

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 8

Number 2

March 1981



Boston beckons - p. 7

LETTERS to the EDITOR

No Time to Respond for International Issue

It was most disappointing to receive your request for articles on non-U.S. 99s after the January 1 deadline had passed!

In the future when you plan to devote an issue of the 99 NEWS to a special subject (in this case, "Women in International Aviation"), we in Canada would appreciate knowing about it in time to respond. Your December issue which carried the request for articles about non-U.S. 99s arrived here 1 day after the January 1 deadline had passed.

If the 99s organization is going to be truly international, then the needs of non-U.S. chapters should be considered. This was one of the points we tried to make during the meeting at the Vail convention.

In the future, please take into account the delay that non-U.S. members encounter in receiving the 99 NEWS and give us enough notice to participate in the activities publicized. We have experienced similar frustrations in the past.

Your consideration in this matter and your interest in non-U.S. members is appreciated.

Sincerely,

Roberta Taylor, Chairman
Canadian Rockies Chapter
Western Canada Section News Reporter

The note in the December issue was intended to be a reminder. The original letter to news reporters through their chapter chairmen early last fall contained the schedule for the special issues and requested information for the international issue. That was followed by a separate letter to foreign governors and members at large. We hear from them very irregularly and we especially wanted their input for this issue as it was our intent to primarily feature non-North American continental women in aviation. The mail is so slow, however, that even many receiving our special letters did not have time to respond. We will try to arrange longer lead times in the future.

99 Commutes to computer customers by plane

I was pleased to read of our (99's) acquisition of an IBM System/32 computer. I have worked for IBM for 15½ years helping customers use IBM computers and I work specifically with customers using small business computers like the S/32.

My former boss, who is a pilot, encouraged me to learn to fly and now I fly to my customers in remote areas of New Mexico and on the Navajo Indian Reservation in Arizona.

By flying, instead of driving, I can spend more time with my customers. Besides, what 99 wouldn't rather fly than drive?

Ann Robinson
Albuquerque Chapter

Louise Thaden's Memorabilia at HQ ... Memorial Scholarship Established

Thank you for your nice letter of Dec. 5 (from Janet Green, 99 President) concerning the donation of our mother's memorabilia to the 99's. Bill and I are so pleased that you have the material, and there will be more on the way as soon as we can manage. The history of Mom's career and the history of early aviation are so important to safeguard, and it's a true benefit that the 99's are preserving and keeping the materials available for all of us. Instead of your thanking us, we thank you.

If I can, I would like to make a request of you on behalf of Bill, Mom's sister Alice, and myself. Bill was most anxious after Mom's death to establish a memorial to her, and this has been done in the name of "The Louise McPhetridge Thaden Memorial Aviation Fund, Inc.", a non-profit corporation, in her home town of Bentonville, Arkansas.

The purpose is to promote aviation among young women and young people in general, in accordance with the lifetime endeavors of Louise Thaden. The goal is to create incentive, desire and means among the young people of Bentonville, Arkansas to participate in the field of aviation, by providing funds for a scholarship to be called "The Louise McPhetridge Thaden Aviation Award." The scholarship will be awarded in May of each year, to graduating senior(s) of Bentonville High School, beginning with the graduating class of 1981. The first recipient of the award shall be female, and thereafter the award shall be open to both male and female graduating seniors of Bentonville High School. The award will provide the necessary funds for primary flight training as such funds are available. The award shall be applied toward ground school and flight instruction through solo, plus any available amount necessary toward the recipient(s) obtaining a private pilots license. All flight training pursuant to the award shall take place within the City of Bentonville and the Bentonville Municipal Airport (Louise M. Thaden Field).

We would appreciate it if you would let the members of the 99's know of this scholarship fund, perhaps through the 99 NEWS. Contributions can be made payable to "The Louise McPhetridge Thaden Memorial Aviation Fund, Inc." and sent to: Clayton N. Little, P.O. Box 447, Bentonville, Arkansas 72712.

We felt that this scholarship would be the greatest tribute to our mother to keep her memory very much alive in what was the most important meaning to her during her lifetime — helping others experience the rewards of growth, of challenge, and of flight.

Thank you for any help you could give us on making the scholarship known, and as soon as we have more of the memorabilia ready to send, I'll be in touch.

Sincerely,
Patricia Thaden Frost

International Dues

In reference to Gwen Bellew's letter in the December 1980 issue of *The 99 NEWS*, I would like to express my thoughts on the subject of the British Section wishing to be exempt from paying dues to our 99 organization while retaining their membership.

I sympathize with Gwen's predicament in trying "to keep the British Section in being." She asks that the overseas sections become "associate sections." By this she means that they would require "one directory from which they could all call addresses if they traveled abroad." Once a year she would like to have a "news sheet giving convention dates, etc." If some British Section members could afford to travel abroad, I can't see that a dues expense could amount to more than a drop in their bucket. I feel that if we excuse the members of the British Section from paying dues, eventually we will have to excuse all international members from paying dues. If we make an exception for one, we should make it for all. In my opinion, it is out of the question that the American membership should assume the total financial load for our international 99 organization.

I am inclined to agree with Gwen that this "may well herald a decline in overseas sections." This is a very sad fact that we must face. As much as we don't like it, I think we have to evaluate our priorities. For the reasons given above, I don't see how we can do anything but let the British Section withdraw if they so desire. Gwen mentioned that practically every woman pilot in the United Kingdom is a member of the British Women Pilots' Association. Through this organization and its magazine they are informed of all aviation matters; it isn't as though they would be left without the latest aviation information. In other words, I feel that if they really wanted to stay with us, they would. When our chapter gets into a bind, we get involved in money making projects. We would be happy to offer them suggestions, if they so desired. I have found that if I really want to do something, I can always juggle my priorities and get it handled.

Quoting Gwen, she says, "The recent unfavorable rise in dues has meant that many of our members feel unable to afford to carry on." I am truly sorry that they feel this way about a \$7.00 a year or \$.59 a month increase in dues per member. A fact that I think has been given too little consideration is providing enough monies for our international 99 Board members to carry out their duties — for us. I was frankly shocked when I attended the international meeting of 99 delegates at Vail, Colorado, this last summer — shocked at the lack of concern for the fact that our officers have had to pay their own expenses representing us. I couldn't believe that after the delegates learned of this that they weren't mortified and embarrassed at finding that we had imposed on our officers to this degree.

I feel that the increase in dues was long overdue; and we have to face up to our responsibilities if we want to have a healthy, stable organization.

If something is worth doing, it's worth doing right.

Sincerely,
Barbara A. Ringold, Chairman
Shreveport Chapter 99s

the 99 news

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Membership Count 5,650 as of February 23, 1981

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ON THE COVER: A tall ship and Boston Harbor beckon 99s to visit this historic city in July.

ON THE WITH

JANET



by International President Janet Green

Shortly most chapters will be receiving letters from Polly Gilkison concerning members of the Ninety-Nines becoming associate members of NIFA. What is NIFA and why should we as Ninety-Nines subscribe?

NIFA is the National Intercollegiate Flying Association. It is made up of member schools throughout the United States. Its prime purpose is to promote collegiate aviation. Each year the member schools, in rotation, host Regional competitions. The winners of these competitions then go to a National SAFECON where they compete in the "Tournament of Champions". NIFA National SAFECON is jointly sponsored by the Navy, Air Force, Airlines, Aircraft Manufacturers, and The Ninety-Nines. The young men and women who compete at Regional and National levels must somehow provide monies for practice, travel and competition. Believe it or not, the budget for this whole organization, including putting on the National SAFECON, is around \$25,000.00. Most, if not all, of the management personnel give of their time and talent to assure these young men and women a good competition. Some time ago The Ninety-Nines, Inc. agreed to provide half of the judging staff and all of the support staff for the Nationals. This activity is probably the most visible activity of the Ninety-Nines that exemplifies the stated purpose of our corporation.

Being an associate member does two things. It lets you help and it also keeps you up-to-date with the activities of NIFA so that when a Regional is nearby, you can volunteer your time and talent to help.

The NIFA Council, of which our vice-president is a member, meets twice a year. They act much the same as our own Board of Directors. They have approved additional levels of monetary

participation for those who wish to do more. The new structure will be: \$10.00 Associate Member; \$25.00 Sponsor; \$50.00 Patron; and \$100.00 Super Patron. All are tax deductible.

If you desire to help in this manner, please send your contribution to Polly Gilkison, whose address is listed in the front of the roster.

The NIFA National SAFECON will be held this year in Monroe, Louisiana, and is being hosted by Northeast Louisiana State. The dates are April 30th thru May 3. Unfortunately this coincides with the South Central Sectional being held in Oklahoma City. We would urge you to go to your sectional, but if you are not, and want to participate as a judge or support staff for NIFA, please contact Hazel Jones, whose address also appears in the front of the roster. All monies received from memberships in NIFA go toward the support of the National SAFECON.

The Ninety-Nines, Inc. also makes an annual contribution to The NIFA Foundation. It is hoped that when the foundation reaches sufficient monies, the interest will make the National SAFECON self sufficient. It will be some time before this happens, so in the interim, contributions are needed. The Ninety-Nines also provides the Women's Achievement Awards for the top three women competitors. All-Ohio Chapter provides the Arlene Davis Award to the Top Woman Pilot. Many Ninety-Nines from all over the country come to the Nationals to help. We are very involved and hope to get even more involved.

In conclusion, please think NIFA. If you can become involved, financially or otherwise, you will be the winner. All who have participated in a Regional or National SAFECON say they get much more than they give. We are assuring aviation of tomorrow when we support the students of today.

HEADQUARTERS HOTLINE

AIRCRAFT THEFTS INCREASED IN 1980 BY 49% OVER previous years but so did the rate of recovery according to statistics released by the International Aviation Theft Bureau (IATB). "International smuggling of contraband is the primary reason behind these thefts," says Bob Collins, executive secretary of IATB. The Cessna 210 is the thief's most popular airplane with the Piper Aztec, Navajo and Cessna 400 series following close behind. Florida reported the highest number of thefts (64); California had 42, Texas 20, and Arizona 19. To date, 74% of 1979 thefts and 47% of 1980 thefts have been recovered. Better lock devices are needed on airplanes, as well as additional security precautions on the part of airports and owners.

SPRINKLER SYSTEM INSTALLED AT 99 HEADQUARTERS. In memory of Ripley C. Miller, the Eastern New England Chapter of the New England Section has given a shrub and tree watering system to Headquarters. With the remainder of the fund in her memory, 99s History Books are being placed in public libraries in major cities throughout New England.

THE UNITED STATES PRECISION FLIGHT TEAM WILL REPRESENT the USA at the International competition on July 30, 1981 in London, England. Precision flight promotes pilot proficiency in flying single-engine light airplanes and is measured in three areas: (1) Flight Planning which tests preflight planning as well as observational ability in flight; (2) Navigation using pilotage at 1000 feet AGL; (3) Landing with primary emphasis on SAFE landing procedures including power-off approaches over a barrier. **LET'S HAVE SOME 99S ON THE TEAM!** The National team will be selected from competition at Kansas City on May 15-17. You must first qualify at the Regional level in one of the competitions listed below:

FEB 20-22 Melbourne, FL FL Institute of Tech., host

MAR 20-22 San Jose, CA San Jose State U. as host

MAR 27-29 Battle Creek, MI Western Mich. U., host

APR 10-12 Stillwater, OK Okla. State U., host

APR 24-26 New Haven, CN Univ. of New Haven, host.

For further information, contact Steven Brown at the AOPA Air Safety Foundation (sponsor) at 800-638-0853.

99 BOARD OF DIRECTORS TO MEET IN OKLAHOMA CITY, March 28-30. This will be one of two regular meetings scheduled at Headquarters each year for your officers and directors to discuss and plan Ninety-Nines organizational business and affairs. If you have information or items that should be considered by this body during their meeting, please contact President Janet Green so that they may be placed on the agenda.

"WEATHERWISE II: GO OR NO GO?" is a new safety slide-tape presentation available from GAMA. The 24-minute show was developed by GAMA in cooperation with the Ohio State University and the FAA. It is the latest in a series of 18 presentations on aviation safety developed by the general aviation industry for the FAA's Accident Prevention Program. The presentation, along with appropriate handouts, has been distributed to and should be available from your local GADO office.

LONG ISLAND CHAPTER MEMBER MARILYN McLAREN WILL BE IN the flying section of the 1981 WHO'S WHO IN AMERICAN WOMEN. Marilyn has received this honor for founding the course on The Fear of Flying. Congratulations!

Aviation vision survey

This is a survey being conducted by Drs. R. E. Meetz and Wm. W. Somers of the Indiana University School of Optometry in order to assess the satisfactory or unsatisfactory performance of spectacle lenses or contact lenses when piloting an aircraft. Your cooperation by taking a few moments to fully and accurately fill out the survey will be greatly appreciated and will help the School of Optometry inform students and practicing optometrists the particular visual needs and desires of general aviation. All responses will be made confidential and *only* statistical trends of the survey will be disseminated. You should *not* sign your name.

GENERAL SURVEY QUESTIONS

Your current age _____

Prescription Information

Does your distance prescription correct for farsightedness or nearsightedness? _____

What is the approximate power of the lenses? _____

Slight _____ Moderate _____ Severe _____

Do you wear contact lenses? _____

While flying? _____

Only when not flying? _____

Do you normally wear a pair of spectacles when flying? _____

Do you normally wear a pair of spectacles when not flying? _____

Do you wear a bifocal or trifocal? _____

If yes, indicate what the bifocal or trifocal segment looks like by placing an "X" through the most appropriate diagram below:
Also circle the design that you would most prefer.



GAMA WINS AWARD FOR ENERGY EFFICIENCY. The President's Award for Energy Efficiency was presented to the General Aviation Manufacturers Association for its energy conservation program in a ceremony attended by the President in January. Among the elements of GAMA's program, a cooperative effort with the FAA, are changes in future aircraft operating handbooks dealing with specific instructions on efficient fuel management. Also included is an educational program for the nation's pilots and flight instructors to encourage more efficient use of fuel in both normal operations and in training. In addition, GAMA developed a special flight log for analyzing fuel consumption and costs.

GENERAL AVIATION SET A RECORD LOW FOR TOTAL ACCIDENTS IN 1980. General aviation, which includes commuters and all other non-airline flying, had 3,799 total accidents in 1980. This was a 6% reduction from the 4,051 accidents in 1979, and marked the first time the total had dropped below 4,000 in more than two decades. General aviation's fatal accidents totaled 677 in 1980. There were 682 in 1979. Fatalities also were relatively stable — 1,375 in 1980 as compared with 1,382 in 1979.



Invisible, or other (If so, draw on separate piece of paper.)

Aviation Background

Class of medical certificate held: _____

Is it current? _____

Ratings: _____

Make and model of aircraft usually flown? _____

Do you have any restrictions of a visual nature on your medical certificate and/or waiver of demonstrated ability relating to vision? _____

If yes, cause of the restriction or need for the waiver?

Spectacles required for: distance vision only, near vision only, or both _____

Contact lenses worn _____

Reduced distance vision; cause if known _____

Is your current spectacle prescription for distance vision adequate for the flying you do? _____

If your prescription seems inadequate or could, in your opinion, be improved, what would you like changed?

_____ Frame restricts field of view (peripheral vision)

_____ Field of view restricted by optics of the lenses (distortions)

_____ Do you have problems with restriction or limitation to your vision due to aircraft design?

Do you have problems with contact lenses when flying? _____
If so, what? _____

continued on back

Headquarters Hotline (con't)

1981 WHIRLY-GIRLS SCHOLARSHIP WINNERS ANNOUNCED. The winner of the 14th Annual Doris Mullen Whirly-Girls Scholarship is Barbara Kay Townsend of Lafayette, Indiana. Vicki K. Karnes of Vallejo, California is the winner of the fourth annual Whirly-Girls/Enstrom Helicopter Corporation Scholarship. Both first applied for the scholarship in 1980. The Doris Mullen Scholarship provides \$3000 through the support of the Whirly-Girls, the Flying Physicians, the industry and members of the Men's Auxiliary. Enstrom provides a helicopter and assistance to the winner of the Enstrom Scholarship to help the winner obtain her helicopter rating.

OX-5 AVIATION PIONEERS. The 25th Reunion of the OX-5 Aviation Pioneers took place in Baltimore, Maryland in October. At that time, two Ninety-Nines, Charter member Viola Gentry of Florida and Dorothy Hester Stenzel of Oregon, were inducted into the OX-5 Hall of Fame. In addition, the 1980 Woman of the Year Award was presented to Babe Weyant Ruth, a Ninety-Nine from the Michigan Chapter.

GAMA'S SAFE PILOT '81 PROGRAM WILL ALSO PROMOTE FAA'S "WINGS" pilot proficiency program. Again a \$50,000 airplane will be given away in addition to the twenty-two pilot proficiency scholarships redeemable for \$100 in dual instruction that will be awarded each month. New sponsor's kits including bright and colorful posters, pamphlets, entry forms and presentation book and promotional guide are available from GAMA, Suite 517, 1025 Connecticut Ave. N.W., Washington, DC. 20036.

NOAA PUBLISHES NEW LOS ANGELES/SAN DIEGO COMBINED TCA CHART. The new chart combines two VFR Terminal Area Charts printed back to back, resulting in unbroken coverage between the two areas — an innovation that permits a pilot to fly from one area to the other without the smaller scaled Los Angeles Sectional Chart. Copies are available from your authorized chart agent or from Distribution Division (C44), NOS, Riverdale, MD 20840 for \$2.

Vision Survey (con't)

Tinted Lenses

Do you normally wear a pair of tinted lenses (sunglasses)? ☐

Are you normally bothered when flying by glare and/or reflections? ☐

When? ☐

and How? ☐

Does this happen when the sunglasses are worn? ☐

What color or type of tint do you use?

☐ None

☐ Prescription lenses

☐ Non-prescription, no power lenses

☐ Clip-on sunglasses

☐ Gradient density (top of lenses darker than the bottom)

Color used or preferred:

Gray Green Brown Yellow

Light Pink Photo-sensitive

Is the tint too dark, too light, adequate?

Comments: ☐

☐

☐

Near Vision

Do you have any problems with the bifocal or trifocal when flying?

☐ no, you can see everything you need to adequately

☐ charts are too blurred to see clearly, instrument panel is clear

☐ instruments are blurred or difficult to read, charts are clear

☐ both the instruments or charts are blurred

Bifocal Wearers

☐ segment too small or narrow

☐ segment too large or wide

☐ top of segment too high

☐ top of segment too low

☐ inadequate or inappropriate reading distance

Trifocal Wearers

Indicate if any of the above problems also bother you, in addition

☐ is the intermediate part of the trifocal adequate for flying?

