farmers' safety seminar for an interesting and informative session.

We will sponsor the fall section meeting for Western Canada Section. This fall marks the 51st birthday of the organization. Karen Klein is chairman of the event which takes place September 26 - 28th in Calgary.

### British Columbia

The B.C. Chapter of 99s is investigating the possibility of participating in the Skywatch or a Firewatch program for the B.C. government. 99s would use their own aircraft to do the volunteer aerial patrols.

## Membership Notam

Membership applications, brochures, etc. are available only through 99 Headquarters and not from International Membership Chairman Betty McNabb.

## Canadian Rockies

Several members of the Canadian Rockies Chapter hope to traverse the Rockies to fly to Vail, Colorado for the international convention in July. Since the Canadian Rockies Chapter is new and comprised of women who have never been 99s before, this will be their first international.

## Greater Winnipeg

Winnipeg Chapter is hosting the spring section meeting for the Western Canada Section to be held May 24th in Winnipeg in conjunction with the COPA convention.

## Middle East

### Maryland

Melvin Mallonnee, Director of Public Information for the Maryland State Aviation Administration, met in January with members of the Maryland Chapter at Baltimore Washington International Airport to discuss the future of general aviation in the state. He emphasized that his organization is seeking to standardize all airports within Maryland as a safety measure.

Photos of the new benches at International Headquarters confirmed that these donations of the Maryland Chapter are finally in place.

Barbara Porter was welcomed as a new member in January and four more were voted in at the meeting at Martin State Airport in February. They are Carolyn Cranston, Jan Edmunds, Harryette Zapf, and Ruth Kelso. Through the efforts of Sherry Marshall, the AOPA slide presentation "Take Two and See" (avoiding mid-air collisions) was viewed. Former member Catherine Grover also attended the meeting.

### Potomac

We are all proud to have our "black box" specialist, Dr. Carol Roberts, be appointed Chief of the Laboratories Services Division, Bureau of Technology, at NTSB. She now

heads up the cockpit voice recorder lab, flight data recorder lab, metallurgy lab and performance engineers.

Our GADO specialist, Ann Lawton, spent some weeks in OKC taking courses in both Air Taxi/Commercial and Pilot School Certification at the FAA Academy, and Rosie McNish attended a three-week intensive NTSB Accident Investigation School.

Mary Feik, our resident expert in aircraft restoration, was elected to the Smithsonian Docent Council of the National Air and Space Museum, and Pat Shearer was appointed Deputy Commander of Cadets of the Reisterstown Squadron, CAP.

Vera Rolle is now working in the editorial department of AOPA now that her new book *Aviation Law: An Introduction* is off the press.

A half-dozen gals flew planes to AOPA's Convention and Industry Exhibit in Hollywood, Florida, after which Pat Shearer, Mary-Ellen Webster and friends forsook the little Warrior for a Grumman Mallard seaplane adventure to Bimini and Paradise Island. Edna Dragoo and Don brought a new Dakota home from Vero Beach, visiting uncontrolled fields enroute as their avionic and radio packages awaited them in Maryland.

## New York-New Jersey

### Central New York

The Central New York Chapter met on February 2nd. Two local members of the E.A.A. spoke on building your own plane. We have been invited to the next meeting to see a self-designed plane in the process of being built by Rick Colvin. Linda Alexander, a new 66, was welcomed. She plans to get her ticket in the spring.

Our chapter is planning the annual pancake breakfast at Kamp's Airport on July 13th or 20th. Also discussed were the Section meeting on May 16th and 17th at Finger Lakes, the International Convention at Vail in July, and Ladies' Night at Central NY Pilots' Association on February 26th at which Bette Bach Fineman, a 99 from Northern New England, will be guest speaker. Bette flies a Tiger Moth.

The next meeting will be March 1st at Valley Aviation, Oneida County Airport, at which members Marolyn Wilson and Elaine Roehrig will tell about their experiences in the great race.

Joyce Revelle received her instrument rating in Florida last month along with her 49½er, Jack.

### Finger Lakes

The November meeting of the Finger Lakes Chapter combined with the Rochester Pilots Association to hear Betty Jo Ault, Eastern Pennsylvania Chapter, speak on

(Cont Pg 29)



"Air Age Education". It was a most informative meeting on how we can bring air education to the youth of the community.

The February meeting of the Finger Lakes Chapter met to hear female pilots from corporations speak on their activities. Patty Marsh from Gannett Publications and Jo Ann Navick from Navick Airways. Lorraine Jancyk couldn't make it at the last moment, so she sent three male pilots to take her place from the Xerox Corp. What an exciting and challenging job they have. The Finger Lakes Chapter is making preparations for the Spring Sectional to be held on May 16th and 17th in Rochester, NY with Barbara Flick as the coordinator. The chapter welcomed two new members, Laine Tammer and Jule Lucente.