Why? ☐

☐ is the near part of the trifocal inadequate for your flying needs?

Why? ☐

Comments: ☐

☐

☐

Please clip and send to: Dr. William W. Somers, School of Optometry, Indiana University, Bloomington, Indiana 47405.

by Lillian LeBlanc

Looking at Paul Revere's statue just in front of the Old North Church, you close your eyes and almost hear the hoofbeats of his horse on the cobblestones as he raced frantically through the night alerting the Colonists that the "British are coming, the British are coming!" Shivers run up and down your spine as you conjure up visions of the valiant Patriots dumping tea into the sea from a surprisingly tiny boat. Gaze at Old Iron Sides, the USS Constitution, now a rusty relic of the past, and try to visualize her as the pride of the fleet. Where else in the world can you sample all this history and mentally relive the past while munching on a present day slice of pizza or a New England sub? Only in Boston!! The site of the 1981 International Convention is Boston where history abounds and there is something of

Convention '81

One if by land ...

two if by sea ... at the Copley

interest for everyone. The New England Section is on its own frantic ride through the coming days and nights preparing for your visit. You will want to come early and stay over. You just can't get it all done in the short period you will be here. Let us whet your appetite with some of the things to see and do.

Winding around downtown Boston is the Freedom Trail. This is a self-guided tour of

historical sites, and it will provide a pleasant stroll through the city. It is a very relaxed way to view many historic sites done at your own pace. Boston is a mixture of the old and the new. You'll find elegant Victorian townhouses, brick sidewalks, cobblestone streets and skyscrapers all melded together in a very unique way. You can see beautifully furnished Federalist and Greek Revival mansions while gazing at the Prudential Center and John Hancock skyscrapers. In the John Hancock windows will be the shimmering reflections of Trinity Church and Copley Plaza Hotel, convention headquarters.

Copley Plaza is the center of all the action. From your hotel you can visit Quincy Market, housing every type of food imaginable. Rumor has it that the aroma alone will cause you to gain weight. You can sample all kinds of goodies or just sit on a bench and people watch. The North and South Markets flank Quincy on either side and have boutiques, one of a kind shoppes and other neat sounding names like "Hog Wild", "Bear Necessities", or "Have a Heart". Close by are Jordan Marsh and Filene's department stores. Everyone must go to Filene's Basement at least once for bargains galore or just for the pure fun of watching others ferret out special buys.

Other activities that are unique. A tradition in the city is the Swan Boat ride in Boston Public Gardens. Run and play in Boston Common. How about an evening with the Boston Pops orchestra still going strong in the spirit of the late Arthur Fiedler. The Red Sox will be in town for those who want to go eat peanuts and watch America's favorite pastime. . . baseball!

The clambake will be held at the Aquarium. When not sampling clams, lobster, chicken and all the rest, you can "do" the aquarium. The giant ocean tank, a huge cylindrical tank going from ceiling to floor, has many species of sea life that will dazzle you. While we are holding our annual meeting, the guys and kids will be seeing the Museum of Science located on the banks of the Charles River. Space and air travel are included in the exhibits of scientific nature.

In future issues we will tell you more about Boston, and about the optional tours available while you are here. Salem and its resident "witch" beckons and there is Lexington and Concord.

Paul Revere's statue near the Old North Church will have to add another light. It will be ONE if by land, TWO if by sea, THREE if by air. Ever how you plan to arrive, Boston is waiting. Do plan to ARRIVE or you will truly miss a great adventure and a fun filled week.

Copley Plaza Hotel



Check list — Boston

1981 International Convention Registration forms from your hands to a chairman in some far off place. This year, they go to Harriet Fuller, P.O. Box, Shrewsbury, MA 01545. To keep you current, here's the information for your calendar.

TIME — 15-19, July 1981

PLACE — **COPLEY PLAZA HOTEL**, Copley Square, Dartmouth and Huntington Avenue, Boston, MA 02116, (800) 225-7654, (617) 267-5300.

WHO — The Ninety-Nines, Inc., International Women Pilots

WHY — To conduct our **ANNUAL MEETING**, to learn from our educational programs, to see and hear about aviation in our industry exhibits, to exchange ideas with other 99s, renew friendships and see another part of our big beautiful country.

WHEN — **REGISTER EARLY AND SAVE** — Registration Fee Package includes Welcome Party, Amelia Earhart Luncheon (or for the 49½ers and guests a luncheon and tour during our business meeting), Continental Breakfast, Plaza Banquet, Hospitality, Transportation from Hanscom Field, Educational Programs and Industry Exhibits. Forms postmarked prior to April 15, 1981, \$65.00; before June 1, 1981 \$70.00; on and after June 1, 1981 \$75.00.

ARRIVALS — **PRIVATE PLANES** fly into Hanscom Field, Bedford, MA (New York Sectional) between 7 a.m. and 11 p.m. (There are overtime charges for other hours.) Be sure to bring **TIE DOWNS** with

extra long ropes. Transportation will be provided *Wednesday* to the Copley Plaza and *Sunday* back to the airport. Other transportation by arrangement. Early arrivals please let us know so that we can greet you. **COMMERCIAL PASSENGERS** land at Logan Airport, located almost in the heart of the city. Take a limousine or hop a cab to the **COPLEY PLAZA**. No 99 transportation available.

OPTIONS

BOSTON offers a wide variety of history, education, art, theatre, music and fun. In addition, here is the frosting on your cake:

EARLY ARRIVAL TOURS —

Tuesday, July 14, 1981

SALEM, GLOUCESTER, ROCKPORT. Leaves from the Copley Plaza at 10 a.m. First stop is in Salem, a city made famous by sailing ships, witches and House of Seven Gables; on to Rockport, an artist colony and village with time to browse and shop, or sit and dream beside an ocean and a colorful harbor. Plus a visit to Gloucester and the Hammond Museum. (8 hrs.) \$30.00

CAMBRIDGE, LEXINGTON AND CONCORD. Paul Revere and his famous ride started in Boston. The ride will carry you through the historic North End, into Cambridge, Lexington and Concord, where poets and authors mix with places and stories of our early heritage. (8 hrs.) \$25.00

BOSTON POPS — Friday evening, July 17, 1981. An evening performance, where John Williams carries on the traditions made famous by Arthur Fiedler. \$12.50

"MY FAIR LADY" — Saturday, July 18, 1981. Rex Harrison in a matinee performance at the Metropolitan Center. \$22.50

CLAMBAKE — Thursday evening, July 16, 1981. A New England tradition — lobsters, clams, chowder, corn, chicken. Held at the New England Aquarium, Waterfront Boston Harbor, a great place to watch the city lights come on and tour the Aquarium fishes and other residents. \$24.00

TENNIS TOURNAMENT — Saturday morning, July 17, 1981. Boston Tennis Club. (air conditioned) \$13.00

**DON'T FORGET —
COME EARLY, STAY LATE**

HOTEL RESERVATIONS — Make them directly with the **COPLEY PLAZA HOTEL** **BEFORE JUNE 17, 1981.** Use the coupon at bottom of Registration Form. A complete schedule will be in a later edition.

FOR YOUR RECORDS

Registration Fee \$_____

Options

Tuesday \$_____

Thursday \$_____

Friday \$_____

Saturday \$_____

Date mailed _____

Hotel Reservation

Date Mailed _____

1st night deposit \$_____



Paul Revere Statue and Old North Church

Lexington — Minute Man





1981 CONVENTION REGISTRATION FORM

BOSTON, MASSACHUSETTS

15-19 JULY 1981

NAME _____ SECTION _____ CHAPTER _____

ADDRESS _____

Please Check:

GOVERNOR _____

ACCOMMODATIONS

CHAPTER CHM _____

COPLEY PLAZA _____

CHARTER MEMBER _____

Local _____

INTERNATIONAL OFFICER _____

ARRIVAL: Date _____

WASP _____ WHIRLYGIRL _____

_____ Commercial Airline

VOTING DELEGATE/ALTERNATE _____

_____ Private Plane to Hanscom Field, Bedford, MA

FLYING OCCUPATION _____

ETA _____ Transportation reqd for _____ persons

Make/Model _____ N- _____

Registration Fee; **REGISTER EARLY AND SAVE**

*49½ers and guests may attend either the AE Luncheon or the 49½er Luncheon and tour. Please indicate preference in one of the boxes below.

Postmarked before: April 15 **\$65.00**; June 1 **\$70.00**; after June 1 **\$75.00**

Package fee includes Convention Activities — Welcome Party, Amelia Earhart Luncheon or 49½ Luncheon and Tour, Plaza Banquet, Continental Breakfast, Hospitality, Transportation Hanscom Field, Aviation Seminars and Exhibits.

No. Attending: ☐ AE Luncheon
☐ 49½ Luncheon & Tour

Total Attending _____ Total \$ _____

Registration form continues on back of this page.

1981 INTERNATIONAL 99 CONVENTION — HOTEL RESERVATION FORM

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Double	<input type="checkbox"/> \$59	<input type="checkbox"/> \$66	<input type="checkbox"/> \$74
Twin	<input type="checkbox"/> \$59	<input type="checkbox"/> \$66	<input type="checkbox"/> \$74
Suite	<input type="checkbox"/> \$150	<input type="checkbox"/> \$175	<input type="checkbox"/> \$200

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DEPARTURE DATE _____

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CITY & STATE _____

GROUP THE NINETY-NINES INC.

- All reservation cards must be received **4 weeks prior to arrival**. Cards received past deadline will be accepted on a room availability basis only at **regular hotel rates**.

- All reservations must be guaranteed by a one night deposit.
- The Copley will make every effort to assign room type and rate requested or nearest alternative available.
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- Check-out Time: 1 p.m.

Signature _____

1981 REGISTRATION FORM (Continued)

TOTAL FROM FIRST PAGE \$ _____

OPTIONS:

TOUR ON TUESDAY, July 14, 1981

North Shore (\$30.00)

Boston, Lexington, Concord (\$25.00)

CLAMBAKE (Thurs) July 16 (\$24.00)

BOSTON POPS (Fri) July 17 (\$12.50)

MY FAIR LADY (Matinee) July 18 (\$22.50)

TENNIS TOURNAMENT (Sat) July 18 (\$13.00)

No. Persons

TOTAL AMOUNT

(All monies must be US.)

\$ _____

\$ _____

\$ _____

\$ _____

\$ _____

\$ _____

\$ _____ (US)

MAKE CHECKS PAYABLE TO: 1981 CONVENTION OF THE NINETY-NINES, INC.

SEND REGISTRATION FORM WITH CHECK TO:

HARRIET FULLER
BOX 99
Shrewsbury, MA 01545

Please make hotel reservations direct with COPLEY PLAZA, use enclosed form.

For name tag purposes, list all names included on this registration form.

Aerial view of Boston Harbor



Calendar

MARCH

March 1 - March 99 renewals due.

Deadline for the April issue of *The 99 NEWS*.

Mar. 7-8 - Los Angeles. Flying Companion Seminar sponsored by Los Angeles Chapter. For information, contact Rachel Bonzon.

Mar. 14 - Dallas, TX. First day drawing luncheon for Air Race Classic at Central Plaza Holiday Inn.

Mar. 14 - Confederate Air Force WINTERSHO 81 at Harlingen, TX. One day show will be a partial demonstration of WW II air power.

Mar. 28 - Shirts 'n Skirts Air Race, sponsored by Fullerton Chapter. Open to all licensed pilots. Course under 300 nm. Race Kits, \$3.00 from: June Leach, 1005 Tularosa St., Orange, CA 92666.

APRIL

April 1 - April 99 renewals due.

Deadline for May issue of *The 99 NEWS*.

Special vacation issue. No chapter news.

Apr. 3-4 - Carlsbad Municipal Water District Office. Flying Companion Seminar. Palomar Chapter. For info and reservations, contact Robbin McGee, 2094 Meadowlark Ranch Lane, San Marcos, CA 92069. 714/744-9389.

Apr. 4-10 - Afton, OK. Shangri-La Grand Prix Air Race. Long distance round robin race open to men and women pilots. \$20,000 prize money. Fabulous Shangri-La resort. Entry kit \$6 from Shangri-La Grand Prix Air Race, Ltd., Marion Jayne, 1918 W. Banbury Road, Palatine, IL 60067. 312/358-5100.

Apr. 10-12 - Atlanta, Georgia. Southeast Spring Section Meeting. Terrace Garden Inn. North Georgia, host chapter. Registration Chairman: Rose G. Shaw, 4974 Rocksprings Rd., Lithonia, GA 30058. 404/981-4169.

Apr. 10-13 - High Sky Skiers, Steamboat Springs, CO. Deadline for entries: March 1, 1981. Reservations: Scandinavian Lodge, P.O. Box 5040, Steamboat Village, CO 80499. For more information, contact Velma Lee Copeland Barnett, P.O. Box 6393, Air Terminal Station, Midland, TX 79701.

Apr. 24 - ARC Entries Close.

Apr. 24-26 - El Centro, CA. Southwest Spring Sectional. Imperial So-Lo Chapter, hostess. Holiday Inn, El Centro. Tie down at Imperial County Airport (IPL). Reservations and information: Judi Daughtry, 230 West A. St., Brawley, CA 92227. 714/344-7266.

Apr. 24-26 - Kalamazoo, Michigan. CFI refresher conducted by Western Michigan University. Contact: Laura Thompson, Division of Continuing Education, Western Michigan University, Kalamazoo, MI 49008.

Apr. 24-May 3 - Baton Rouge, LA. Louisiana Air Tour. Tour includes reception at the Governor's Mansion, visit to New Orleans' famous West End, spot landing contest, kite flying, bass boat factory, crawfish boil, antebellum homes, and canoeing down the river. For reservations, contact Fran Salles, 235 S. Acadian Thruway, Baton Rouge, LA 70806. 504/383-8224.

Apr. 25 - South Bend, IN. Aviation Seminar sponsored by Indiana Dunes Chapter at Michiana Regional Airport. For both pilots and non-pilots. "Snoopy" course specifically designed for non-pilot spouses and/or friends who want to learn about charts, instruments and emergency procedures. "Red Baron" course covers many subjects of interest to pilots. Classes held simultaneously. Tours of new tower. Lunch included in registration fee. For info: Christine Murdock 219/289-8642 or Carol Zander 312/755-5221.

Apr. 25 - Long Island Annual Poker Run. Rain date, May 2. Poker run covers NY, Conn., and Long Island. Close to N.J. and R.I. For info: Joan Scarpinato 516/473-4795 or 473-7704.

Apr. 25-26 - Ann Arbor, Michigan. Pinch Hitter course sponsored by Greater Detroit Area Chapter

at Ann Arbor Municipal Airport. \$80 includes 4 hours ground school, 4 hours flight instruction, 4 hours debriefing plus materials, lunch and coffee breaks. Lodging available at Wolverine Inn. Limited to 24 participants. Registration deadline April 3. Info: Anita Mack 313/549-0595 or 222-2090.

Apr. 29-May 2 - Monroe, LA. National Intercollegiate Flying Association SAFECON. Regional winners from 26 colleges and universities competing. Contact: Don Ducote, NIFA '81, c/o Aviation Dept., Northeast LA University, Monroe, LA 71209. 318/342-2062. YOUR HELP WANTED!

MAY

May 1 - May 99 renewals due.

Deadline for the June issue of *The 99 NEWS*.

May 1-3 - Oklahoma City, OK. Sheraton Century Center. South Central Section Meeting with parties, round-table discussions, flea market, tour of FAA and Cowboy Hall of Fame, AND ... "Saved From the Fate of Her Sister" ... You'll come!

May 1-3 - Stratford, Ontario. All-Canada Spring Section Meeting sponsored by Maple Leaf Chapter.

May 2 - Latrobe, Penn. Allegheny Air Derby at Westmoreland County Airport, 12:30 pm. Proficiency race open to all stock singles, 420 hp or below. Sponsored by Greater Pittsburgh Chapter. For entry kit, send \$2 to: Billie Latshaw, 3601 Clawson Dr., Murfreesville, PA 15668. 412/327-6723.

May 4-12 - ANGEL DERBY, Van Nuys, California — coastal route to Acapulco. \$10,000 prize money. Sponsored by Mexican Government. Contact: Mina Elschner, 2619 NW 55th St., Ft. Lauderdale, FL 33309.

May 9 - Tom's River, NJ. NY-NJ Spring Section Meeting. Howard Johnson Motor Lodge.

May 15-17 - Hayward, CA. Las Vegas Air Race. Bakersfield and Las Vegas Valley Chapters assisting. Proficiency race. Private Pilots License required. No limit on number of passengers. \$500 cash prize. Awards party Saturday night at Imperial Palace. 15 trophies plus 5 specialty trophies. Kits \$5 from: Hayward Air Race Committee, 20301 Skywest Dr., Hayward, CA 94541.

May 22-24 - Rockford, IL. Illi-Nines Air Derby sponsored by Central Illinois and Chicago Area Chapters. Greater Rockford Airport. Entries open Feb. 1. Contact: Arta Henson, 41W458 Empire Rd., St. Charles, IL 60174. 312/584-7638.

May 30 - Bullhead City, AZ. Jim Hicklin Memorial Air Rallye. 8th Annual - All Men's Air Race, starts and ends at Bullhead City. Sponsored by San Fernando Valley 99s. Race kits \$3 from JPHAR, P.O. Box 8160, Van Nuys, CA 91409.

JUNE

June 1 - June 99 renewals due.

Deadline for the July-Aug. issue of *The 99 NEWS*.

June 7 - Alberta, Canada. Poker Run.

June 13 - Millville, NJ. GARDENSTATE 300. Round robin proficiency contest open to all licensed pilots. Banquet, trophies & cash prizes. Entry kit \$3. Closing date 5/13. Contact: Janis Blackburn, 192 S. Collier Lane, Morganville, NJ 07751.

June 15-July 3 - Pueblo, CO. Aerospace Education Workshop sponsored by Spanish Peaks Chapter and Aerospace Education Foundation, University of Southern Colorado, Pueblo, CO. On-campus basic and advanced courses, 6 semester hours graduate credit. Contact: Joan Aleya, 2117 Ridgewood Lane, Pueblo, CO 81005. 303/564-6699.

June 19-20 - Tiffin, OH. BUCKEYE AIR RALLY. Seneca County Airport. Entries open March 1. Kits, \$3 from: Connie McConnell, P.O. Box 111, Tiffin, OH 44883. Entries close June 8. Open to male and female pilots. \$2,000 in prizes and money!

June 26-29 - Air Race Classic Handicapped Speed Race open by invitation to licensed women pilots who are members of the ARC. Route is from Jekyll Island to Shangri-La Airport, Afton, OK. Total length

Based in Calcutta, India, Saudamini Deshmukh flies routes in eastern India for Indian Airlines. Although Minoo presently flies F 27s, the airline will become all jet in the near future.

MAY ISSUE FLYING VACATIONS Deadline: April 1st

2332.66 SM. For race kit write: ARC, P.O. Box 187, Addison, TX 75001. \$7.50 to members; \$17.50 to nonmembers.

JULY

July 1 - July 99 renewals due.

No deadline for *The 99 NEWS*.

July 12-14 - Atchison, KS. 8th Reunion at International Forest of Friendship. Events to include unveiling of life-size statue of Amelia Earhart; banquet; International Parade of Flags and Salute to the new honorees. Contact Fay Gillis Wells, 4211 Duvawn St., Alexandria, VA 22310. 703-960-4632 or Marie Christensen, 4801 W. 87th St., Prairie Village, KS 66207.

July 15-19 - International 99s Convention, Boston, MA.

July 31-Aug. 1 - Norman, OK. Okie Derby Proficiency. Open to male and female pilots.

AUGUST

Aug. 14-16 - Battle Creek, Michigan. Michigan SMALL Race, Kellogg Regional Airport. 200 nautical mile round robin proficiency race. \$2000 prize money. Contact: Mary Gardanier, 1828 Miles Ave., Kalamazoo, Michigan 49001.

Aug. 27-30 - Seattle, WA. Northwest Sectional. Fun in '81. See Seattle! The Seattle Hilton, 6th & University, Seattle, WA 98101. 1-800-542-7700 (in state), 1-800-426-0535. Sponsored by Western Washington, Mt. Tahoma and Greater Seattle Chapters.

SEPTEMBER

Sep. 18-20 - Snowbird, Utah. Southwest Section Meeting.

OCTOBER

Oct. 23-25 - Santa Fe, N.M. South Central Section Meeting.

NOVEMBER

Nov. 7 - Midland, TX. High Sky Derby. A precision perfect — fuel efficient X-C flight involving Time Distance Fuel. Entry Fee: \$25. Entries close Sept. 5. High Sky Derby USA, P.O. Box 6393, Midland, TX 79701.



BE A WINNER

YOUR CONTRIBUTION TO THE 1981 CONVENTION

of \$3.00 for one ticket
or \$5.00 for two tickets

GIVES YOU A CHANCE TO WIN

1 double room, Copley Plaza Hotel
July 15-19, 1981

or

2 tickets, Tour, July 14, 1981

or

2 tickets, Clambake, July 16, 1981

Drawing to be held May 1981

_____ \$3.00 ticket
_____ 2 tickets \$5.00
Make check payable — 1981 CONVENTION
THE NINETY-NINES

Name _____
Address _____
Phone _____

MAIL TO:

Shirley Ohl
Box 1981

Sherborn, MA 01770

New Horizons

Mary Jane Quarles
Tennessee Chapter
January 30, 1981

Beth Smith
February 15, 1981

Beth had been a long-time member of the Oklahoma Chapter, having joined the 99s in 1945. For a short time during the '50s, she belonged to the Tulsa Chapter.

Beth flew the PPD in 1953 in an Erco Coupe, and served as Timer at Ft. Smith in the '54 Derby. She helped on all PPD's coming through Oklahoma City.

She held offices in the Oklahoma Chapter and, while Membership Chairman, doubled the size of the chapter.

Beth left many friends among 99s, and we'll miss her very much.

New Ratings

New England

Susan Garing - Eastern New England - COMM, IFR
Doris Roberts - Eastern New England - IFR

New York - New Jersey

Patricia Rockwell - Long Island - BGI

North Central

JoAnne Sabo - Greater St. Louis - CFI
Stevie Lipnick - Greater St. Louis - COMM, ME
Kathy Elsner - Lake Erie - CFI
Bea Axelrod - Lake Erie - CFI
Renate McLaughlin - Michigan - IFR
Glenda Martlew - Michigan - CFI
Terry Ludke - Minnesota - COMM, IFR
Jan Porter - Minnesota - COMM, SES
Helen Ryan - Wisconsin - IFR
Joretta Graves - Wisconsin - CFI

Northwest

Karen Werner - North Dakota - IFR

Southeast

Phyllis Smith - North Georgia - IFR, COMM

Southwest

Bette Davis - Alameda County - Phase I
Betty Walworth - Fullerton - IFR
Evelyn Craik - Fullerton - IFR
Jane Dropp - Fullerton - IFR
Beverly Hawkinson - Fullerton - IFR
Juanita Thomson - Long Beach - Glider
Helen Mandl - Long Beach - Glider
Arden Powell - Los Angeles - IFR, COMM
Sylvia Rickett - Los Angeles - IFR
Tracey Rice - Los Angeles - 727 FE
Christine Newman - Phoenix - MECFI
Susan Strand - Phoenix - H COMM
Meg Straeter - Utah - ATP (DC-6)
Phyllis Upchurch - Utah - CFI

Fright Instruction ..

by Stephanie R. Wilde

It was one of those frigid-cold, bright-blue days that make the picture postcard of a New England winter. The wind slapped harshly at my face as I crossed the ramp to the ancient 172.

"Why do I fly in the winter?" I queried my inner self.

Why indeed — because it's blue, it's sharp, it's crisp, it's my wonderland, it's my life.

I wrapped my red and white scarf even more tightly around head and neck and stuffed the ends inside my parka. With a little effort the key turned in the lock; and I climbed in, got the fuel strainer and pulled the flap handle up to start my preflight.

Of course I spilled fuel on my gloves, strainer notwithstanding. So with partially numbed fingers I went about my preflight.

I was checking the oil when the examiner I'd taken my check ride with drove by. He was well acquainted with the old bird I was flying and her winter "non-starting" characteristics.

"Hop in, Stephanie. I'll give you a jump start." He took pity on me.

So I jumped in, he got it started for me, and I contacted tower for permission to taxi.

The sun was almost blinding on the crisp white snowbanks as I put my nose in the attitude my ex-cropduster flight instructor had (verbally) beaten into me. Wing down into the wind and a tingle in the seat of the pants, the old 172 jumped delightedly into the air, glad to be airborne and alive again. A deep breath, and the cares of the world shuddered off my back.

"Why fly?"

This is why.

I played awhile in the winter sunshine before deciding to get down to work. Today would be 1080° spirals — I was going to peg the bank and airspeed.

Carb heat on; throttle back; raise the nose to slow it up. That should be about right. Glance at the airspeed indicator.

What airspeed?

Stretching my glance a little further to the left, I glimpsed a laughing red flag bobbing gaily in the frigid wind.

Since I'd stopped my preflight at the oil check, I'd never quite gotten around to the pitot tube.

No Airspeed Indication!

The sinking sensation hit even though my instructor had been a bug on physical attitude rather than airspeed. (When I first started flying, I thought airspeed indicator was something you only used for practicing slowflight.) They say you don't miss

"Wichita Style"

by Marilyn Copeland

Learning through the school of hard knocks

something till you haven't got it. Well, that sure applied here.

I was pretty near a small airport (where I'd landed often before without paying any mind to the ASI), so I thought I'd give it a try. Being well scared by this time (whatifant, whatifant), I figured that I was sure to err on the fast side rather than the slow. If I couldn't get in there, I could always go home (two runways: one 5000', one 7000').

I turned onto downwind, went through my downwind checklist, brought her cautiously onto base and then final, flared and stopped in well less than half the 2200' runway. Whew!

Time for coffee. I brushed a few drops of sweat from my forehead and taxied to the coffee shop for a well-needed break.

Enough for one day! Back to the plane for a quick preflight. *What's that black gunk on the windshield? And it's all over the cowling too! Check the oil.* The dipstick's there and most of the oil, BUT what's that gaping hole. Looks like I didn't quite finish checking the oil before I jumped in the plane. I must have left the cap off!

One of the local mechanics said it wouldn't be a problem getting home (a ten-minute flight) as long as I didn't do any aerobatics. (He's got to be kidding — this will be the straightest, levellest flight I've ever made.) Finished the preflight this time, removed the pitot tube cover, and had a short and uneventful flight back to home base.

But what do I tell them happened to their oil cap?

It took several admissions of my stupidity before I located a replacement cap. But I did, so all ended well.

But there are a lot of lessons to be learned from this little flight — some that should go without saying. But, we're all human.

- Do a thorough preflight. Don't let anyone (no matter who) or anything keep you from completing it. If you're so uncomfortable physically that you aren't paying attention to what you're doing, don't fly. I find it best to do my preflights alone, unless I have an interested passenger to whom I can explain every step of the way, without interruption.
- Practice your emergency procedures (like airspeed-indicator-out approaches, for instance) until you're comfortable with them. Don't let something that you could easily have planned for catch you off guard.
- Check your instruments. (The airspeed indicator should have showed a hefty increase, *before* I reached liftoff speed.)
- Look out the windows! (Well, I couldn't have had a very good scan going or I'd have

caught that red flag a lot sooner.)

- Something I learned a lot later (when doing some work around Army fuel tanks) — if you spill fuel on your clothing, wash the apparel right away. Don't let the fuel dry. If it does dry, soak it *before* removing.) Fuel vapors are extremely flammable. A simple electrostatic shock (like the ones you get when you open metal-handled aircraft doors or take off clothes in the winter) could start a fire. And I was wearing those fuel contaminated gloves when I opened the aircraft door, turning on the ignition, oh well, you get the picture.

Many of you have probably had learning experiences that you'd like to share. Send them on. You don't have to come up with a complete manuscript (but you can). A letter to me with the general idea will do. You can use your own name or make one up (like I did).

Happy Flying!
Stephanie

FUN IN '81

Looking for fun in '81?

It's in Seattle —

Volcano watch beneath the sun in Seattle —

try to catch a salmon run near Seattle —

A night Blake Island salmon bake begins with sailing on the Sound, after a drive along our lakes to Boeing tours and wine country grounds.

Make Northwest Section Number One

in Seattle —

Go for fun in '81

See Seattle!

NORTHWEST SECTIONAL

Aug. 27-30, 1981

Headquarters at

THE SEATTLE HILTON

6th & University

Sponsored by Western Washington, Mt. Tahoma & Greater Seattle Chapters of THE NINETY-NINES, INC., N.W. Section Convention Chairman, Ellie Cansdale, Greater Seattle Chapter

WIN A PRIZE

Send the longest list of useable chapter and section activities for use in a compilation for all 99s. Send to: Marilyn Copeland, 1308 Kevin Rd., Wichita, KS. 67208.

The Wichita aviation and business dignitaries turned out en masse on December 17, 1980 for the first Wright Brothers Anniversary Celebration in the Air Capital. Beech, Boeing, Cessna and Gates Learjet companies were honored with a dinner and the presentation of Olympic size medals for their past 55 years of contributions to aviation and the city. Senator Nancy Kassebaum presented the awards to executives of each of the companies. This was the first time all four of the city's major aircraft companies have been honored at a common gathering.

The Wichita Aeronautical Historical Association sponsored the event with a heavy assist from the Kansas Ninety-Nines. Marilyn Copeland is the current president of the organization and Pat McEwen is vice president of activities and events. The Kansas Ninety-Nines worked on many committees to make the affair a sell-out success. Many ideas had been gleaned through the years of reading the 99 NEWS where other chapters had hosted such events.

The reserved seating event began with the Wichita State University String Quartet playing dinner music, followed by a short program performed by the award winning chapter of the Wichita Sweet Adelines. Marilyn Copeland gave the opening welcome, Pat McEwen the invocation and Hazel Jones, Dallas presented a humorous presentation, "Unofficial-Official Flight of Icarus." James Yarnell, director of Advertising and Sales Promotion, Beech Aircraft, was our talented toastmaster. Mr. James R. Greenwood, vice president, Corporate Relations, Gates Learjet gave the Official Salute to the Wright Brothers. He narrated the first film taken from an aircraft, some flights of the Wright Brothers in Italy and at Ft. Myers. Large sepia photos of the historic event and other Wright Brothers activities were also on display.

NEEDED

Names of women Airline Captains here and abroad. This is an appeal to all 99s to help supply the following data to answer a request and to pass on to Ninety-Nine Headquarters this historical data. Many thanks.

Captain's Name, Name of Airline, Type of Aircraft, Date of Captaincy, 99 or Non-99, Address.

Please send data to: Virginia Thompson, 9706 Fairway Dr., New Market, Va. 22844.

WANTED:

YOUR CONTRIBUTION TO:



**INTERNATIONAL
AEROSPACE
EDUCATION FUND**



Support your International Aerospace Education Fund and win this original oil painting of Amelia Earhart in her red Lockheed Vega on her Atlantic solo flight. Painted especially for the Ninety-Nines by William J. Reynolds, famed aviation artist.

An exclusive — there are no prints.

All donations go to the Ninety-Nines International Aerospace Education Fund and are tax deductible.

Drawing will be held at the South Central Spring Sectional at Oklahoma City, May 1-3, 1981. You do not have to be present to win. 1 for \$2.00; 3 for \$5.00; 8 for \$10.00. Send contributions to Mimi Haworth, 3574 Neerpark Drive, Lincoln, Nebraska 68506. Your cancelled check will serve as your receipt. Checks should be made payable to the 99s Aerospace Education Fund.

Contribution
to Aerospace Education
AE VEGA PAINTING

Name _____

Address _____

Phone _____

Aviation careers for women

AVIATION CAREERS FOR WOMEN

Aviation Careers for Women is an all-day seminar to take place in Wichita, Kansas on Saturday, April 4th, 1981. This pilot project is jointly sponsored by the International Ninety-Nines and Kansas Chapter. Men are welcome to attend if registered.

Headquarters for out-of-town registrants will be the La Quinta Motor Inn. Transportation to all sessions will be provided by the Kansas 99s and local aircraft companies.

Scheduled activities are as follows:

FRIDAY, April 3, 1981

7:00 pm

Transportation provided from hotel lobby to private home at 6:45 pm.

SATURDAY, April 4, 1980

Morning Session 8:00-11:30 am
**INTERNATIONAL TRAINING
ACADEMY
CESSNA AIRCRAFT COMPANY**
(Transportation from 7:45-8:30)

8:00-8:45 Welcome and Continental Breakfast, Courtesy, Cessna Aircraft Company

9:00 Sessions Begin

AVIATION CAREERS

Karey Coyle, Kansas City, MO.
Brewer Advertising Agency

COLLEGE GRADUATE OPPORTUNITIES IN GENERAL AVIATION

Cessna Aircraft Company panel including marketing, engineering, etc.

MOTEL RESERVATIONS ARE TO BE MADE DIRECTLY TO THE LA QUINTA MOTOR INN. They should state that they are for the Ninety-Nines Meeting, att. Helen Croutcher, Mgr., 7700 E. Kellogg, Wichita, KS 67207, 316/681-2881. Guaranteed rooms need to be made by March 22. 1 person, 1 bed, \$21, 2 persons, \$27; 2 beds, 2 people, \$29, other extra persons +\$4.

REGISTRATION for AVIATION CAREERS FOR WOMEN

\$15 if postmarked by March 22. \$20 after. Send to: Marilyn Copeland, 1308 Kevin Road, Wichita, KS 67208 316/686-0201

Name: _____ Address: _____

Phone: _____ Affiliation: _____

Will arrive by _____ Place: _____ Date/time: _____

AIRCRAFT SALES

Margaret Mead, Palos Verdes, CA. National Sales Award Winner, Gates Learjet.

SENIOR FLIGHT TEST ENGINEER

Nelda Lee, St. Louis, MO. McDonnell Douglas Corporation.

Luncheon 12:00-1:15

McConnell Air Force Base, NCO Club.

Careers for Women in the Air Force.
(Transportation leaves promptly at 1:15.)

Afternoon Session 1:30-4:30

BEECH ACTIVITIES CENTER

WELCOME

Beech Aircraft Corporation Administration Executive

AIRCRAFT PRODUCTION TEST PILOTS

Joyce Case, Beech Aircraft, Wichita, KS

WOMAN AIRLINE PILOT

Jean Haley, San Mateo, CA, President, ISA, Women Airline Pilots. United Airlines, 2nd Officer.

REFRESHMENT BREAK

Courtesy of Beech Aircraft Corporation.

99s, WOMEN AND FLYING

Janet Green, International President of The Ninety-Nines, Inc.

WOMEN IN THE INDUSTRY

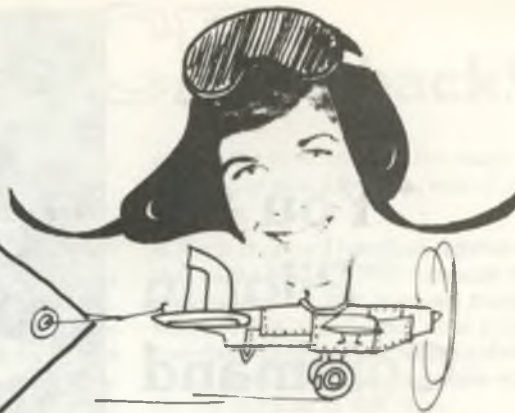
Beech woman engineer, production

GOAL SETTING

Ann Gallagher, Assoc. Sales, Mgr., Aero Clubs and Flight Training, Beech, Wichita, KS.

Jeanne understands pilots. . .

and their insurance needs!



Jeanne is a pilot, flight instructor, member of the 99's. . .and an insurance agent. She provides her clients with:

- EXCELLENT SERVICE,
- THE LOWEST RATES, and she shops
- ALL AVIATION MARKETS

-----Clip and return this coupon for an aircraft insurance quotation.-----

AIRCRAFT INSURANCE QUOTATION REQUEST

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 ADDRESS _____ PHONE DAY _____ ☐ CHECK
 EVENING _____ ☐ PREFERENCE

MAKE & MODEL OF AIRCRAFT	FAA NUMBER	LAND SEA AMPHIB	YEAR	TOTAL SEATS	CURRENT VALUE	DEDUCTIBLES		
						GROUND	TAXI	FLIGHT
	N-							
	N-							

TIED DOWN ☐ HANGARED ☐ AT _____ CITY _____ STATE _____
 AIRPORT NAME _____

USE PURPOSE ☐ BUSINESS & PLEASURE

PRESENT INSURANCE WILL EXPIRE _____ MONTH _____ DAY _____ YEAR

PILOTS:	PILOT STATUS								LOGGED HOURS AS PILOT IN COMMAND				
	AGE	STDT	PVT	COML	IFR	CFI	ME	OTHER	TOTAL	RETRACTABLE GEAR HOURS	MULTI ENGINE	HRS IN MAKE MODEL	IN LAST 3 MONTHS

Return to Jeanne Kautter at:

Cunningham, Jeffroy & Co.