Carol Mohandiss has started a crewed charterboat business in the Virgin Islands. She flew down to hire a captain and mate in her 36 Bonanza; straight out from W. Palm Beach, refueling in S. Caicos and, as the crow flies, to St. Thomas. Lots of water and beautiful islands. Sail the beautiful British and U.S. Virgins in a 45' ketch! Write Carol for further information.

#### Long Island

L.I. 99 Diane Fisher of Mid-County Flyers, L.I. MacArthur Airport, NY took a much needed vacation in Florida in February. The weather was coolish for swimming, so what does a 99 do to occupy herself when this happens? She flies of course. Diane earned her Seaplane Rating and Seaplane Instructors Rating. This she added to the Multi-engine Instructor rating she had earned two weeks before she left home for her R & R.

Pat Bizzoso of the L.I. Chapter flew to Fort Lauderdale, Florida with friends in their Cessna Skymaster. Playing co-pilot in such an unusual airplane made the trip very interesting and very exciting. They didn't get far the first day when they encountered IFR conditions in Maryland and had to RON at Ocean City.



NYCD Membership Chairman Peg Weiss pins the chapter's newest member, Andee Ropazzo.

Leaving at 9:05 a.m. the next morning they arrived in Florida at 5:07 p.m. with one very accurate, very tried and very happy 99 push-pull co-pilot.

#### New York Capital District

Betty Elliott and Ruth Green, members of the NYCD Chapter, have been appointed to the Technical Advisory Committee of a Regional Aviation Study for the nine county Upper Hudson Region. The study, to be conducted over the next eighteen months by the Capital District Regional Planning Commission, has been funded by a joint grant from the FAA and the New York State Department of Transportation.

The NYCD Chapter held their annual luncheon Saturday February 16th at the Red Coach Grill in Latham, NY. Members and friends of the chapter enjoyed themselves despite the 8" of snow that fell on the Northeast that day.

#### Western New York

Charter member, Cecilia Kenny has been in the Kenmore Mercy Hospital for several weeks. She hopes to return home shortly.

### North Central

#### All-Ohio

Over the years, All-Ohio's Verene Trubey has been a featured speaker in local high schools on career days. This year has not been an exception. Verene spoke to 8 students at Granview Heights High School, 7 February; to 15 special students of Gahanna Distributive Education class, 13 February and to 115 students at Gahanna High School Career Day, 21 February. Verene's own history is interesting in that, she started at Lane Aviation as a secretary, learned to fly, and now heads the charter.



Flight Service personnel from Port Columbus, Columbus, Ohio, demonstrate the new Voice Response System which was recently installed at FSS. (L-R) 49½er Doc Bonar, 99 Jean Bonar, FSS Bob Gibson, 99 Louise Rehkoph and FSS Bob Raspberry.

department at Lane as well as flies charter.

All-Ohio 99 Lois Taylor and 49½er Dick, have started on a speaking tour of the Springfield-Dayton area expounding the reasons for local pilots to fly the Buckeye Air Rally which will be held on 13-14 June 1980, Springfield Municipal, Springfield, OH. Lois and Dick are the co-chairmen of the Rally. Recently, the Springfield Chamber of Commerce sent out 1800 BAR Flyers. Chairman Jeane Wolcott reports that requests for the Rally kits have been received, even though, the official opening date is 1 March.

More Activities: All-Ohio 99 Salley Berryhill and new 99 Milly Wetrick sponsored the February meeting of the All-Ohio Chapter. The weather was a beautiful sunny day and many of the 99s flew in. Under the suggestion of Chairman Marcia Greenham, many members shared planes and cars in order to save energy (gas) and money. It worked out well for over 39 members were present plus many guests and 49½ers. Salley and Milly asked FSS Bob Meyers, of Dayton, to speak on "How to get a good weather briefing". Bob asked that members be prepared to give information to get information.

#### Chicago Area

Over fifty members, prospectives and guests braved a cold and rainy night to gather in the Executive Lounge at Pal-Waukee Airport for our February meeting, the first evening meeting in many months. It was good to see many members who cannot attend on the usual third Sunday of the month, and exciting to see the many prospectives as the Chicago Area Chapter participates in the current membership drive.

An attempt was made for a Fly-In Lunch to Lake Lawn Lodge on February 3rd. Lake (Michigan, that is) affect snow hampered operations a bit and hopefully our next planned lunch happening to be held at the 93th Aero Squadron at Pal-Waukee Airport on March 1st will be more successful. Those "Up, Up and Away" girls, Wendy Wenk and Gail LaPook, are heading our Flying Activities Committee and we urge all members and friends to participate in the fun activities that will be forthcoming.

Congratulations to Corresponding Secretary Myra Ringuette who just received her Instrument Rating. We wish Myra happiness and success as she and her 49½er leave our area for the beautiful state of Virginia. Thank you, Myra, for your smiles, your inspiration and dedication. Come back and visit us often!

An Instrument Rating also went to Nancy Haraldson. Congratulations, Nancy and much good luck with that super year-end achievement.

February finds several members celebrating "99" anniversaries. Special congratulations go to Eva White for 25 years of

(Cont Pg 30)



beautiful dedication. Thanks Eva from all of us for your special way of caring. Celebrating their 10th years as a member of our organization are Pat Friedman, Joan Kerwin, Dorothea Lough, and Connie Maxi. Arta Henson has reached her fifth year as an active 99. Many more happy years of 99ing to you all!

Ellen O'Hara started the new year off by organizing and teaching ground school for some students and one faculty member at Glenbard East High School in Lombard.

Plan to join the Chicago Area Chapter at the Safety Seminar on Saturday, April 19th, 1980 at Midway Airport, Concourse C, from 9:30 a.m. to 4:30 p.m. Parallel courses for pilots and non-pilots, spouse, friends. Five dollars per person includes courses, lunch, and coffee or \$6.00 the date of the seminar. Marion Servos is Clinic Chairman and Florence Whipple, Lunch Chairman

### Indiana

The Indiana Chapter February meeting was held at the Indianapolis International Airport on the third Sunday of the month where our newest member Kathie David was pinned. Dr. and Mrs. Hildebrand gave a slide program on the Heimlich technique and CPR. Afterwards some of the members tried their hand at applying their new-found knowledge. We have sixteen members who have volunteered to judge the local Science Fairs in April. Past chapter chairman Midge Snyder and Archie Moore were married in November 1979, and Lillie Danek, Indiana's immediate past chapter chairman married Bruce Normington February 16th, 1980.



Gladys Martinson, who became a 99 and member of the Indiana Dunes Chapter at the time of the 99s fiftieth anniversary in November, 1979, shows off the cake she furnished for the occasion.

### Kentucky Blue Grass

Kentucky Blue Grass Chairman, Kaye M. Bohannan; Vice-Chairman, Dot Arnett; Kathryn B. Snider; Brooks Richards; and Pat Lyddan attended the AOPA Flight

Instructor Refresher Course at Louisville, KY, February 2 - 4th.

### Lake Michigan

This March, our Michigan Aeronautics Commission and Lansing Community College are sponsoring aircraft mechanic seminars, preventive maintenance, weather and time in GAT-1 simulator.

Karen Swanton just received her Control Tower Operator's Certificate at Muskegon ATCT, Muskegon, MI. Mary Creason is now a Certified Supplementary Aviation Weather Reporting Station Operator. She will assist in training other Michigan people obtain their certificates in behalf of the Michigan Aeronautics Commission. In an effort to make our airports more safe and to comply with the FARs part 135.

### Lake Erie

The Lake Erie Chapter, as is its usual custom, held a chapter anniversary party in the month of January in lieu of a regular business meeting. Host and hostess were Rose and Gary Ray in their lovely new home in Bainbrook, Chagrin Falls, Ohio. Thirty members and guests attended the delicious catered dinner.

January was also the Boat Show at the Cleveland Convention Center, and Margaret Juhasz, Bernice Barris, Helen Keidel, and Pat Stark, who are members of the Air Wing of the Coast Guard Auxiliary, served 3 to 4 hour booth duties in the Auxiliary booth. Members are looking forward to the coming year, as this will be the first complete year of experience, having gotten a late start last June and all of the IFR weekends throughout the summer last year. Members fly strictly VFR on safety patrols and sunset patrols during the summer weekends when boating is heaviest on Lake Erie.



Lake Erie Chapter newsreporter Marg Juhasz helped out at the Coast Guard Auxiliary booth along with other members during the week-long Cleveland Boat Show held in January.

### Michigan

Detroit Area members did an outstanding job on all phases of the February 10th birthday meeting at Detroit City Airport's



Leah Higgins and Michigan Chapter Chairman Mary Anglin peruse the chapter photo album as members visit during the February birthday meeting — Number 46!

American Pilots Club. For entertainment, members and guests viewed a sound film entitled "The Best of the Detroit City Airshows — 75-79". The \$99 Money Tree raffle winner was Jay Kohl. Pat Moorhatch accepted the position of chapter secretary.

A new committee to investigate airmarks was recently formed. Sylvia Thomas will chair and she's currently gathering information at this stage. This is a worthwhile project that stems from a letter received by our Chairman, Mary Anglin, addressing the need for markings in this area. Two airports, Romeo and McKinley, are being studied for proposed markings by the chapter.

An outstanding article featuring our own Adele Binsfield appeared in *The Oakland Press*, February 10th Edition. "No Fear of Flying" zeros in on Adele's love of flying, family life, personal accomplishments, and philosophy.