Insurance Exchange Building
 7101 Mercy Road Suite 106
 Omaha, Nebraska 68106



"You are Pilot in Command now"

by Eberhard G. Trams

Is it presumptuous to make judgments about women as pilots? Are all pilots created equal, or are some more equal than others? Allow me to make a judgment and be patient with the following generalizations and observations by a male flight instructor on "women as pilot trainees."

I have enjoyed training women to become certified pilots and to help them augment and polish their flying skills. All have become good pilots and some have become exceptional. A few seemed to turn even into airmen by taking on the walking habits of a grizzled 747 captain or drawling about angle of attack meters in Chuck Yeager fashion. Most of them, mercifully, remained their charming and attractive selves. Femininity should be as natural an asset in the pilot's seat as in the kitchen, the office or the corporation board room. I remember with pleasure one of my student pilots arriving for her commercial flight test in a business dress. She was a business woman and meant to dress the part. Slacks, a turtle-neck sweater and hiking boots would have been all right, but not the same.

It is my impression, that differences between male and female pilot trainees are



Author in a Civil Air Patrol T-34.

largely the result of the cultural pattern of our society. The ladies who have flown with me have been dedicated and conscientious students and somehow they have seemed more earnest in their application than men, as if they felt to be unusually privileged to penetrate into the adventurous world of flying. Quite a few have become pilots by "permission only." They were not their own women, but somebody's wives; they trained on a grant (in both senses of the word) with some anxiety about the continuation of their scholarship funds and the indulgence of the grantor. Women as student pilots were generally much better prepared for their lessons than their male equivalents. The homework was well done, often as meticulously as needle point and their consternation about lack of progress or relapses evoked more concern on the part of the student.

I have observed that women easily acquire the skills of aircraft operation, instrument interpretation and flight planning. They have no problems with the FARs, preflight inspections and weather analysis; most are much more faithful readers of check lists, NOTAMs or fine print than men. I believe that they should be more confident, however, about overcoming several cultural handicaps. Many female student pilots project the impression of an incapacity to truly understand the workings of a reciprocating aircraft engine. They also tend to gloss over the chapters on aerodynamics, or the innards of flight instruments and most of them are far too shy to try their hands at aircraft maintenance. Biology has not handicapped women in that respect and they need to be more aggressive about working on their aircraft.

Over the years I have learned to expect to spend a significant amount of flight training time with women students by untraining them. Much of this has to do with deferments of decision-making on their part and with a tendency to abdicate in crisis situations. In our society, women have been expected to defer to men and to properly take refuge in them when disaster loomed. "You are pilot in command now" has been an often reiterated phrase in my syllabus.

Women also all too readily assume that they have failed their flight instructor when the training process falters on occasion. In fact, the instructor may have failed them. I recall a day when a nervous grandmother with a student certificate tried to transition from an older to a newer Cessna 172. Virtually nothing went right. After the flight I concluded my debriefing with: "Madame, I would advise you not to continue flight training ... (and so on) ..." She glowered at me and bit her lips. Eventually she accumulated a satchel full of certificates and ratings. I am chastised and grateful that she was so persistent; and in my work with women pilots their persistence has been one of the truly joyful aspects.

I recall a student who taught me something about determination; I am thinking of a young woman who operated a computer card file. She certainly was not wealthy; she was deaf and mute and she had only partial use of one leg. She wanted to learn to fly and she did. I learned a great deal about communication and teaching that season, passing back and forth small slivers of paper with hastily scribbled questions and instructions. I recall that she seemed to become very much her own woman as her training progressed and I hope that wherever she is today she has the means to keep flying.

In flight instructor refresher clinics the professor on learning skills often emphasized that we must establish a parent-child relationship with a student, or that it is inherent in the training setup. I do not agree. It is too stereotyped. I assume that many of us pilots have admired and tried to model ourselves after the likes of Charles Lindbergh, Douglas Bader or Antoine de St. Exupery, remote though they were. My flying career was very much influenced by a pilot of some repute whom I met only a few times. I remember the first time though; this distinguished pilot was to visit our class at the flight school and it turned out to be one of the most memorable days in my entire flight training. Perhaps I have tried to live up to the standards of that pilot since. The year was 1944 and the name of the pilot was Hanna Reitsch.

MAY ISSUE VACATION SPECIAL

Send us your articles on places to go for a:

... fun day ...
... flying lunch ...
... flying vacation ...

Include lots of pictures!!! Articles also welcome on terrain or weather or traffic considerations when flying into your area.

Deadline (must be at HQ by) April 1st

The GREAT RACE is back!

The Great Race IS back by popular demand. The membership in attendance at the international meeting held last July at Vail, Colorado was so enthusiastic about the Great Race membership drive, that it was decided to be continued. The second heat of the race will be run from June 1, 1980 through May 31, 1981. The winners of the first heat of the race were as follows:

- Category 1 — Potomac Chapter with 20 new members.
- Category 2 — El Cajon Chapter with 13 new members.
- Category 3 — Colorado Chapter with 39 new members.
- Category 4 — New Zealand Section with four new members.

The categories shall remain the same during this second heat, determined by the computer count as of May 31, 1980.

- Category 1 — Chapters with 30 members or less.
- Chapter 2 — Chapters with 31 to 50 members.

Category 3 — Chapters with over 50 members.

Category 4 — All International Sections (excluding Canada)

The new membership rules change allows 99s to join a domestic section without any chapter affiliation; because of this we are unable to credit any chapter with those new members. Even so, let us encourage all lady pilots into our organization. We are missing some exciting women in aviation who are simply unable to consider chapter commitments right now.

Rules and Regulations

1. The race was officially begun June 1, 1980 and shall end May 31, 1981. All membership applications sent to HQ with a May 31, 1981 postmark and received by June 30, 1981 shall be counted.
2. Membership transfers between chapters shall be counted as a new member to the chapter receiving the transferred member.
3. All members of any chapter newly formed

during the time span of this race shall be counted as new members, even if some are transfers.

4. Each chapter's handicap number shall be that of the May 31, 1980 computer count. If membership is lost through transfers or nonrenewals, the chapter shall increase its membership to the handicap number before being allowed to count any new members for the purpose of this race.

5. There shall be four categories into which the membership is divided as stated above. Canadian chapters shall be admitted as the US chapters are ... by size of each chapter. Competition shall be with those chapters in your own category only.

6. Any chapter that closes or loses its charter during the race shall be eliminated from the competition.

The winning chapters and section (Category 4) shall be determined and announced at the 1981 International Ninety-Nine Convention to be held in Boston, Massachusetts in July of 1981. Honors and prizes shall be awarded at that time.

Mary E. Von Mach scholarship awarded

by June L. Beers

Michigan Chapter 99s presented the third annual Mary E. Von Mach Scholarship to CAP Cadet Kathrine Chaussee at the January 11th AE Brunch in Dearborn, Michigan. The purpose of the scholarship is to introduce young women to flying. This is accomplished through an intensive one-week program held at the CAP Michigan Wing Solo Encampment each summer. Scholarship funds to make this exciting opportunity available are obtained through private donation and the recipient is selected based on recommendation from the Wing Commander, intention to follow through to a private pilot license, personal achievement in CAP as well as community activities and availability to attend the Michigan Wing Annual Solo Encampment.

Kathrine Chaussee of Westland is 16 years old and a junior at John Glenn High School. Her favorite subjects are Algebra, Electronics, and French. She plays bass in the high school orchestra as well as Livonia Symphony. She was one of the first Cadets to join the Westland CAP Squadron, maintains a 3.8 scholastic average, and plans to join the Air Force.

Following the progress of our 1979 and 1980 Scholarship winners has been most interesting. Edith Disler (1979) of Bloomfield has received her private pilot license.

She is currently attending the University of Michigan on an Air Force ROTC Scholarship and is extremely active in the CAP. Frances Lynch (1980) of Riverview is currently working toward her private pilot license and awaiting appointment to the Air Force Academy. Her ultimate goal is working for NASA in their space program. Both recipients are fine examples of a young woman's capability to perpetuate Mary Von Mach's dream of women in aviation.

The Scholarship Committee consists of four Michigan Chapter members (Claire Ojala, June Beers, Toni Babcock, and Pat Moorhatch) who are responsible for the investment of monies and administrative tasks.

GENERAL AVIATION IS

- 98 percent of the airplanes
- Flown by 96 percent of the pilots
- Flying 79 percent of the civil flight hours
- Covering 71 percent of the airplane miles
- Carrying more than 50 percent of the air travelers to
- 100 percent of the nation's airports



Claire M. Ojala, Michigan Chapter Mary E. Von Mach Scholarship Chairman, presents award to Cadet Kathrine Chaussee at annual AE Brunch.

Opportunities for women pilots in the military

by Lt. Stephanie Wells

Four years ago when I first came on active duty I had no idea I'd be able to fly for the military. It was a dream, but considered by my friends to be an exercise in futility. I loved flying, but thought it would remain just an avid hobby. Then within a period of two years, the doors began opening to women pilots in all fields, including the military. I was the first to apply and was accepted by the second selection board. After flying only single engine propeller airplanes, flying jets was pretty heady stuff.

Air Force

The Air Force started out with three classes in a test program for women fliers. They asked all the same questions that were answered 30 years ago when the women ferry pilots were flying for the Army Air Corps in World War II. The first class had ten women and those women had to go through an incredible barrage of special tests, press interviews and special monitoring to the point where their grade-books for flying were sent to the wing commander every day. Despite all this they did well, paving the way for other women to follow.

The Air Force is now accepting 30 to 50 women per year for pilot training from Officer Training School, ROTC, the Air Force Academy and women already on active duty. The training they receive in Undergraduate Pilot Training is identical to that which men receive. This takes about a year, and is conducted at five bases throughout the U.S. First training is in the T-37 aircraft, learning the basics of aerobatics, instruments, navigation and formation. Skills are sharpened in the T-38, a much higher performance aircraft. Although it is



Lt. Rosemary Bryant Conatser became one of the first female Naval Aviators in 1973. In 1975 she became the first woman to fly a tactical jet aircraft as a designated military aviator.

hard to generalize with such a small number of graduates, the women's washout rate of 10-15% has been comparable to men's.

After pilot training, opportunities for women become somewhat more limited than for men due to the combat restriction. Normally, a UPT graduate goes to one of four areas: back to the training squadrons as an instructor pilot in the T-37 or T-38; to Military Airlift Command to fly transports such as a C-141, C-9 or WC-130; to Strategic Air Command to fly our strategic bombers and tankers, including the B-52 and KC-135; or to Tactical Air Command for the fighter aircraft, F-16, F-15, A-10, F-4, F-106, T-33 and several others. The Air Force also has a limited number of helicopter pilots, but they go through the Army helicopter training at Ft. Rucker, Alabama and an advanced school at Kirtland AFB, N.M. instead of UPT. All Air Force helicopters are considered combat positions, so are not open to women. Women are eligible for navigator training, although most navigator positions are also combat, so only a few women are going through this. The women navigators are eligible for the same aircraft as the women pilots. Due to the combat restriction, women fliers cannot get any of the fighters or bombers when they graduate. The C-130 tactical airlift mission is also considered combat, so women are also restricted from that. This leaves transports such as the C-141, C-5A, or C-9, instructor pilots in the T-37 or T-38, or tankers, i.e. the KC-135. Technically, women are eligible for T-33 but so far none have been assigned to it. The upgrade training squadrons in fighters is not part of combat but the Air Force does not see fit to spend money to train women in the aircraft they cannot be operational in.

Even though we do have this combat limitation, which could be with us for quite a

while, a flying career in the Air Force is to me still an excellent way to go. The way I envision my career, which is probably fairly typical of an Air Force pilot, includes a variety of flying. I am what's called a First Assignment IP, so after this I can put in for any aircraft I am eligible for. I've always wanted to live overseas, so I'll ask for a C-9 or a C-140 in Europe. But these assignments are quite limited, so I'll probably end up with a C-141 or a WC-130, and still get to do quite a bit of traveling. Let's say I get a C-141; after I get about 500 hours in it, I'll be able to upgrade to aircraft commander since I have previous flying experience as an instructor pilot. It normally takes about 1500 hours or two years to upgrade if you go to a C-141 right out of pilot training. That assignment would probably last four years. Then I probably would be offered the chance to transition to the C-5A and get another four year tour. Following this, I probably could plan on a ground job for three years, which the Air Force calls a rated supplement or career broadening. It would most likely be in the weather field, which is my background, or possibly a chance to get my masters degree. And finally, ideally, I'd go back to a flying unit, either C-5A, C-141, or back to the training squadron in a position of command.

You may be wondering, what if a woman wants to take some time out and have a family. Well, the Air Force does have provisions for this. Once it is discovered that a woman is pregnant, she is immediately grounded and does not fly until six weeks after she has her child. While she is pregnant, she continues to work in the squadron, but doing ground duties. The ideal way to plan a career and still have a family, if such a thing is possible, would be to have your children while you are in your rated supplement job.

First Lt. Mary M. Livingston preflights a T-38 during pilot training. She is one of the first women to enter an Undergraduate Pilot Training program.



Sue Mason entered the Navy in October 1976, began flight training the following February, and received her wings in March 1978.



Navy

The Navy has a totally different concept in the training of their pilots. They have what is called the track system: after the initial training in the T-34, the pilot trainee will fly either a multiengine aircraft, a jet fighter-type aircraft or a helicopter. The Navy also has an aviation commissioning program called Aviation Officer Candidate School, whereby you are given officer training with the guarantee of continuing into flight training after completion of this course. In the Air Force, no one even starts pilot training until they are commissioned. AOCS is one way to earn Navy flying wings, but Navy pilots also come from other sources such as ROTC, the Naval Academy or prior service. The first training is done at Pensacola in the T-34 single engine Beech Trainer. Everyone gets this initial training. Here it is decided what type of training the trainees will be doing based on their record to date. Those going to jets, for which women are eligible in the Navy, train first in the T-2 at one of four training bases and take advanced training in the TA-4. The training takes them through their advanced training and includes some follow-on training in tactics. About 50 percent of Navy fliers go this route. Following the jet training, these pilots then go to operational jobs in the F-14, A-7, F-4, A-4, T-33, A-6, or F-8. In the Navy, women can be assigned to these aircraft, but are limited to training functions and non-combat support such as target towing.

Those trainees going to multi engine training, about 30%, first train in the T-28 single engine radial prop trainer. They then advance to the T-44, a light twin engine Beechcraft. After that they are assigned to a C-130, C-9, T-39 or P-3. Women are also eligible to fly helicopters in the Navy. Navy helicopter pilots train initially in the Sea

Ranger, and then take advanced training in the Sea Bat. From there they can fly the SH-3, CH-46 or the UH-2.

It is possible to transition from one track to another after flying for awhile. Since 1974, 31 women have completed training, 24 in props, of which 12 have transitioned to jets and seven in helicopters. Several Navy women are now operational in the A-4 and A-7, and I understand one is now training in the F-14. The Navy flying program is on a somewhat smaller scale than the Air Force, training about 15 women a year.

Army

The Army's mainstay of aviation is helicopters, such as the OH-58, UH-K, AH-1G-Cobra, and the CH-47. They also have limited fixed wing operations in the C-12, T-42, U-21 and OV-1 Mohawk. All Army pilots go through helicopter training at Ft. Rucker. The Army is the only service not requiring its pilots to be commissioned. Their warrant officer flight program requires only a high school diploma, although the Army does have a smaller number of officers who fly. Women have been eligible for Army aviation since about 1972 and they have been flying both helicopters and fixed wing aircraft since then, although they also are restricted from combat. While the warrant officer's main job is flying, the flying officers fly only part time and maintain a major additional duty which is usually some position of command. Army fliers are eligible to transition to fixed wing aircraft following their first helicopter tour.

Conclusion

People quite often ask — "How is it being a lone woman in a man's world and a man's job?" Well, I say, I'm not really a "lone woman" as more and more women are getting into military aviation. Besides, when

it comes right down to it, professionalism in the job takes over and it doesn't make any difference what sex you are. Admittedly, there are some unique problems and some unique opportunities being such a minority. When I first arrived at Reese AFB, Lubbock, TX, I was well accepted; in fact everyone wanted me in their flight. In fact, my assignment to Reese happened only because of my being a woman, and not because of my flying abilities or desires. They wanted a token woman instructor pilot at the base. (Nothing wrong with the job, for sure, but have you ever been to Lubbock, Texas?) I quite often feel a bit as a token. But militarily, I have an outstanding chance for a fulfilling career, if for no other reason than being one of the first women pilots, so it has two sides. I had the feeling, though, when I first got to Reese, that everyone was watching me really close, and I had to prove myself. Being the only feminine voice over the radio was a dead give away to any error my student or I might have made. IP's are allowed some mistakes, but they sometimes tend to get grossly blown out of proportion and overgeneralized. For example, one woman makes one error and before you know it you hear, "Those women pilots always screw up." For a while there I made an extreme effort NOT to make any radio transmissions unless absolutely necessary — I had the student do them all, no matter how bad they sounded. However, it seems the squadron has gotten used to me by now and life is a bit more normal. I enjoy the job, and I find instructing one of the most rewarding and satisfying things I've ever done. When I'm flying, I marvel that the Air Force is paying me to do this, but back on the ground under mountains of mickey-mouse paperwork and ground briefings and 11 hour days, things do come back into perspective.

chapter

News, Activities and Projects

EAST CANADA SECTION

First Canadian Chapter

First Canadian Chapter members braved a miserable, cold, icy, snowy evening to attend our November meeting held at the country home and farm of Margo McCutcheon. It was very worthwhile as speaker Jim Bond, an aviation insurance executive, gave an excellent talk on how to buy aviation insurance, what the terms mean and answered the many questions that we had. We all learned some very important information about insurance whether we were owners or renters.

Several of us spent a "fun" Sunday silk-screening the posters for our aviation seminars. We finally resorted to hair dryers to speed the process which took over eight long hours. Perhaps next year we'll come up with an easier way.

In mid-December, nearly 50 99s and 49½ers gathered together for our annual Christmas party. With cocktails, dinner, dancing and some interesting door prizes, the evening was a great success and a lovely way to end 1980.

Our seminar committee worked hard to prepare for Series V, Aviation Seminars. The seminars are very popular and have become a successful money raising effort. This year's series, with an overall theme of "What's New," ran from January 21st to February 18th — five evenings filled with the latest information in several different fields. The first evening, entitled "The Joy of Soaring" had Oscar Boesch, the well-known glider enthusiast, as our speaker with two

B.C. 99s Poker Hop organizers Diane Rothberg (left) and Patti Hanneson (right) flew Vancouver disc jockey Aylmer Tippie (center) to six participating lower mainland airports in a Cessna 180. The aircraft was also used to run errands throughout the busy day.



films — one on soaring, the other a new release entitled "Air." The second seminar was given by Stan Paterson, an air traffic controller at Toronto International, on the latest in ATC. "What's New in Avionics" was the heading for the third seminar given by Matt Salenius of the Bendix Corporation. The fourth evening, presented by Lou Berthelot of the Toronto Weather Office, was a lecture on the practical application of weather reports. The final seminar was divided between a talk on what is new in aviation law, given by Toronto lawyer and pilot Bill Clark, and a film and presentation on ballooning by First Canadian Chapter member and balloonist, Karen Rosenthal.

by Barbara Devitt



Former Saskatchewan Chapter member Noreen Shook receives a First Day Cover from Chairman Nadine Cooper as part of the chapter's historical celebrations.

WESTERN CANADA SECTION

Alberta Chapter

The Alberta Chapter recently held a program called "What's New in Aviation" at which their chairman, Jo Harris, discussed various ratings and endorsements that are available, and new books and training aids on the market in Canada for pilots who wish to upgrade. Suitable gifts for pilot friends were discussed. The Alberta Chapter has also started writing short autobiographical sketches about its chapter members, to be included in the chapter newsletter for members to get to know each other better. Alberta 99s are planning to sponsor another series of "Flying Companion Seminars" this spring. The Alberta Poker Run is scheduled for June 7th.

All Canada Section Meeting

The All-Canada Spring Section meeting is scheduled for Stratford, Ontario, May 1, 2 and 3, 1981, sponsored by the Maple Leaf Chapter. This is a joint section meeting of members from the Eastern Canada and Western Canada Sections.

British Columbia Chapter

Last year was an exciting and productive one for the British Columbia 99s and this small summary may serve as an inspiration to make next year even better.

Our "Operation Firewatch," a fire spotting program which was developed through the B.C. Ministry of Forests, might have had more participation from the chapter's pilots and spotters had we not had

such a soggy summer. Crop water damage proved to be a greater problem in B.C.'s lower mainland than forest fires.

On July 6, we had our first annual "Poker Hop" so named because our mascot was a gray angora rabbit christened "Amelia Earhart." This enterprising rabbit flew to six participating airports in a Cessna 180 along with Aylmer Tippie, a Vancouver disc jockey. There were over 100 entries in this event and the windup Bar-B-Q at Pitt Meadows Airport was a gastronomic success. With over 30 prizes there were plenty of happy winners. Prizes included trips with Pacific Western Airlines and Airwest, gift certificates to Vancouver restaurants and even bottles of wine.

Our next public event was an aviation safety seminar November 29. Guest speakers were Des Price, MOT's Pacific Region Safety Officer, Earl Coatta of the Atmospheric Environment Service and Dr. William Rozecki, Aviation Medical Examiner.

Amongst the topics discussed was the problem of weather related flying accidents, an appropriate topic for this time of year when coastal areas and mountains are shrouded in clouds and freezing levels are just above the surface.

We will keep you informed of future activities but until then, be assured that the B.C. 99s are alive and on the move!

by Diana Rothberg

Canadian Rockies Chapter

The Canadian Rockies Chapter flew 300 miles over several mountain ranges to meet with some of its far-flung members at Kelowna, B.C. recently, and to hold its chapter meeting. Hosted by Betty Alsager,



At Harry S. Truman Airport, St. Thomas, U.S. V.I., on Saturday, December 20th, 1980, John Harding, Director of the Virgin Islands Port Authority, presented the Charter for the newly organized Beachcomber Chapter of the Ninety-Nines to Sandra Lapsley, chapter chairman. Looking on are Ann Biering, pilot and St. Thomas control tower operator; Tweet Coleman, First Officer for Aero Virgin Islands; Marijane Evans, First Officer for American Inter-Island; Susan Ward, First Officer for PRINAIR; Marlene Van Beuren, First Officer for Aero Virgin Islands; Eleanor Morgan, flight instructor for Sugarbush Air Service; Susan Kreager, Private Pilot; and Lynette Gumbs, Private Pilot and employee for LIAT.

members and their husbands enjoyed a talk by the Alsagers on how they use aircraft to round up cattle on their million-acre ranch in the B.C. interior. During the overnight meeting, members and guests enjoyed buffalo meatballs from the Alsager ranch, and visited with several prospective 99s.

A meeting of the Canadian Rockies Chapter was also held at the famous Fairmont Hot Springs, nestled up against the Rocky Mountains, and site of hang gliding activities.

by Roberta Taylor

Saskatchewan Chapter

The Saskatchewan Chapter had a great time in a simulator of the DT 114 Tutor jet at the Canadian Forces Base, Moose Jaw during one of their chapter meetings. The chapter was hosted by two of Canada's first female military pilots-in-training.

The Saskatchewan Chapter learned about hot air ballooning at a meeting in Regina, and organized an Amelia Earhart program with the Zonta Club of Regina, discussing opportunities for women in aviation. The chapter once more plans to run its Poker Run this summer.

by Roberta Taylor

CARIBBEAN SECTION

Beachcomber Chapter

Welcome aboard to a brand new chapter! Former 99 NEWS Editor Sandra Lapsley and a former A.E. Scholarship winner, Marijane Evans have found some kindred souls in the Virgin Islands and have established a

new chapter for the Ninety-Nines. The Beachcomber Chapter received their charter at the Harry S. Truman Airport, St. Thomas on December 20, 1980.

MIDDLE EAST SECTION

Greater Pittsburgh Chapter

ALLEGHENY AIR DERBY VI — The Greater Pittsburgh Chapter is sponsoring its sixth annual ALLEGHENY AIR DERBY, at Westmoreland County Airport, Latrobe, Pennsylvania, on Saturday, May 2, 1981 with a rain date Sunday, May 3. Derby time 12:30 P.M.

This proficiency race is open to all licensed pilots, flying any stock model single aircraft of not more than 420 horsepower. A proficiency race is scored on a handicap system. Each aircraft must fly the closest possible to their own predetermined speed and expected fuel consumption. The nonstop triangular course is less than 250 statute miles and will be flown during daylight hours.

Computerized race results are through the courtesy of "Control Data Corporation."

This is the second year the ALLEGHENY AIR DERBY will be a computerized race. The Control Data Corporation of Pittsburgh, Pennsylvania will be donating their time, equipment and personnel to score this race. Control Data personnel will be located in the control tower, allowing for faster scoring and race results.

With the growing interest and enthusiasm among pilots for proficiency racing, this annual derby has grown from 12 parti-

cipants the first year to nearly 40 in 1980. All guests and visitors are welcome to join us for a good time and competition.

For rules and entry information, send \$2.00 to:

Billie Latshaw
3601 Clawson Drive
Murrysville, PA 15668
(412) 327-6723
by Mary Y. Markiewicz

Maryland Chapter

Maryland 99s ended the year on a busy note. Seven aircraft, piloted by members as well as prospective members, participated in a fly by and also manned an information booth at the annual Chesapeake Days at Sandy Point State Park. Free publications were passed out on Aviation Safety, in addition to information on General Aviation and the 99s' organization, to interested people, flyers and nonflyers.

The information booth was set up a second time at the Fallston High School, for an FAA refresher airman's meeting co-sponsored by the Maryland Chapter 99s and the Edgewood Arsenal Army Flying Club, coordinated by Accident Prevention Specialist H.V. Klipa of the Baltimore General Aviation District Office. A representative from AVCO Lycoming spoke on aircraft engine operation and care. Personnel from BWI International Airport Control Tower explained TRSA and TCA operations and Maryland 99 June Hanson stressed the necessity of having survival equipment in all aircraft, demonstrating the basic survival kit assembled by the Maryland 99s and distributed to all chapter aircraft owners. Chapter members participating in these activities were Ginny Vogel, Bev Mentzer, Laura Eaton Chaney, Barbara Feader, Mary Beth Jones, Gail Heffner, Janice Colvin, Harriet Zapf, June Hanson and prospective member Carol Palmore.

by Joan M. Kosek

NEW ENGLAND SECTION

Connecticut Chapter

Despite 30 mile per hour winds across Fishers Island Sound, a dedicated group of Connecticut Chapter member flew in to Elizabeth Field on Fishers Island, New York to airmark. November doesn't have the mildest weather to airmark in but previous weather had failed to cooperate. Laurie Reeves, our graphic artist, laid out the numbers on paper for us before returning to duty with United Airlines. The rest of us, namely Chairman Carol Phelps, Marcia Spakoski, Catherine Feher, 49½ Tom Phelps, and friends Betty Greenspan and husband Rich plus Frank Houghton made the drawing come to life for Runway 25 and Runway 12. We'll paint the reciprocals in the spring when our hands and cheeks stay warm.



Fortynine and a halfer Tom Phelps and friend Frank Houghton apply the paint after Connecticut 99s Marcia Spakoski, Catherine Feher and friend Betty Greenspan laid out the numbers on Runway 25 at Fishers Island Airport, NY. Photographer was Chairman Carol Phelps.

Eastern New England Chapter

AIRMARKING ACES — Give me an N, give me an O ... R, F, O, L, K. What does it spell? **NORFOLK** and fun! The happy

for the girls. The local pilots also treated us to a host of assorted fly bys! The airmarking was termed a success by all involved. We look forward to yellow hands, feet, hair... at Marlboro in the spring. Ready girls? Give me an M, give me an A...

by Deborah Grimes

NEW YORK-NEW JERSEY SECTION

Finger Lakes Chapter

It was a perfect VFR day, everyone had fun, and the only mishap was a flat tire. This is the way it was last fall at the seventh annual Empire State 300 in Rochester, New York.

The event was sponsored by the Finger Lakes Chapter of the 99s, Rochester GADO Accident Prevention Program and assisted by the Rochester Pilots Association. Chairman George Ann Garms did a super job in coordinating the event and was ably assisted by the gals in the chapter.

Twenty-five planes competed from all over the northeast with everyone finishing the course. Out of the 25, 12 teams were made up of one or both 99s.

First, second and third prizes were given in both nonprofessional and professional categories. Prizes were for best speed, best fuel, and best husband and wife team. The first place winners were two nonprofessional gals from Long Island, Pat Bizzoso and Ronni Minnig, flying a rented Grumman AA-5. They had only flown in one other race; their score was a terrific 99.68. Congratulations to you both... They also won the William and Doris Miller Perpetual Trophy for the best overall score.

A busy fall schedule also included talks on celestial navigation, a meeting at the Strasenburg Planetarium and a holiday dinner-dance. The January meeting featured Peter Chaston from the National Weather Service.

by Constance L. Nelson

Official starter for the Empire State 300 was Julie Googins (center), complete with "official" hat plus fleet-of-foot roller skates. With her are Bill Lutgen and Al Lengyel from the FAA.



CHAPTER NEWS, ETC.



Smile, girls! The work is almost complete at Norfolk.

An airmarker in action. Jean Doherty is the Eastern New England cheerleading squad leader.



This is what the best dressed New England airmarkers are wearing this season!

voices of 99s at work could be heard loud and clear, in cheerleading fashion, across the ramp. The Eastern New England Chapter has perfected its own repertoire of airmarking cheers as we rally around the paint buckets. The latest airmarking was completed at the Norfolk Airport in Southern Massachusetts. Shirley Ohl and Nancy Hellier, airmarking chairmen, coordinated the "roller and brush brigade" with letter perfect expertise. The job was completed with a minimal number of yellow hands and feet and with paint to spare!

The welcome and hospitality we received at Norfolk was "on top!" John Menfi, airport owner, provided gracious support for our project and hosted a delicious cookout

Garden State Chapter

Take us to your runway, your hangar roof
... Want a compass rose? The Garden State



Pat Bizzoso and Ronni Minnig were first place winners in the Empire State 300.



George Ann Garms, Chairman of the Empire State 300.

99s are ready to meet the challenge. We've got the rollers, paint and a lot of energy ... as evidenced by the new look to the runways at Monmouth County and Hammonton Airports. Marlboro Airport not only had a



Grace McGuire and Lou Mammel star in **THE WAR OF THE ROLLERS**, a Garden State 99s production.



GRUMMAN CELEBRATES 50th ANNIVERSARY. Nicole Radecki, Doris Abbate, Barbara Evans and Ruth Dobrescu (Long Island Chapter); Charter Member Teddy Kenyon (Connecticut Chapter); Doris Renninger (Greater New York Chapter); and Charter Member Nancy Hopkins Tier (Connecticut Chapter) were among 99s in attendance at Grumman Aerospace's 50th Anniversary Celebration in Long Island, New York last fall. The long association of the Ninety-Nines and Grumman spans the years from the time Teddy Kenyon flew as a test pilot for Grumman in the 1940's to the recent presentation by Grumman of the cabinet and plaque honoring the 99s' first meeting. The contribution was installed at the Valley Stream Shopping mall during our own 50th Anniversary last year.

hangar roof airmarked, but now displays a compass rose on the taxiway. (It's accurate, too, thanks to Grace McGuire.) The chapter has cleaned out their brushes for winter storage, but we're looking forward to sprucing up several more airfields this spring. (Maybe by then our hands will be paint-free again.)

Aside from our airmarking activities during the fall, we had the pleasure of welcoming 10 prospective members to our October meeting. Everyone enjoyed the slide presentation "FOR THE FUN OF IT" narrated by Susan Oliver and the food orchestrated by Diana DeLange. November's meeting was a treat, too, as we had the privilege of seeing fantastic slides of the Oshkosh Air Show presented by our guest Doug Grant. Doug's enthusiasm was infectious and many of us are anxious to see the real thing in person next year! The November meeting was even more successful than anticipated as we welcomed four new members to the chapter: Alberta Bachman, Marna Hinman, Cheryl Hoyt and Lisa Richard. The **GREAT RACE** continues!

by Betty Pifer

Hudson Valley Chapter

June Simpson and Mary Matthews, Hudson Valley Chapter, took an 18-day Pan Am tour of Red China last summer. This tour included a visit to Hong Kong, after which we entered China by train. The tour included the cities of Canton, Forshan, Hangzhou, Shanghai and Beijing. China had extremes from the very poor peasants of Canton to the wealthy of Beijing. How-

ever, all over the people were extremely friendly, all are learning English and were only too happy to try out their English on us. All kinds of transportation were used from train, bus and plane inside China to a rickshaw ride in Hong Kong. The Great Wall is as amazing and spectacular as the travel folders describe. The Chinese, as well as tourists from all over the world, were walking the ramps and climbing the stairs to reach the parapets. As far as we could determine, there is no private flying in China.

by Mary Matthews

Long Island Chapter

The Long Island Chapter's January meeting was supposed to have a professional radio controlled airplane model maker and flyer speak. He couldn't make it at the last minute. Program Chairman Pat Bizzoso sneaked in a film on bees that her 49½er Pete has handy for his beehive hobby. He has won awards for his excellent honey. It was a honey of a film with lots of "flying" bees and one crop duster airplane which, of course, was the hit of the film.

Long Island Chapter Chairman Kathy Lusteg has just started a new job as chairman for Social Studies for three middle schools in the Patchogue, Long Island district. She is working on her Doctorate at night. On weekends she instructs with Phoenix Aviation at the Long Island MacArthur Airport. She is also secretary for the New York-New-Jersey Section. Busy lady, like most 99s.

by Patricia Rockwell

New York Capital District

Trish Bianchi, a member of New York Capital District, presented an aviation unit to third and fourth graders. Trish also presented slide pictures from her recent trip to China for our chapter's November meeting.

New York Capital District co-sponsored an airman refresher meeting with the local FAA/FSS on February 10th and 11th at RPI Communications Center, Troy, New York; the topic presented was Weather Simplified.

An air rally is in the planning for early May of 1981.

by Sue Banks

NORTH CENTRAL SECTION

All-Ohio Chapter

The All-Ohio Christmas party was held at the Sycamore Creek Country Club, Miamisburg, Ohio with Vice-Chairman Rosalie Burchett and 49½er Bill sponsoring. The buffet had the best food found anywhere and the club personnel really outdid themselves to help make the party a gala occasion. Champagne punch was available for those souls not flying and hot coffee for the others who braved the cold weather to make the mecca. Gifts were exchanged and a wonderful time was had by all attending.

Bulk mailing is a disaster! The All-Ohio Chapter tried bulk mailing for their January meeting and a membership drive coffee to be held a week after the meeting. To date about four women have received their notices, but Secretary Lois Taylor, with the assistance of other Ohio 99s, telephoned members to remind them of the meeting to be held at the Division of Aviation, State of Ohio, Don Scott Field, Columbus.

Sandy Gordley, hostess, cancelled a caterer and brought in cold cuts, coffee and lots of cookies. Barbara Mosher and husband Jim showed a very well produced home movie of the Ohio Wheel Chair Pilots and another film made of Barb as she flew aerobatics in her Citabria. The camera was mounted directly behind Barb and it was as if we were sitting in the back seat. A moving, wonderful show!

All-Ohio Sandy Gordley sponsored an

Walter Ross? Should have been called the "Plight of," and seems to be one of the better sales pitches for our 99 seminars and/or the AOPA "Pinch Hitters" courses. Sincerely hope it will prove to be timely for our seminar; given the circulation of the *Digest*, it should stimulate interest!

Another new project initiated this year is called the "99 Network," which is a listing compiled by Ruth Lake to keep track of who needs rides, riders, check pilots for hood work, etc., within our chapter. Hopefully, this list will become a means by which any of our members can check with Ruth when she needs any of these services, especially if one of our members has been forced to leave her aircraft somewhere away from home base and needs a ride back there to pick up her plane. (Who ever does that??)

Our December Christmas Party/Pot Luck Supper was, again, a real feast with all

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FAA Safety Seminar held in Columbus. Over 400 pilots were in attendance.

Vice President Margaret Bryant, Springfield, Ohio, has worked a miracle and has received word from the IRS that the Buckeye Air Rally is now not-for-profit. The request has been in the mill for well over two years. Now, all those people who contribute to the rally have a deduction number.