Michigan Chapter will sponsor an FAA Safety meeting in Flint on March 26th. In addition, members are actively recruiting new members and pursuing pilot proficiency requirements. Many members are making plans to attend the May North Central Section Meeting in Wisconsin and the 1980 International Convention in July.

It is with great pride that Michigan Chapter members recently established the Mary E. Von-Mach Scholarship in memory of this great lady and chapter member. She passed away on February 4th after a wonderful aviation career. Her loss was communicated at our February meeting and we will miss her deeply.

### Wisconsin

The annual dinner meeting of the Wisconsin Chapter 99s was held at Wilberns Supper Club in Wisconsin Rapids, on February 9th, 1980. Guest speaker was John Hochberger, Flight Service Specialist from Wausau, Wisconsin. Kay Totzke, Carol Treutel and Lois Truchinski were the hostesses.

(Cont Pg 31)





Wilbern's Supper Club, Wisconsin Rapids, was ready for the Wisconsin Chapter's annual dinner meeting February 9th.

## Northwest

### Wyoming

The A.M. place to be on the second Sunday of every month is wherever the Wyoming 99s are meeting. The "Place" in February was the Torrington Airport where Wyoming Chairman Crystal Ahrens conducted a planning session and led a discussion on weather, increasing fuel costs, and interesting places to fly including the Bermuda Triangle.

## South Central

### Arkansas

The Arkansas Chapter ended 1979 with three airmarkings, one undertaken alone by

courageous Linda Hargraves. The grand finale was a meeting and annual Christmas party at the home of Charlene and McDonald Poe.

### Colorado

The Colorado 99s' enthusiastic drive to acquire new membership has created some fine educational programs as an incentive to increase both membership and meeting attendance. The February meeting with its program on "Winter Survival for the Pilot" by Capt. Andy Guy, USAF Survival Specialists, turned out a record breaking attendance. This was a most excellent presentation by Capt. Guy, however it is hoped none of us will ever have to make use of what we learned. For January, a delightful individual, Jean Loughman, presented to us, "The Exhilarating World of Sky Diving." Jean, a jump instructor, is a real enthusiast who thru her program actually inspired several of us to consider the sport!

"A Dream Come True" is the statement made by Vanita Faatz about her new job with Baltic Aviation as co-pilot on a Lear jet.

Our congratulations go to Vanita with her success in the aviation field. We are proud of her.

### Oklahoma

On February 23rd, the Oklahoma Flying Farmers held their Sweetheart Luncheon for their Chapter Queen, Lucille Pregler, Oklahoma Chapter 99, at Fairview. The WX was a bit bad so Arlene and Hoyt Walkup were the only flyer-iners. Everyone else



On January 12, a general meeting was held at the airport to plan our joint El Paso-Chaparral Chapters' Flying Companion Seminar scheduled for April 11th & 12th; then we all had a fun lunch in Old Mesilla, New Mexico, a famous historic site of the Wild West. Pictured from front row left: Lynn Allen (EP), Mary Sweetser (C), Evelyn Blackman (C). Back row left: Marilyn Cragin (EP), Freda Young (EP), Jill McCormick (EP), Stella Teran (EP guest), Emma Udovich (EP), Audrey Delaney (C), Becky Shindo (EP), Joan Richey (C) and Jan Scott (EP).

drove.

On February 24th, Jan Million left for Little Rock, AR, to begin two weeks training to become a Flight Service Specialist. Then, she comes back to the FAA Academy for four months further training before being assigned. We all have our fingers crossed that she is assigned in the OKC area.

Oklahoma Chapter members, Marge Culwell, Rita Eaves and Nema Masonhall, presented a 99 WASP program to the New Officer's Club at Tinker Air Force Base. The 99s' slide presentation, "The Fun of It, was shown and a question 'n answer session followed. One of the highlights was the presence of Tinker's Deputy Base Commander Col. Turner. Colonel Turner learned to fly at Oklahoma State University and his instructor was Sally Broyles Pollock, former Oklahoma Chapter member. Yea, Flying Aggies!!!

### San Antonio

While winter weather tends to curtail flying activities, the San Antonio Chapter has been concentrating on aerospace education. On January 3rd, the San Antonio 99s met with the Zontas at the Fort Sam Officers' Club for the Zontas annual Amelia Earhart Banquet. After the Amelia Banquet scholarship winners were announced, the group enjoyed hearing tv weatherman Jim Dawson (KSAT) talk about "The Funny Side of Weather."

99s Mary Ann Greer, Ruth Nichols, Anne Ashe, Barbara Moore, Alice Foeh, Barbara Faulk, Laura Richter and Geils Hegrans were delighted to learn that Jim Dawson has just become an active pilot and has bought a plane.