The membership drive coffee held in Columbus was a success despite the fact that the Post Office lost 200 mailers. Over 20 hostesses arrived to welcome the women pilots who are prospective members. After coffee and cookies, Verene Trubey, head of charter operations at Lane Aviation, site of the coffee, took the prospects and members through the charter aircraft. Chairman Jeane Wolcott displayed her company's 1979 A-36, and demonstrated how the new "push-button" aircraft are equipped and flown. At noon, everyone caught rides to the newly opened 94th Squadron for a delicious lunch. The entire day was such a howling success that a repeat is planned with added attractions.

by Jeane Wolcott

sorts of exotic dishes being supplied by our gourmet members! In fact, to call it "pot luck" is a distinct misnomer! It was just plain delightful from appetizers to desert! "Entertainment" was provided by Dorothy Haupt and a bunch of newly installed 49½ers!

by Jan Pocock



Charlene Falkenberg, International Secretary for the 99s and active Indiana Dunes Chapter member, is a P.R. representative with Northwest Aviation.

Indiana Dunes Chapter

An awards banquet was inaugurated last fall by Indiana Dunes Chapter. The highlight went to a husband and wife team, each earning the most points in all categories. Carol and Marshall Zander were named 99 and 49½er of the year. There were also awards for attendance, organizational work, flying hours, first rides, air races, new member sponsors, cross country trips,

Greater St. Louis Chapter

Barb Wilper is putting together the final plans, with lots of help from Amy Laws, for our March 28th "Flying Companion Seminar." This will be an all day briefing for the uninformed, to be held at Spirit Airport's FSS and will include: parts of the aircraft; chart reading; preflight planning; computer and plotter; function of instruments; nav aids; weather, and radio handling. (Gee, it's been so long, think your reporter should attend!) Lunch and the book, *From White Knuckles to Cockpit Cool* will be included in the \$15.00 fee. Wonder how many ladies have read the February *Reader's Digest* article called "The Flight of 2387 Mike" by

influencing another to start flying and a special award to an outstanding 66.

Getting ready for the 1984 spring North Central Sectional, which we are hosting, the chapter is using a monthly raffle to help with funding. Kathy Magon is the official auctioneer, and started off with a bang, bringing in \$50 at the box lunch auction in October.

Another continuing aspect of meetings beginning in October is a one-hour free instrument ground school given to interested members by Charlene Falkenberg. This will go on indefinitely and is intended to encourage the upgrading of licenses as well as serve as a refresher to those already rated. Charlene, who gave up her job with the school system to engage in an aviation related occupation, is now doing PR work for an FBO.

by Barb Gross



Kathy Magon, official auctioneer for Indiana Dunes Chapter fundraisers for the 1984 Spring Sectional, also attends school, took part in the class play, "You're a Good Man, Charlie Brown," and found time to earn her Multiengine and Commercial Single and Multiengine ratings last year.

Carol Zander was named Indiana Dunes 99 of the Year for 1980.



Pat Stark, last year's Achievement Award winner, with Rose Ray, this year's winner of Lake Erie Chapter's award.

Lake Erie Membership Chairman Helen Keidel pins new member, Bea Rieske.



Lake Erie Chapter

The Lake Erie Chapter named Rose Ray winner of this year's achievement award during the annual awards banquet. This is the "nonflying" award made annually by the chapter. Rose was very active, being treasurer, chapter newsletter editor and rummage sale coordinator.

New member Bea Rieske of Chagrin Falls was welcomed into the chapter at their Youngstown meeting hosted by Donna Fulks. Bea trained at the now-closed Chagrin Falls Airport, completing her license work at Portage County, where she flies 150s and Skyhawks.

by Marg Juhasz

Michigan Chapter

"Famous Women in Aviation" was the subject of United Airlines Captain Vern Jobst's talk at the January 11th AE brunch in Dearborn, Michigan. Vern is the pilot of the "Spirit of St. Louis" replica and participated in the 1977 nationwide tour that commemorated the 50th anniversary of Charles Lindbergh's historic flight across

the Atlantic. He has made aviation his life since his first solo flight at age 17 in an Aeronca Chief. Today he is highly active in the sport aviation world; he was elected president of the International Aerobatic Club in 1973 and served in that capacity for five years. He also serves as airshow director during the world's largest aviation event, the Experimental Aircraft Association's Fly In Convention in Oshkosh. We were honored to have him as our guest speaker and thrilled by tape recordings he presented of both Amelia Earhart and Mrs. Charles Lindbergh as well as numerous very interesting slides of women in aviation.



Silver Anniversary Michigan SMALL Race winner and newest Michigan Chapter member, Carol Kline, chats with "Life" member Thelma Lindzay at the November meeting.

Michigan Chapter is completing arrangements to offer "KEEP 'EM FLYING" grants to eligible members on a yearly basis. The program consists of three \$100 grants for special purpose flying activities. Members may apply between January 1 and April 30 of each year. Selection of three recipients will be made and announced by the chapter chairman and Board each June. Applications for this year were mailed out with the monthly newsletter and need as well as chapter participation will be prime considerations in awarding the grants.

The Michigan SMALL Race Board met in Lansing January 8th. This group is composed of members from all 99 chapters in the state of Michigan. New officers were announced as follows: Janet Russell of Lake Michigan Chapter — Chairman; Virginia Sutherland of Greater Detroit Chapter — Treasurer; Winnie DePerow of Michigan Chapter — Secretary. Mary Creason was given permission by the Michigan Aeronautics to act on the Board as Vice-Chairman. Mary Anglin and Jo Lee of Michigan Chapter were retained as Board members. The next meeting is scheduled for February 17th.

In February our Ways and Means Chairman, Toni Babcock, will supervise a unique "MONEY TREE" drawing (\$99). Donations received from this project will be used for scholarships, grants, aviation



June Beers and Mary Anglin review the AE Commemorative Brunch Program co-sponsored by Michigan, Greater Detroit, Ann Arbor, and Lake Michigan chapters.

education and safety. In addition, pens and the book *I'd Rather Be Flying* are also providing satisfactory revenue for the chapter.

The annual Poker Run is in the planning stages for this summer. Linda Druskins and Colleen Bradley will co-chair the event whereby poker hands are sold to pilots who fly to participating airports, draw playing cards and then check their hands at a designated terminus for prizes. A big old-fashioned barbeque takes place at the terminus while we wait for all the hands to come in.

A chapter birthday party is scheduled for February — our 47th year. Following the business meeting at Flint Bishop Airport we'll have a buffet luncheon and cake. A movie entitled "For the Fun of It," narrated by Susan Oliver will be shown to members and guests.

by June Beers

school. Jan is employed at Skyline Aviation located at Anoka County Airport.

by Mary Hudec

Quad City Area Chapter

The Quad City Area Chapter is proud of Vice-Chairman Rosemary Bryan. Rosemary was recently featured in an article in the Quad City Times entitled, "Engineering Success." The article described her work as an engineer in the sales and technical services department at Davenport Machinery and Foundry. It pointed out that she is able to utilize her Cherokee Warrior to visit equipment installations. Rosemary has been membership chairman and is presently vice-chairman of the chapter.

by Myrna Stephens

Wisconsin Chapter

On March 16, 1978, Joretta Graves of Stevens Point, Wisconsin received her private pilot rating. Her husband, Lowell had always wanted to learn to fly, but never got around to it. Joretta thought she should go and take a few lessons to get over her fear of flying in case he really did get serious about a license. So unbeknownst to her husband, she went out to the local airport and took a few lessons. She decided flying was fun and a challenge, so kept right on until she got her license without Lowell's knowledge. The day she passed her test some friends brought him out to have his first airplane ride with his wife. He wasn't too surprised. Since that time Joretta has gone on to get her commercial in June 1979, multi-engine in September 1979, Commercial Flight Instructor in January 1980 and Commercial Flight Instructor Instrument in December 1980. She is instructing on a part-time basis at the Stevens Point Airport for Sentry Aviation. Joretta is the mother of three children and is very active in the Wisconsin Chapter of the 99s. This year she is chairman of the WisSky Run to be held October 10 at Wisconsin Rapids. Husband Lowell has his private and Instrument Rating.

NORTHWEST SECTION

Columbia Cascade Chapter

In the new Port of Portland building at Troutdale Airport, the Columbia Cascade 99s met and discussed some plans to be included in the Northwest Sectional meeting in Portland, Oregon in 1982. Also, plans were made for the Pinch Hitter Course to be presented at Pearson Airpark, Vancouver, Washington on March 16th and 18th.

A recent visitor to our area was Jill Adair from Flame Lily Chapter-Africa South Section. Several chapter members met at the Red Baron Restaurant at Hillsboro Airport to lunch with Jill.

CHAPTER NEWS, ETC.

Minnesota Chapter

The Minnesota Ninety-Nines are beginning the year with two big working meetings. On January 10 and February 7 the Ninety-Nines donned their grubby clothes and spent a good share of their day at the Instrument Flight Training Mechanic School. Under the able tutelage of Mr. Gordy Amundson, a long-time friend of the Ninety-Nines, we were instructed in the preventive maintenance of our aircraft. Each Ninety-Nine was actually given an opportunity to work on a Lycoming engine. We were draining the oil, checking the oil pressure gauge and the oil screen, replacing or cleaning spark plugs and setting up spark plug gap clearance, learning the function of the magnetos and the points therein, seeing in action the combustion chamber and doing first hand all the important and necessary functions that many of us take for granted.

These superior educational meetings, and others like them, that the Minnesota Chapter has been providing have resulted in helping to increase its membership. In 1980 the Minnesota Chapter reached a record of 80 members. It is definitely a growing chapter reaching out to women pilots of all ages and professions throughout the state. The increase in membership over the past year has reflected the enthusiasm, hard work and special bond of togetherness of its members. Good going, Minnesota!!

Congratulations are in order to Terry Zeidler who recently was appointed as an Aviation Safety Inspector for the Federal Aviation Administration. Terry has been assigned to work at our local GADO office in Minneapolis.

Our congratulations to Jan Young, too. Jan recently took the check ride for assistant chief instructor for the approved



Glenda Martlew, Murray and Pat Moorhatch enjoy some conversation at the AE Brunch.



Guest Speaker Captain Verne Jobst relaxes before his talk on "Famous Women in Aviation" at the AE Commemorative Brunch.

Lana Basler, a chapter member and an FAA inspector, presented a program recently, to enlighten each of us as to what is required for maintaining the aircraft that we fly.

by Madeline Heesacker

Eastern Idaho 99s, 49½ers and Bob Jones at Challis, Idaho prior to flying into the Flying B Ranch.



Eastern Idaho Chapter

On October 11 and 12, 1980 the Eastern Idaho Chapter spent two beautiful days taking part in a Mountain Flying Seminar in the Idaho Wilderness Area and staying at the Flying B Ranch on the Middle Fork of the Salmon River. Instructor Bob Jones of Idaho Falls instructed gals flying their own aircraft in the short and soft field techniques which are so important when flying on back-country airstrips. In addition, each gal had a chance to travel to the various airstrips located in this area and make the necessary procedures in landing and taking off from many of these one-way strips.

Those participating included Jeanene Ellsworth, Sharon Laird, Dorothy Haff, Judy Ramsthaler, and Sandra Bills. Husbands were included in this fun and informative weekend. A special thanks goes out to hosts Don and Jeanene Ellsworth.

by Sharon Laird

Intermountain Chapter

We are very proud of the accomplishments of some of our members. Katie Reikofski has been promoted to chief dispatcher for Golden Gate Airlines, based in Monterey, California.

One of our members is a captain in the United States Air Force and is stationed at Fairchild AFB near Spokane, Washington. Kelly Hamilton has been flying right seat in a KC-135, which is a plane used for mid-air refueling. Recently she was promoted to left seat and is now pilot-in-command.

The son of one of our members, Margie Wood, was married recently. During the reception, two of her son's friends flew by pulling a banner reading, "Congratulations Craig and Linda." Quite a tribute to a flying family.

by Gloria Tornborn

Mt. Tahoma Chapter

The Mt. Tahoma 99s were pleased to entertain Ingeborg Berger, a 99 from France. Ingeborg and her husband accompanied the Mt. Tahoma Chapter on a dinner outing. Member Sally Bell took the Bergers flying around the Puget Sound area and over their recently purchased land in Puyallup, Washington.

The Mt. Tahoma girls are once again in the windscreen business. Marge Finden's tailor shop donated fabric to the chapter so they can sew and sell their popular windscreen protectors.

Sally Bell will be teaching a winter term course in aviation at Charles Wright School. She will be working with ninth through 12th grade boys and girls, and will be covering such topics as basic aerodynamics, aviation careers, aviation history and will provide a flying experience for each participant.

The November meeting provided an exciting adventure into the colorful aviation history of the Pacific Northwest. Georgia Franklin of the Pacific Museum of Flight took us on a trip into the past and showed up an exciting future for the new museum planned for Boeing Field.

by Carolyn Curles

North Dakota Chapter

The North Dakota Chapter of the Ninety-Nines held their annual holiday party at Jamestown, North Dakota during the weekend of January 17. Guests included 15 female students from the Aviation Department of the University of North Dakota. Gayle Vail, a 99 and staff member of the Aviation Department at UND conducted a program on aircraft identification.

Jamestown member, Beth Lucy, and her 49½er hosted the group for cocktails before dinner. After the dinner at the Holiday Inn, Kay Vogel, who recently retired as a tax auditor from the North Dakota Tax Department, was "roasted."

by Kay Vogel

Willamette Valley 99s Ginger Graham and Karen Farrand pictured at their Christmas Luncheon.



Willamette Valley Chapter

The Willamette Valley 99s held their December meeting at the Eugene Country Club. Aeronautical Christmas tree ornaments were exchanged after the delicious lunch. A guest, Carolyn Watson entertained everyone with her interpretative reading of "Rat and Mole" from *Wind in the Willow*.

by Mary Ellen Hobin



Willamette Valley 99s Lonnie Schmidt, Lillian Train and Marjorie Watson at Christmas luncheon.

Wyoming Chapter

WARBIRD TOUR — Wyoming 99s, 49½ers and aviation-buff guests met in Casper on January 11, 1981, for a guided tour of the hangar containing renovated warbirds. We were allowed to examine first-hand a perfectly restored B-25 (crawling into the gunner's position was a feat), a dismantled Corsair, and a P-51 which is being prepared for the Reno Air Races. The mechanics explained details of the restoration and promised rides in the B-25.

AMELIA EARHART DAY SPEAKER — Wyoming Chairman Shirley Everett was the guest speaker for the Cheyenne Zonta Club on Amelia Earhart Day, January 27, 1981.

by Shirley Everett

Pictured in formation are Amelia Shepherd flying the Luscombe and her husband, Will, flying a friend's homebuilt, the Argenie I. The picture was taken from the Shepherd's 1946 Swift which they restored.



SOUTHEAST SECTION

New Orleans Chapter

Back in October, sponsors of Louisiana Aviation Week filled the week with aviation oriented activities. One of the most recent New Orleans 99s to sign up received her private pilot license at that time. Amelia Shepherd went up for her check at Patter-son Airport on the day before a fly in and air show were held to kick off the week. Marion



Amelia Shepherd and Marion Brown stand in front of the 1947 Luscombe in which Amelia learned to fly.



Jan Scott, El Paso Chapter, and helper sell sno-cones during recent El Paso Aviation Day.

Joan Richey with her VariEze at "sunny" El Paso International Airport. To date only two females are known to have soloed the VariEze: Wilma Melville, 99 from Los Angeles, and Joan.



El Paso's Chairman Ann Curtis and Betty Ligon (member of Expert Space Shuttle Panel), watch as Ralph Gordon, FAA, explains the radar screen in the Computer Room at El Paso Control Tower.



Brown, a former WASP, gave Amelia her check ride. Marion is a charter member of the New Orleans 99s and currently is an active member of the South Louisiana 99s.

Amelia's husband, Bill, is an airline pilot for Delta. He taught Amelia how to fly. Their son, 17-year-old Bill, recently received his private pilot's license, also. He managed to spot land his airplane "on the money" at the last Poker Run sponsored by the New Orleans Chapter. Jill, their 14-year-old daughter, is anxious to get her wings, and seven-year old Emilie is content to be a passenger at this time. Their dog, Foxye, a rather nervous one, does manage to leave the earth's turf every now and then with the folks, but he may never be able to pass the written. New Orleans 99s are lucky to have such aviation enthusiasts in the area.

by Patsy Zeringue

SOUTH CENTRAL SECTION

Coastal Bend Chapter

The Grand Opening for the Yoakum Municipal Airport, operated by Katherine and A.J. Caraway, was held on January 17th. Since they have their mobile home on the airport, they would love to welcome any 99 flying that way for a long or short visit.

The Coastal Bend Chapter hosted a new type of seminar November 20, 1980 in Yoakum, Texas. Yoakum, being a small town, has both regular and volunteer firemen. The regular firemen are required to have eight hours of training in aircraft fire protection and rescue training and the volunteers need two hours. Therefore, as soon as Katherine took over at the airport the fire chief asked that she give them some training. She called for help from the Ninety-Nines. With the chief's help on what was needed, they invited the men and the towns-people and had a very successful two-hour seminar. They have been asked by one of the other small towns to do the same for them.

by Katherine Caraway

Chaparral Chapter El Paso Chapter

On January 10th, five members of the Chaparral Chapter braved marginal VFR weather to cross the mountains to join El Paso Chapter for a joint meeting. "Scud-runners" from Las Cruces, New Mexico were Ann Curtis, Evelyn Blackman, Janie Floyd, Jackie Shipp and Joan Richey. There was a great turnout of El Paso members as well.

We toured the control tower and lunched at Sky Chef's at International Airport. Lois Ziler was there from Sierra Blanca with one of her student pilots. Lois will fly down in April for her plane annual, and at the same time give a plane maintenance lecture for the El Paso Chapter. Also, great to have Betty MacGuire fly in from the ranch. Betty volunteered MacGuire Ranch for a fly-in later this year. It really caused a big commo-

tion when Joan Richey flew over from Cruces in her home built "VariEze."

El Paso's traditional Valentine's party was at Michelle Miller's home February 14th. On March 5th, we are all set to have our Weather Safety Seminar at International Airmotive, with the assistance of Ron Swierski, GADO. Jan Scott is coordinator.

Tentative date for Flying Seminar for high school age group, in connection with the El Paso and Ysleta Schools, is April 4th. The chapter voted to give a ground school scholarship to one of the students attending.

El Paso Chapter is making plans to help with a two-day air show in El Paso scheduled for May. Our airplane wash is set at International Airport for June 13th and 14th.

by Joan Richey, Chaparral & Lynn Stover, El Paso

CHAPTER NEWS. ETC.

Oklahoma Chapter

Eleven Oklahoma Chapter 99s helped with the Region Six NIFA meet in SWO and attended the chapter meeting held in conjunction with it. The Walkup and Robert's Hotels did a good business that weekend. The WX was CAVU with a light wind, would you believe. Oklahoma State University bagged most of the awards; their Flying Aggies have a fine flying club.

Betty and Ray Hammer made it back from Paris in time for Betty to fly in the Fairview Fly Lady Derby. Seems as though Betty kept taking the tour short-cuts, so she would be back in time. While Betty was flying in the derby, Ray did a little flying on the ground coming to Fairview. Kay Alley, Kansas 99 sneaked in with first place overall, Betty Hammer and Norma Vandergriff

finishing second and third, respectively. Dot Clum won the Fairview-Woodward leg and Phyllis Howard the Woodward-Dodge City one. Sharon Fall, the 99 NEWS November cover girl and Jeane Wolcott, All-Ohio 99s flew Jeane's Bonanza in the race. No, Sharon, Fairview does not have an ILS.

Marge Hudson made the arrangements for the Christmas party. There was a good turnout and the "white elephant" gifts passed from hands to other hands. Always a fun time for the Oklahoma Chapter.

Had our membership meeting in January at the Walnut Creek Country Club co-hosted by Dru Jones and Ben Baysinger. The 99 film, "FOR THE FUN OF IT," was shown to members and 15 guests. Have seen the film several times, but it never fails to impress me further and serves to bond all 99s together.

Skip Carter and Ruth Jones are back from Mazatlan, not many fish, but some stories to tell. Perhaps later we'll see them on the Don Wallace Wildlife show, seen in the Oklahoma City area on Channel 4.

Ye old 99 News Editor, Jan, is now home recovering from a ruptured disc operation and Janie Watson with knee surgery.

Chairmen Sue Halpain and Dottie Young were on Channel 5, Oklahoma City TV, regarding the 99s and women in flying.

by Nema Masonhall

Omaha Area Chapter

The months of our 1980-1981 calendar year have been busy ones. It started with the recognition of our incoming officers. Jill Ramsey was presented with a gift of appreciation in honor of all the time and effort she

gave while serving as chairman. Shirley Risk has taken over as chairman for 1980-1981. Pat Krueger is the new vice-chairman and Billie Pesek is both secretary and treasurer. The committee chairmen are Rosemary Block, aerospace education; Kathy Person, airmarking; Georgiann Rynearson, Amelia Earhart scholarship; Betty O'Brien, Jill Ramsey, and Lucille Strotman, flying activities and safety; Jeanne Kautter, membership; and Kristie Horn, news reporter.

We met at the Blair, Nebraska airport to paint the city's name on the new hangar roof. Due to strong winds on Saturday, we were forced to delay the painting until the next day. With winter weather bearing down on us faster than we had hoped, plans for a second airmarking were postponed until spring when warmer weather settles in.

Our schedule for the first part of this year promises to be as busy as last fall with meetings, our annual safety clinic in March, and of course the start of our airmarkings in early spring. And when warmer weather finally does arrive, Omaha Area members will be seen in the sky many times — on roofs as well as in planes as we have requests for airmarkings from two other airports so with the additional airmarking we aborted last fall, we will really have our hands full (with paintbrushes that is!).

by Kristie Horn



Lighted shadow lamp made by San Antonio's Pat Putnam.

San Antonio Chapter

San Antonio Chapter had its annual installation of Officers Banquet in the Tejas Room at Fort Sam Houston Officers Club. Installed were Laura Richter, chairman; Virginia Spikes, vice chairman; Geils Hegranes, secretary and Barbara Moore, treasurer. Highlight of evening was presentation of stained glass 99 emblematic lighted shadow lamp made by member Pat Putnam just before leaving San Antonio for new station in Osase, Korea.

by Mary Ann Greer

Santa Fe Area Chapter

Our first meeting of the New Year was a very informative tour of the Albuquerque Air Route Traffic Control Center given by Bob Darden. We all had an opportunity to plug in with the controllers and listen to what it's like being on "the other end".



Proud winners at Fairview Fly-Lady Derby held in November are: Phyl Howard and Betty Jo Hammer, Oklahoma 99s; Dorothy Porter; Norma Vandergriff and Dot Clum, Oklahoma 99s, and Kay Alley, Kansas 99 who was the overall winner of the event.

For all you South Central 99s, mark your calendars for Oct. 23-25. Those dates have been approved by the South Central Officers for the Fall Sectional meeting to be held in the beautiful city of Santa Fe. The Santa Fe Area Chapter will be working on making the Fall Sectional meeting an enjoyable one for all who attend. More official information will follow.

As of this writing, we are looking forward to a slide presentation to be given on January 28th in Santa Fe (Post Aviation) by Wally Funk, FAA Aviation Accident Investigator for the NTSB. Wally is a Los Angeles Chapter 99.

by Dianne Walthers



Wally Funk (center) visits with Meg Guggolz and Sally Welles after her slide presentation for Santa Fe Chapter members.



Dick Marsh leans into the roller and enjoys a cool drink as the sun warmed up the winter desert air.

CHAPTER NEWS, ETC.

Spanish Peaks Chapter

Highlight of the January meeting of Spanish Peaks Chapter was a slide presentation by Claiborn and Anne Courtright, taking us along with them on last July's flying vacation from Colorado to Alaska. They flew over some cold-looking glaciers — no place to land. Anne reports they learned to fly "Alaska style". Now we all want to fly up there!

Spanish Peaks Chapter is co-sponsoring the annual Aerospace Education Workshop (see calendar for dates) starting in June. Primary instructor is Dr. Boyd Baldauf, University of Southern Colorado professor of education and founder of co-sponsoring Aerospace Education Foundation. The graduate-level basic and advanced course has been a feature of Colorado education for the last six or seven years, with chapter members involved for the past three years. The workshop attracts a large number of teachers each year, and our involvement as a chapter project is eagerly awaited, since half our memberships are "graduates" of the basic course.

SOUTHWEST SECTION

Alameda County Chapter

Alameda County Chapter had a Fly-In to the Nut Tree Airport for lunch on January 24. In order to meet and become better acquainted with our sister chapter, Bay Cities, we invited them to join us on our fly-in.

Jean Stroobant and I left Hayward Airport together in my 1938 Aeronca KCA. The short trip was most enjoyable for Jean, who was continually amazed by such things as the propping of the airplane by hand as she held the brakes, the overhead aileron cables on a pulley, the elevator cables on a bicycle chain, and the gas gauge just in front of the cockpit, which is simply a cork with a

fine red and white painted wire through it. I explained to her that when the wire quits moving, the engine begins to operate on fumes. The landing was another amazement as at 30 mph and a rollout of approximately 60 feet, Jean said, "I was able to count the blades of grass as we touched down and rolled out."

Inside the Nut Tree, Jean and I were greeted by six Bay Cities 99s and one Bay Cities 49½er, and no other Alameda County 99s. A raffle was held with prizes Bay Cities had brought with them, with Jean and I winning all the prizes. Bay Cities then gave the raffle money to Alameda County Chapter for coffee for our meetings. A most embarrassing moment for both Jean and I, and we all thank Bay Cities very much for their kindness. The Alameda County Fly-In turned out to be a Bay Cities Fly-In and a good time was had by all.

Alameda County Chapter appointments and honors. Two of our members have recently received great honors. Adelaide Morris has been elected to the position of President of the Aircraft Pilots of the Bay Area (APBA) of Oakland. In its 40 years of existence, Adelaide is the first woman to be elected to this position. Congratulations Adelaide from all of us at Alameda County Chapter.

Alameda County Secretary and immediate past chairperson, Jean Stroobant has just been appointed to the Aviation Technical Advisory Board by the Aeronautics Department at Ohlone College in Fremont, California. Our best of luck to Adelaide and Jean in their new endeavors.

by Bette J. Spencer-Davis

Coachella Valley Chapter

Believe it or not we do have a chapter boasting 12 members with two sure prospects soon to join us. Meetings have been regularly held each 3rd Friday, alternate homes of members being the locale while we each provide food for potluck. If 49½ers are so inclined, they also attend and hangar-fly while we conduct



Eager air markers at Desert Center are Berne Schwenn, Jean Patane, Betty Manley and Jane Barbier



Clean up time, with Jerry Labine looking on as Jane Barbier and Bette Manley prepare for the long trek home.

Departing for home in the Navion belonging to Ken and Jane Barbier are Dick Marsh and Jean Patane (center). Photos by E. Wagner



business.

January meeting was a lovely one at the home of Ilia Mae Carosell in Palm Springs. She prepared the main dish, Chicken Cacciatore — absolutely delicious. Those present were, Ilia Mae; Bette Manley; Berne Schwenn; Joan Manhire, about to become a Ninety-Nine; Eleanor Wagner and Mary Ann Jamison.

Following a short business meeting, Mary Ann Jamison presented a fascinating accounting of John and Mary Ann's trip from Palm Springs (where they also have a home) to Lakeland, Florida, over to the Bahamas and around the continent of South America and returning to California in their Beech (V-tail) Bonanza. The slide photos were superb and Mary Ann's narration made us all feel as if we were right there. The trip began on December 20, 1979 and ended February 1, 1980, and was planned with the combined efforts of AOPA and the Jamisons.

Project of the year thus far has been the air marking of Desert Center, CA, about 50 miles from Indio and located near the Kaiser Mine at Eagle Mountain off of I-10. The strip is 5,000 feet, and was an auxiliary field for Camp Young during WWII. It is now under the Riverside County Airport System and the County furnished the paint.

After some four trips to the site, the air marking was completed on January 10, about 3 pm, according to Bette Manley and 49'er, George. Jean Patane, Air Marking Chairman, started the ball (or rollers) rolling, but twice was "felled" by the flu-bug. Those who continued with the work joined forces by air and by car to complete the project and included Bette and George; Berne Schwenn; Ken and Jane Barbier, who own a Navion and will be members soon; Eleanor Wagner; Jean Patane and Peggy Marsh's 49'er, Dick. With the help of County maintenance engineer, Jerry Labine, who with his truck and other pertinent tools and materials, we have another accomplishment to our credit with more to look forward to.

Berne is preparing to organize a Mystery Hunt in which we hope other chapters can take part. To be announced later. February meeting is shaping up and should be both entertaining and educational. Rosella Kibbey and Mary Turner, no longer living in Coachella Valley, are keeping in touch by mail and attending meetings whenever they can. We appreciate their interest and support.

by Eleanor Wagner

El Cajon Valley Chapter

The January 5th chapter meeting was held at All American Flight Center (owned by Chairman Connie Davis) with Frankie Clemens as hostess. Present were 16 members, SD Chapter member Betty Wharton, ECV Roadrunners Eileen Kreuzer; Robin Vickerman who received a Commercial and CFI Rating; and Bonnie McDowell, also a private pilot. Guests were

Audrey Cain from New Zealand; Edith Lynn, local pilot; and special guest, Chanda Sawant Budhabhatti, of the Indian Section. Chanda enlightened us on the upcoming tour to India in March and said she is studying here in Arizona to attain new ratings such as BGI.

ECV Christmas Meeting was a dinner at Boom Trenchard's at Lindbergh Field, December 27. Attending were members,

THE FUN OF IT" appropriately portrayed reasons for our existence.

Mary Ann Heller shared her "China Experience" with members and guests of Gavilan Chapter at the first regular meeting held at the home of Gloria Caliri in Gilroy. Mary Ann and her husband spent the month of July in China as guests of that government. How is that for an entry to a new frontier for 99s.



Hi-Desert Chapter Chairman Shirley Williams and Linda Paul, ready for Fox Field Open House.

Hi-Desert Chapter

The Hi-Desert 99s were well represented when Fox Field held its Second Annual "Barnstormer's Affaire" on November 2. Our booth attracted many visitors, and all questions were ably answered by members Shirley Williams, Linda Paul, Rosemary Jensen, Yvonne Koepke, Shirley Trusty and Cynthia Hicks. Several more names were added to our prospective member list during the open house.

The following weekend our regular monthly meeting was held at Furnace Creek in Death Valley. After a short meeting, everyone enjoyed the annual Art Festival at this desert oasis.

Shirley and George Williams weren't able to attend though, as they spent that weekend in San Felipe, Baja. Their trip was especially memorable as the Baja 1000 was being held at the same time and one of the checkpoints was right in front of their hotel.

And, last but not least, Bobby Smith was recently elected vice president of the Southwest Section Stinson Club.

by Cynthia Hicks

Long Beach Chapter

On January 24, 1981, Lucille Fernandez, a winner of a \$500 scholarship presented by Long Beach Chapter 99s in January, 1980, passed her check ride and became a private pilot, Airplane-Single Engine Land. Lucille, who had never flown in a small aircraft until

spouses, guests, and Brax Pollard, retiring Assistant Airport Manager of Gillespie. He has been a true friend to the 99s for many years. On behalf of all ECV members, we thank him!

Our chapter welcomes member Cay Hatch as treasurer. And, thanks are in order to past treasurer, Pam Jackson, who moved away. Lynn Coulthard is chairman for the 1981 Pacific Air Race with SD Chapter member Sharon Gurke as co-chairman. The race begins at Gillespie and ends in Snowbird, Utah. Accommodations are at the Carlton Oaks Country Club for the start. By the way, Lynn will be spending the next two months touring South America!

APT Chairman Jo Laird has worked especially hard to complete the forms necessary for our chapter to be APT.

by Syria Jane Zoch

Gavilan Chapter

The original nine members of Gavilan Chapter happily received their charter on October 17. It was presented by Thelma Cull as her first official duty since becoming Governor of Southwest Section. Past President Gerry Mickelsen; members of Santa Clara Valley, sponsoring chapter; Monterey, Sacramento, Alameda Chapters; and several 49'ers joined in the Charter Celebration dinner at Ridgemark Country Club in Hollister, CA. A very generous gift of \$499.99 from Santa Clara Valley 99s launched the new chapter. Progress will be recorded in the scrapbook given by Alameda Chapter. The slide presentation on the history of 99s "FOR

the day she was interviewed for the scholarship, has spent the past year learning to fly. Jean Schiffmann (Long Beach Chapter) has been her instructor. According to Jean, Lucille showed a special aptitude for flying. She handled several potential emergencies — deteriorating weather, a loss of power over a mountainous area, and smoke-darkened skies on three of her cross-country solo flights, in a calm, thoughtful and safe manner. Weather tried one more time to interfere when Lucille encountered 11 knot crosswinds on her check ride. She dealt with that, too. Long Beach Chapter is pleased to have helped promote another woman in aviation.

January 16, 17, and 18 found ten women from Long Beach Chapter 99s working with Accelerated Ground Training (AGT) to present a Flight Instructor Revalidation Clinic. The money received will be earmarked for scholarships for local young people interested in careers in aviation. Long Beach Chapter appreciates the generous help from AGT and the following workers: Mary Lou Basham, Margaret Callaway, Sharon Crawford, Faith Kundert, Jane McNeil, Ellie Meany, Nona Patrick, Mary Pinkney, Jean Schiffmann and Mary Wenholz.

by Ella May Pattison

Los Angeles Chapter

HONORS AND ACHIEVEMENTS:

Mary Haizlip has been made an honorary member of the American Air Racing Society. Marilyn Twitchell has become a Diplomate of the American College of Veterinary Ophthalmology (there are only sixty in the entire U.S.).

MEMBERS' ACTIVITIES: The Los Angeles Chapter held its annual pot-luck Christmas party at home of Norma Futterman.

Rachel Bonzon is taking classes at Santa Monica College, since she has retired from teaching school — she just can't stay away from the classroom. Rachel is also doing part time volunteer work at *Recordings for the Blind* and the Shut-In Program at Santa Monica Library.

Grace McGettigan is taking courses at Pepperdine University.

Eugenia Rohrborg is now an aircraft owner — a Cherokee 28! (She says, "Read that 1/5 of a 140.")

PREREGRINATIONS: Link and Jane Vaughn flew to Sedona, Arizona, just for an overnight jaunt. However, because of weather, icing and severe turbulence, they spent three days driving around in the snow and playing gin rummy before they could take off for home.

Eleanor Moon to Mankato, Minnesota over the holidays and it was cold! She was amazed at the 1500 fpm climb rate of a Cessna 172 in 0° F.

Sylvia Rickett and three friends flew a Cessna Cardinal RG to Columbus, Ohio, and back. All aboard were pilots and three of the four were A&P mechanics, so they

were prepared for just about anything.

Dorothy Limbach and Rachel Bonzon flew to Santa Fe, New Mexico, where they encountered four inches of snow.

Ilse DeVries just returned from a few weeks in England, visiting family and friends there and other spots in Europe, including Germany.

Virginia Showers spent a month in Egypt, Jordan, Israel and Greece. She visited an Israeli 99 in Tel Aviv, and they both enjoyed comparing flying in the U.S. and Israel.

Berni Stevenson and her daughter-in-law, Jean, bought a couple of Eurail passes and toured England and the Continent. Their favorite stops were Switzerland and Austria. They were able to travel all over Europe without advance hotel reservations. They were impressed that every rail station has an information desk where they speak English, a hotel reservation desk and a bank.

Doris Robertson attended an International Nursing Conference in Lausanne, Switzerland, and afterward, drove through the Swiss Alps to Germany. Then by train to Paris for eight days, and on the way home, stopped in New York and Boston.

Ailene Pickering and Norma Futterman flew 99NF to South Lake Tahoe for a few days. The weather was magnificent and their two nonpilot passengers are convinced that a private plane is the only way to travel!

by Norma Futterman

Monterey Bay Chapter

Sandy Pratt, chapter chairman, has been chosen as the Monterey Bay's applicant for the Amelia Earhart Scholarship. If selected, Ms. Pratt would use the scholarship to obtain her multiengine rating.

Vicki Karnes has graduated from San Jose State with a BS in Aeronautics, passed her commercial helicopter, and has been accepted into the Coast Guard. She will attend Officer Candidate School for four months and then go on to flight training with the Navy in Florida.

The chapter has shown the film, *General Aviation: Making the Difference* to Salinas High School students, the Salinas Exchange Club, and ZONTA (an organization of businesswomen to which Amelia Earhart belonged).

The chapter is planning on airmarking Watsonville Airport, home of the famous annual air show. We have also donated \$300 to the 99s Computer Fund.

Monterey Bay's own news reporter and newsletter editor, Lynne Kastel, jumped out of "a perfectly good airplane." In January, Lynne completed the jump school training at Eagle Field near Los Banos, California and then made her first jump (from a Cessna 182). She hit the drop zone on the money!

by Lynne Kastel

Orange County Chapter

December 17 was the date for the Orange

County Chapter's big Christmas bash at the Shark Island Yacht Club in Newport Beach. This was the third year that the party has been held there. Unfortunately, due to a slip-up, the party was held one day before the boat parade started and we missed the beautifully decorated boats parading before the Yacht Club windows. However, our great hostesses Beverley Allen and Janice Wallace had an alternative activity for us — "Guess the name of the Airport". Ten hand-drawn aerial maps of airports and the person who guessed the most correctly won the prize ... needless to say, it wasn't me. I would have sworn that *three* of those airports were Palomar. Thank you, Bev and Janice, we always appreciate your efforts at the Christmas party.