The High Sky Chapter was officially re-activated February 4, 1980. The chapter which serves the Midland-Odessa, Permian Basin and Southwest Texas was originally chartered as the Midland Chapter May 17th, 1959. Pictured at the first meeting of the High Sky Chapter were (Front row L-R): Mary Alice Tidwell, Treasurer; Judy Kaye Day, Secretary; Judy Miller, Vice-Chairman; and Velma Lee Copeland Barnett, Chairman. (Back row L-R): Sherrie Wilson, guest; Betty Jones; Karen Rogers, 66; Cindy Jenkins, 66; Betty Lou Henry; Mary Joann Bates; and Terry Lee Black, guest. Other members of the new chapter not shown are: Sherrilyn Adcock, Vicki Lynn Bailey, Pat Davidson, Barbara Davis, Patsy Jones, Penny Montgomery, Sue Orwig, Barbara Speed, Avis Thurow, Jarita Weddel and Ingrid Zeeck.

(Cont Pg 32)



## Spanish Peaks

Dewey Rhinehard, Colorado Springs balloonist, presented a program of slides and a talk on his transatlantic flight attempt at the February meeting of the Spanish Peaks Chapter. The attempt, made in 1977, cost Dewey over a quarter of a million dollars and countless hours of work in building, flying and planning. Invited guests of the chapter included local pilots, balloonists and aerospace education instructors.

## Southeast



New Orleans Chairman Gloria Burlette (left) and Secretary Judy Maggiore (right) did a little rehearsing before being interviewed by Bruce Miller of WSHO radio station in New Orleans recently. In two separate interviews, they discussed aviation and the roles that EAA and the 99s play in the New Orleans area. Listeners called in questions they had about aviation in general and our 99s supplied the answers.

## Florida Gulf Stream

The Gulf Stream Chapter welcomes new member Pamela Rochowiak of Vero Beach.

Ellie Reichenbach, proud owner of a new Turbo Arrow, has been seen lately spending all of her free time "familiarizing."

Ellie Odorico co-sponsored a Safe Pilot '80 seminar with the St. Petersburg GADO



Ellie Reichenbach, Gulf Stream Chapter, leaving the chapter meeting at Boca Raton, FL, in her new Turbo Arrow.

at the Vero Beach Community Center, February 16th.

Virginia Britt was the guest speaker at the February 7th meeting of the Fort Lauderdale Zonta Club.

The Gulf Stream and Goldcoast Chapters will jointly assist at the National Safety Council seminar at Broward Community College, Baily Hall, on March 6th.

## Florida Suncoast

The Florida Suncoast Chapter has started having its meetings on Saturday one month and Wednesday the next month. We hope to attract more members this way.

At the meeting at West Pasco Airport, we heard a talk by our chairman, Gray Bower, about women in aviation history.

At the Florida State Fair this month, Ann Werly took part in a radio talk show about aviation and women who fly.

Since we have extra money in our treasury, we voted to send \$300.00 to the Air Race Classic.

Our next project is to paint the numbers on the runway at Arcadia.

## Southwest

### Monterey Bay

Twenty-eight Santa Clara Valley Chapter members flew to Monterey, via whale watching, on January 30th for a delicious luncheon at the old San Carlos Hotel in Monterey. Arrangements were made by Helen Murphy. Four members of Monterey Bay Chapter joined them and furnished transportation. Helen Shropshire, Monterey Bay Chapter, took them on a walking tour of the old historical adobes. Judging from the thank-you notes we've received a

delightful time was had by all.

On the weekend of January 25th, Monterey Bay Chapter members Geneva and Doug Cranford, Kay and Ron Harmon, Sandy and Russ Pratt, Chairman Harriet Brin with 49½er Bill with daughter, Beth, joined June and Warren Knapp at their mountain cabin for a ski weekend in Lake Tahoe.

By Saturday noon, weather had turned windy and cold, but die-hards Harriet and Beth skied all day. Bill joined a Ping Pong tournament. Beginners Kay and Ron Harmon took ski lessons and wore bruises for a week after.

Sunday wasn't at all cooperative weather-wise for flying home. Winds were gusting to 40 knots. However, that didn't dampen many spirits. Sandy who claimed to never having played Black Jack, was a continual winner over Geneva, Harriet, Kay and June. The fellows were making popcorn and hangar flying. In the evening the Harmons, Cranfords and the Knapps saw a joyous musical variety dinner show at Harrah's Club (Fred Appars-Hotter & Hotter).

Monday morning with better skies, less surface winds, but 50 knot head winds we flew home.

### Palms

If the rains in Southern California continue, the next project of the Palms Chapter members may be the building of an ark.

In a call to Lillian Camden, we found out that there wasn't much beach left; it was covered with water. "The water level is so high, you can dive off the pier," said Camden. "It's been raining so hard, we didn't bother opening our restaurant."

Ever since Claire Walters decided to

(Cont. Pg 33)



Burt Folkhart, Biographical Editor of the *Los Angeles Times*, is presented with the 99 anniversary book by Palms Chapter's Catherine Coyne, also a *Times* employee. The book, a gift from the Palms Chapter, was placed in the *Los Angeles Times* library and will be used as a reference book. Folkhart referred to it as "invaluable."



enlarge her living room and dining room, we have had rain. "Please tell whomever is responsible for the rain, you changed your mind and are NOT building," Nina Laughbaum pleaded on the phone to Claire.

Catherine Coyne, a member of the Red Cross Disaster Action Team, spent many hours in Red Cross shelters aiding victims as well as policemen, firemen, lifeguards, park rangers, etc. "It was a marvelous experience," said Catherine, "which more than compensates for the bags under my eyes." During one of her shifts, she met a male pilot (also a Red Cross volunteer) who is with Christian Pilots in Hawthorne. "He recognized my 99 pin!"

The Palms Chapter's February meeting featured a double pre-birthday celebration ... that of Chairman Claire Walters and that of Vi Cali (Catherine Coyne's mother). There were two birthday cakes, both decorated beautifully and equally delicious. Vi Cali's cake had trick candles that would not go out when blown. For a while, she thought she had a lung problem until she saw the mischievous looks on all the gals' faces. There were other goodies and a nice turnout of members to honor the two women.

#### Sacramento Valley

Sacramento 99s and Zontas got together for their annual dinner in January. Guest speaker, Julie Ames, Golden West Chapter, kept everyone's interest telling how she accumulated hours and achieved flying status with Hughes Air West.

#### San Luis Obispo County

The San Luis Obispo Chapter finally completed their Poker Run after being rained out twice. Thirteen pilots and two guests drew their cards at the following airports: San Luis Obispo, Paso Robles, King City, Salinas and finished in Monterey, where a nice lunch and a beautiful day was enjoyed by all. Winners of the "Poker Run" were Jan McIntosh with the low hand and Criss Yecny with the high. A short business meeting followed with a discussion of involvement in protecting our airports. The following 99s were appointed to represent the group at meetings: Jean Bowser, Oceano Airport; Susanne Skeeters and Meta Neubert, San Luis Obispo Airport; and June Cunningham and Shirley Moore for Paso Robles Airport.

Congratulations to Marsha Wolfe and Mary Giambalvo for obtaining their Private Pilots licenses.

#### Santa Clara Valley

Connie Gould recently completed a trip that we would have gladly climbed aboard.

Patagonia was her destination, that section of Argentina East of the Andes stretching South of the Pampas, all the way to Cape Horn. She saw areas we all dream of: Tierra del Fuego, the Andes, Lago Argentian, and the great Morene Glacier,

and much more.

Quoting Connie, "It was a really wonderful trip that I'll enjoy the rest of my life."

Flying Activities Chairman Pat Rowe arranged a fly-in to Monterey for February. Thirty of our pilots were met by the 99s from Monterey Bay. Helen Shropshire, Monterey Bay Chapter, conducted a walking Heritage Tour of the old adobes in downtown Monterey, then turned the group over to Helen Murphy who had arranged a lovely luncheon at the San Carlos Hotel. A super fly-in day.

#### Santa Paula

The Santa Paula Chapter is still alive and flying! We haven't reported in for a couple of years, so there's no time like the present to start the communications going. Since that time, we have gained many enthusiastic new members, including fresh new student pilots who are working hard to become Santa Paula 99s.

JoNell Koscisko and her Flying Tiger Airlines husband, George, made it possible for our chapter to fly the Tigers' DC8 simulator. Four hours was set aside for our group and each person had two turns. Everyone tried take-offs and ILS approaches. All present were ecstatic in describing their experiences. A few months ago, a similar trip was made to fly in the Western Airlines Simulator which had the visual approach system.

Last week's dinner-in-a-restaurant meeting (held every other month) was of special interest. Berni Stevenson, of the Los Angeles Chapter, was our honored guest. We enjoyed listening to her experiences in pylon and cross-country racing, as well as her flying activities with the LA 99s. Berni is an enthusiastic pilot and we enjoyed her talk.

After the morning meeting in March we will have a picnic-on-the-beach fly-in to Oceano, or lunch at a restaurant in Tahachapi, all depending on where the weather isn't!

#### Utah

Joan D'Amico, Julie Jacobson, Wilma Nichols, Sidney Sandau, and the Carols; Clarke, Eklund and Rayburn, enjoyed a day at Snowbird Resort making plans for a future S.W. Section Meeting.

Meg Streeter recently received her B.S. degree from Weber College, became 23 years old and got her ATP rating. She is now on a deserved trip to Mexico. Sidney Sandau and Carol Clarke have been elected to the Utah Pilot's Association Board of Directors. Carol will serve as Secretary-Treasurer of the group.

Dr. Julia Pfile of ABQ visited in SLC and attended our Poker Race. Lila Fielden, currently employed at Des Moines GADO, was home in Salt Lake City for Christmas.

Joan D'Amico passed her CFI written exam and Carol Clarke passed her ATP written exam.

## 99 CLASSIFIED

This section is for the advertising of employment opportunities, jobs wanted, 99s in business, items for sale and so forth. We hope it will be used readily by 99s and the aviation industry alike.

Rate: \$2.00 per line. Count 35 characters or spaces per line. Introductory words in bold. Minimum \$6.00. Payment must accompany ad.

To continue running the same ad in the next issue, send payment to Headquarters by the advertising deadline or send payment for several issues at one time.

### ITEMS FOR SALE

**Gold Trafari Airplane Pins — \$8.00**  
Dianne Johnston, Gulf Stream 99s,  
2732 N.E. 3rd St., Pompano Beach, FL  
33062.



**Join The Gold Rush** with our 99 gold nugget necklace. Handmade, with genuine Alaskan gold nuggets on a 14K-gold backing, with chain.  $\frac{1}{8}$ ". \$50.00 includes postage. Last offer at this price. Alaska 99s, c/o Joyce Bergstrand, 1414 Turpin, Anchorage, AK 99504

**"The Last Powder Puff Derby"** ©1977 Commemorative Flight. Available NOW for home video! Specify Beta-max or VHS. \$125. Wonder Prod., % Joyce Young, 13046 Kerry St., Garden Grove, CA 92644.

### HQ Notam

Chapters sending new memberships and reinstatements to Headquarters must complete the 99 representative portion and include chapter and section name.



# Convention Schedule

## Wednesday July 23, 1980

Noon - 6:00 p.m. Registration  
 Noon - 6:00 p.m. Hospitality Room  
 1:00 - 6:00 p.m. Open Air Bazaar (Chapter Sales)  
 1:00 - 6:00 p.m. Industry Exhibits  
 1:00 - 2:00 p.m. Education Program  
 2:00 - 2:00 p.m. The Lighter Than Air Side of Aviation — Hot Air Ballooning  
 Joyce Vande Hoef, Colorado Chapter 99  
 3:00 - 4:30 p.m. Mountain Flying — Part I  
 Ken Hoffman of Flight Management, Co.  
 6:00 - 7:30 p.m. Welcome Party  
 9:00 - 10:00 p.m. WASP Meeting

## Thursday July 24, 1980

7:30 - 9:00 a.m. Governors Breakfast  
 7:00 - 11:30 a.m. 49 $\frac{1}{2}$ er Golf  
 8:00 - Noon Registration and Credentials  
 9:00 - 10:30 a.m. Educational Program  
 9:30 - Noon Panel Communication Session — International BOD  
 Noon - 1:30 p.m. 49 $\frac{1}{2}$ er Luncheon, speaker Bill Madsen from  
 Air Force Academy  
 Noon - 1:30 p.m. Children's Cookout  
 1:00 - 3:00 p.m. Amelia Earhart Luncheon at Eagle's Nest  
 1:30 - 6:30 p.m. White Water Tour  
 2:00 - 9:00 p.m. Industry Exhibits  
 2:00 - 6:00 p.m. Open Air Bazaar  
 3:00 - 7:00 p.m. Leadville Loop Tour  
 4:00 - 5:30 p.m. Mountain Flying - Part 2 Ken Hoffman  
 8:00 - 9:30 p.m. Entertainment Night presented by the Oklahoma Chapter  
 ? - ? Hospitality Room

## Friday July 25, 1980

7:00 - 8:00 a.m. Credentials  
 8:00 a.m. - 12:30 p.m. Business Meeting  
 10:00 a.m. - 1:00 p.m. 49 $\frac{1}{2}$ er Tour - AMAX mine  
 12:30 p.m. Piney Lake Tour  
 1:00 - 7:00 p.m. White Water Tour  
 1:00 - 4:00 p.m. 49 $\frac{1}{2}$ er Tour - AMAX Mine  
 1:30 - 5:30 p.m. Leadville Loop Tour  
 2:00 - 3:00 p.m. Stall Spin Presentation  
 Gary Koch, FAA Accident Prevention Specialist  
 2:00 - 4:00 p.m. Round Table Discussions  
 2:00 - 6:00 p.m. Open Air Bazaar  
 2:00 - 8:00 p.m. Hospitality Room  
 2:00 - 9:00 p.m. Industry Exhibits  
 3:00 - 4:30 p.m. Charts in the Airspace System - Part I  
 Barry Zielinski, Jeppesen Sanderson  
 4:30 - 6:00 p.m. Educational Program  
 5:00 - 6:00 p.m. AWTAR Meeting

## Saturday July 26, 1980

6:00 - 8:00 a.m. Hot Air Balloon Tether Flights  
 8:00 - 10:00 a.m. 99 Tennis Tournament  
 8:30 - 9:30 a.m. Accident Cause Factors in General Aviation Gary Koch  
 9:00 - Noon Open Air Bazaar  
 9:00 - Noon Industry Exhibits  
 9:00 - 3:00 p.m. Hospitality Room  
 9:30 - 11:00 a.m. Charts in the Airspace System - Part 2 Barry Zielinski  
 11:00 a.m. - 5:00 p.m. White Water Tour  
 12:30 p.m. Piney Lake Tour  
 1:00 - 5:00 p.m. Leadville Loop Tour  
 6:00 - 7:30 p.m. Cocktails  
 7:30 - 10:00 p.m. International Evening (Banquet)

## Sunday July 27, 1980

7:00 - 9:00 a.m. Farewell Breakfast  
 7:00 - Noon Transportation

**Vail, Colorado**  
**July 23-27, 1980**





99s/AOPA SEMINAR & UNL WORKSHOP  
June 16-27, 1980

99s/AOPA AEROSPACE EDUCATION SEMINAR  
June 23-17, 1980  
Lincoln, Nebraska



# AOPA

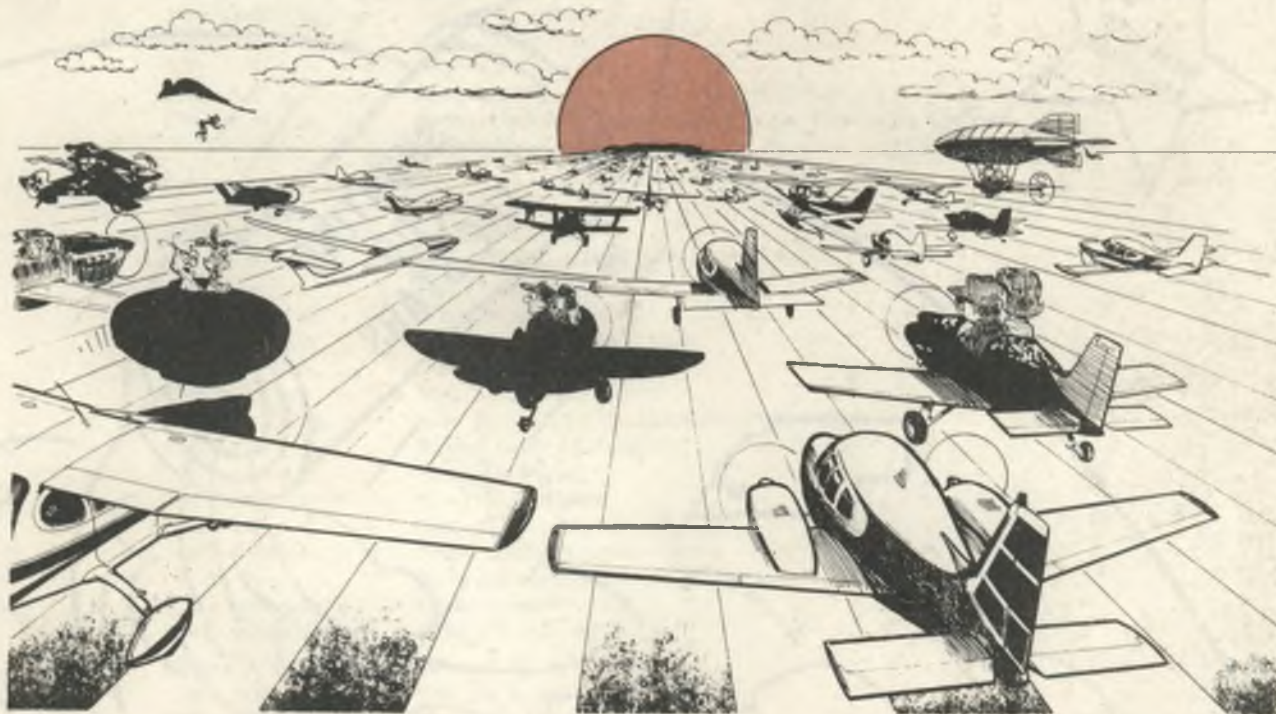
Mid-America

## FLY-IN

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FRIDAY and SATURDAY



**Weekend Ground School\***

**Aviation Clinics**

DAILY

**Air Safety Seminar**

MAY 22 - 8 P.M.



**Closing Banquet with Speaker\***

JOHN L. BAKER - AOPA President  
Advance ticket sales only \$9.50 each.

**-and for non-pilots:**

"Anyone Can Fly"

"Learning to Fly"

"How to Buy and Fly an Airplane For Business and Pleasure"

An AOPA Salute is extended to both the International 99s and the Greater Kansas City Chapter of the 99s for their participation, hard work, and support in making the AOPA Mid-America Fly-In a success.

For complete schedule call toll free 800-638-0853, or write  
AOPA, Box 5800, Washington, D.C. 20014

\*Extra charge or tuition for these activities.

For accommodations call: Kansas City Convention Bureau (816) 221-5242