The November Fly-in for the Orange County Chapter was an over-nighter. November 15, planes departed for the Mexicali Rally south of the border. Lynn Newton handled the arrangements again with the following members participating. Eleanor and Bob Todd, Mary Ann and John Jamison, Betty and Harold Ackerman and Beverly Allen and Lee Jones. This reporter had to forego the pleasure due to our plane being down with a blown prop diaphragm. There was a short wait at the airport for transportation, but, isn't that part of Mexico's culture? Cocktails and buffet were held at the Holiday Inn, with music for dancing to boot. I hear that Mary Ann and John did a 'giggling' dance, whatever that is.

The next day the Dept. of Tourism for the State of Baja and the Tourist Bureau of Mexicali provided the group with tour guides who escorted them on a bus tour of the city ... which included the Civic Center, the impressive State and Federal Buildings and the beautiful State Theater. At the theater the group were allowed on stage to meet the resident repertory company which was rehearsing "Man of La Mancha." Next stop was the Museum of Natural Science where, strangely enough, many items were donated by the Sherman Foundation of Corona del Mar, California. Finally, lunch at that famous Golden Dragon restaurant ... hosted by the Mexicali and State of Baja governments who certainly knew how to make a trip South of the Border a memorable experience. Darn! See what I missed?

by Gwen Haynes

Palms Chapter

The Palms Chapter was honored this fall by not one but two visits from Sheila Scott of the British Section. One of the get-togethers took place at Claire Walters' newly remodeled house, near the Santa Monica Airport. After nearly a year in construction, we now have our main meeting place back, with a wet bar, dance floor and fireplace. A party meeting was held for Cara Lund's birthday a week later, also at Claire Walters'. Sheba Urray was named new recording secretary as Catherin Coyne and her mother Vi Cali have recently moved to

Salt Lake City, Utah. Just before their departure another special dinner was held complete with wet bar, dance floor and fireplace. Catherine served as newsletter and publicity writer for the Palms Chapter and the Palms to Pines Air Race as well as recording secretary for the chapter. They will be greatly missed by all, and especially by this newsletter writer.

Elizabeth Dinan, a special guest at the above occasions and member of the San Fernando Chapter 99s told of her upcoming month-long trip to China. Elizabeth and her 49½er Don take an annual trip each year to a different country. Elizabeth is still instructing at Claire Walters' Flight Academy at Santa Monica Airport. The Palms Chapter can't wait for the upcoming slide presentation of this latest trip.

by Cara Lund

Palomar Chapter

There were 22 entries from all over Southern California in the 11th annual All Men's Palomar Air Race. The day started with a pancake breakfast served by the Fallbrook Lior's Club to which the public was invited.

After a late start due to fog and overcast skies, twenty planes started on the 221-mile course which took them nonstop to Chiriaco, east of the Salton Sea, to Twentynine Palms and back to Fallbrook. All planes returned safely in the early afternoon. The winners were: Roger Newton from Van Nuys and Raymond Schutte from Valencia flying a Cessna 172; in second place was Roger Hyder from Covina and Frank Holloway from Glendora, flying a Beech Sierra; followed by John Black from Tarzana and Alan Berenstein from Los Angeles flying a Cessna 182 in third place. Rob Vreeland from Studio City and Al Tucker from Canoga Park flying a Cessna 172 came in fourth place and in fifth place was Bill Blackwood and John Earle, both from Escondido flying a Piper PA28-180. An awards dinner was held at Grandma's restaurant in Fallbrook, where trophies were presented to the winners.

by Valarie Grimsinger

Don and Reiko Hamblen with Jacquelyn and Bob Bongard were part of the "Starting Committee" for the All Men's Palomar Air Race.



Phoenix Chapter

Chapter's Pacer Simulator is moving around the valley helping 99s refresh their training and obtain new instrument ratings. An APT Day is planned for March. These proficiency efforts are helping to increase our own safety and in turn aviation safety.

Phoenix Chapter enjoyed "For the Fun of It" slide show at the January business meeting. Our activities have stimulated growth. The last several meetings have had 7 to 10 guests. In January, we voted in 3 new members. Anyone for another Great Race?

Phoenix 99s and Tucson 99s enjoyed fellowship at "Wings of Dreams and Flying

four fours and a two. Others helping fill the C-182 and the Piper Arrow were Adele McAviney, Dave (Ruthy's other guest) Lucy Snyder, Chrisie Rosenthal, Randy Chitwood, and Jerry Jones.

There were 8 women pilots at the Douglas County Airport fly-in among 15 pilots and guests, who demonstrated their flying skill and then joined everyone in having a good time at Genoa Park. Ruthy Deer, (Cessna 172), Lucy Snyder (Rallye), Lisa Glasgow (Cessna 152) were top winners of the Precision Landings. Other female pilots present were Irene Smith, Linda Draper, Kay Juhl, Adele McAviney, Heidi Manfroi, and student pilot Terri Dickerson.

Sixteen members and guests attended the Air Space Brief and Air Traffic Control

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Machines" all-day program during January's Arizona Aviation Week. Phoenix 99s sponsored an airlift that week. It rarely rains in Phoenix but it rained on our airlift. The event was still profitable with about 50 passengers. In February it was back to sharing as the Phoenix Chapter was joined by newly formed Lake Havasu Chapter and San Fernando Valley Chapter to airmark Bull Head City. Phoenix Chapter enjoyed flying air force simulators for free at Luke AFB.

At the end of February, Phoenix 99s worked as judges at the Arizona State University and University of Arizona flying team's meet. Watch out, NIFA Regional and National Competitions; these teams are preparing early.

March 1, we had a Poker Run. Sealed envelopes were issued at 5 valley airports. At the final airport the envelopes were opened. Each hand cost \$5 and the best poker hand received a percentage of the pot. Afterwards, there was a waffle breakfast. This was lots of fun, be happy to share details with interested chapters.

The 2nd Annual Spaghetti Dinner-Waffle Breakfast-Back to Back Airmarking is planned for April at Winslow and Holbrook, Arizona airports. St. Johns Airmarking and BBQ is planned for May. Another White Knuckles Clinic is planned for May also.

Don't get left out!! Order your International Ninety-Nines Calendar for 1981 from the Phoenix Chapter before they are gone.

by Kitty Pope

Reno Area Chapter

At a fly-in Breakfast, Beckwourth Airport was recently dedicated to Frank Nervino, father of our member Jan Bishop.

The 99s Flying Poker Party was attended by Ninety-Nines, prospective members and guests who bought 37 hands at 50¢ a hand. Ruthy Deer's guest, Dick, took the pot with

Facility Tour at the Naval Air Station at Fallon. Lucy Snyder gave Irene Smith a check-out in the C-152 so Irene and Maja Dozier would have transportation to Fallon. Lisa Glasgow flew a C-172 to Reno and picked up Gerry Gardiner and Ruthy Deer. Commander A. A. Nichols gave a slide briefing of NAS. Lunch was at the Galley with the enlisted troops. A tour of the Control Tower and Weather and Approach Control facilities followed. After returning to Fallon Airport, new member Lucy Snyder was presented with a chapter scholarship. Those attending were Dee and Mark Baer, Sandy Hart, Rocille Colburn, Jan Bishop, Faye Carr, Martha Frank, Lila Ferrell, Lucy Snyder, Chuck Dickerson, Gary Jordan, Lisa Glasgow, Jerry Gardiner, Ruthy Deer, Maja Dozier, and Irene Smith. A meeting which brought out 12 members and guests Lucy Snyder (now a member), Terry Park, and Sandy Hart's 49½er, Richard featured a presentation by Richard Hart on the Muscular Dystrophy Association FLY-A-THON.

Our Chapter put in their usual hard-working week at Reno National Championship Air Race Headquarters. Actually, all the hard work is fun because we get to meet all the race pilots and contestants and see what goes on behind the scenes, as well as earn money for our chapter scholarship fund. Wug and Kathy Gray once again opened up their home for a great Air Race Party for 99s, friends and guests.

by Hazel Hohn

Sacramento Valley Chapter

The Sacramento 99s had one terrific fly-in to Dorothy and Ace Huntley's sheep ranch near Point Arena! Ace's sister, Isabel Warmoth, also a member of our chapter, co-hosted the fun event. The ranch was homesteaded in 1872 by Isabel and Ace's grandfather. The original house was built in 1880; however, when the Huntleys recently

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retired there, they built a new home. Forty years ago, Ace had a 1400' strip leveled and, in preparation for the fly-in this year, he mowed it and put up the wind sock. Five planes flew into the ranch and three flew into Mendocino and were met by Isabel and Helen Mace, an acrobatic pilot from Fort Bragg. Buffet luncheon was served to twenty-nine after which some enjoyed the beach and others the redwoods.

by *MaryBen McClave*

San Diego Chapter

The San Diego 99s are busy raising money for the Aerospace Museum "Women in Aviation" exhibit. Last year's fund raising activities included selling popcorn and ice cream at the Brown Field Air Show in August, assisting AGS with a CFI Revalidation Clinic in October, driving for the AOPA convention in November, and putting on a fine Flying Companion Seminar for 34 enthusiastic attendees also in November. We found time to airmark Brown and Montgomery Fields between times. Pot luck dinners for the volunteers accompanied these events. A similar busy schedule is expected for the coming year.

We will be having brunch fly-ins the 3rd Sunday of each month to places within a 200 mile radius of San Diego. Other 99s are encouraged to call us for details and join us when possible.

San Luis Obispo County Chapter

On November 16, 1980, the San Luis Obispo County Chapter of the Ninety-Nines, in conjunction with the San Luis Obispo Pilots Association, sponsored a Media Day. We had well over 200 people participating, 66 of them press and public officials. The day was fun-packed and also informative with a constructive view of general aviation and the local airport. A program to deliver this message was

Southwest Sectional guests entering the main building of the Hearst Castle.



developed through movies, interviews, static displays, airplane rides, and rounded off with a free barbeque for the press.

More than 300 Ninety-Nines and their husbands attended the Southwest Fall Section Meeting at the Madonna Inn hosted by the SLO County Chapter. The meeting was preceded by a fly-in to Vandenberg Air Force Base with 44 aircraft and 174 guests. After landing at Vandenberg we had an interesting briefing, lunch at the Officer's Club and a tour of the base including the Space Shuttle site. Other activities included a tour of Hearst Castle and visits to several of the unique rooms at Madonna Inn.

A special thanks to the Santa Barbara Chapter 99s for their generous help.

by *Emily Cletsoway*
and *Pat Kamm*

Santa Clara Valley Chapter

Santa Clara Valley Chapter Ninety-Nines held their fifth Flying Companion Seminar with 54 eager men and women in attendance. The tightly woven seminar was held at San Jose State University School of Aeronautics with the aid of Professor Jerry Shreve.

Stella Leis was chairman of the seminar with Willy Gardner as co-chair. Jeannine Ceccio worked on publicity, Linda Powers, Carrie Felts and Jan Meitus working on registration and hospitality.

During the fourteen hours of the seminar many of the chapter stalwarts taught classes or assisted.

Pat Davis, chapter chairman, and Janet Hitt, 99 and Gado Safety Expert, welcomed the group, as did Prof. Jerry Shreve, who later taught the class on Weather Watch. Dr. Henry Rowe, FAA Flight Surgeon, lectured the group on "Exploring Your Fears and Feelings."

The Ninety-Nines who either taught classes or assisted were Mayetta Behringer, Peggy Ewert, Betty Hicks, Olive Olivera, Lois Letzring, Pat Rowe, Pat Roberts, Marilyn Orloff, Debbie Cunningham, Marjorie Griffin, Pat Gladney, Faye Kirk, Ruth Theriault, and Jeane Leete.

The Santa Clara Valley Chapter combined their annual awards banquet and Christmas party with 64 members and guests attending the gala event.

Joan Enyeart, recipient of the 1979 professional pilot of the year award was spokeswoman for the awards ceremony, giving 1980 professional pilot of the year medallion to Marilyn Orloff, an airlines flight engineer. Joan then asked the other 1979 award winners to present the rest of the awards.

Peggy Ewert presented pilot of the year to Pat Davis; Stella Leis gave service medallion to Evelyn Lundstrom and Lois Letzring presented a service medallion to Pat Gladney.

After the formal awards ceremony was finished, the chapter presented several fun tokens to other members of the group.

Pat Roberts was given a new toy airplane, because her PAR entry only made it as far as Bakersfield, on the way to San Diego; a log book to Debbie Cunningham for her December baby to be; another toy airplane for Janet Hitt, because she doesn't get much flying time in her new FAA job; an antique pass key for Pat Davis so we can always get in the meeting room if someone forgets the key; and a toy hammer for our own Jean Blake, new chapter chairman of Gavilan Chapter, so she can keep order in her meetings.

The evening was concluded with Ruth Theriault acting as Santa as everyone played our gift exchange game.

Nancy Rodgers, Peggy Ewert, Lois Letzring, Joan Enyeart, Linda Powers, Nancy Dunne and Stella Leis were on the banquet committee.

by *Stella D. Leis*



Utah's Sidney Sandau receives Phase II Wings from Arthur Varnado, Rocky Mountain Region FAA.

Utah Chapter

Carol Rayburn has moved to Washington, D.C. to accept a new position with FAA. Capt. Lorraine Starzinski is being transferred to the New Orleans area where she will be in Air Force Air Traffic Control.

Debi O'Connor has been assigned to the University of Utah Hospital Patient Transfer Service. She will give nursing care to patients who are being moved by airplane and helicopter.

Arthur Varnado of Rocky Mountain Region FAA presented Sidney Sandau with the first Phase II wings to be awarded in Utah. Sid also was the first Utahan to win the Phase I wings last year.

Louise Morrison recently spotted a downed aircraft while flying a CAP mission.

Meg Streeter flew to Seattle for interviews with Alaska Airlines. While waiting she is flying charters.

The Utah Chapter visited the Salt Lake City Control Tower and Approach Control. We observed the handling of traffic in IFR conditions which have existed in SLC for 40 days and 40 nights ... FOG.

by *Carol Clarke*



Racing News

ARC First Day drawing in Dallas

The drawing for take-off numbers in the Fifth Annual Air Race Classic will be held with a luncheon at Central Plaza Holiday Inn in Dallas, March 14. guests will also see the exciting movies taken during the 1980 Race.

The June 26, 1981 Start will be sponsored by the enthusiastic Tourist-Convention Authority and the hotels of Jekyll Island. From this "Golden Isle" on the Georgia Coast, the 2,332-mile course will wind through Greensboro, NC; Lexington, KY; Galesburg, IL; Sioux Falls, SD; Sidney, NB; Garden City, KS to Afton, Oklahoma where the Terminus will be sponsored by the beautiful Shangri-La Resort, June 29.

Entry kits for the 1981 race AND reservations for the First Day Drawing may be requested from:

Air Race Classic, Ltd.
P.O. Box 187
Addison, TX 75001
214/661-5499

Entries opened February 24 and close April 24. For Entry kits, non-members send \$17.50, and ARC members \$7.50.

Angel Derby draws for take-off positions

Fort Lauderdale, FL — More than 35 anxious pilots and guests gathered at the Sportsman's Lodge in Studio City, California on January 31 to watch Jack Albertson, *THE MAN of Chico And The Man*, draw post positions for the first day



entries in the 1981 All Women's International Air Race. One, working on her Instrument rating so that she can enter the race, came from as far as Chicago.

Twenty three planes entered on the first day entries were accepted. The first ten starting positions went to the following crews:

- #1 Barbara MacDonald, Las Vegas, NV
Maureen Motola, Irvine, CA
Cessna 172M
- #2 Michelle Miller, El Paso, TX
Marilyn Cragin, El Paso, TX
Beech Duchess
- #3 Vera Arnold, San Jose, CA
Pat Roberts, San Jose, CA
Cessna 182E
- #4 Marie McMillan, Las Vegas, NV
Gloria May, Kerman, CA
F33A Bonanza
- #5 Louise Martin-Vegue, Sherman Oaks, CA
Elynore Rickabaugh, Tarzana, CA
Cessna 172
- #6 Fran Bera, Long Beach, CA
Dodie Gann, Friday Harbor, WA
Beech Duchess
- #7 Delores Pynes, Canoga Park, CA
Shirley Thom, Montrose, CA
Beech C33A
- #8 Sonia Scheimberg, Canoga Park, CA
Virginia Rainwater, Reseda, CA
Cessna 182Q
- #9 Nola L. Rhodes, Riverside, CA
Virginia Boggust, San Bernardino, CA
Grumman American Tiger
- #10 Sally LaForge, Los Angeles, CA
Barbara Nichols, Burbank, CA
Cessna Skylane

Shangri-La Grand Prix Air Race draws for take-off positions

SHANGRI-LA (AFTON), Okla. — 1/21/81 — George Overton, general manager of Shangri-La resort, and Marion P. Jayne, president and organizer of the

ANGEL DERBY FIRST DAY DRAWING. Maureen Motola holds up her finger to indicate that she is #1 as Jack Albertson (*Chico and the Man*) draws names for take-off positions.



Marion P. Jayne, president and organizer of the SHANGRI-LA GRAND PRIX AIR RACE, Richard Engstrom, and George Overton, general manager of Shangri-La drew names for take-off positions following a luncheon at the resort on January 17.

Shangri-La Grand Prix Air Race, drew names at a luncheon January 17 for take-off positions in the upcoming Shangri-La Grand Prix, the first cross-country air race open to both men and women.

Qualified entries received by January 12 were drawn for the first ten take-off positions. Nancy Rodgers (pilot) from Los Altos Hills, California, and Jackie Petty (copilot) from Mountain View, California, were selected for the first take-off position.

Contestants will be vying for a total of \$20,000 in prize money, with first-place winners receiving \$10,000, and six places receiving the balance of the prize money.

The additional nine positions selected were: (#2) Kay and Paul Blevins, Mt. Arlington, New Jersey; (#3) Patricia and Ken Keefer, Barrington, Illinois; (#4) Edna Gardner Whyte and Donna Case, Roanoke, Texas; (#5) Ali Sharp, Grants Pass, Oregon, and Bernie Stevenson, North Hollywood, California; (#6) Richard Zepperer, Bedford, Texas, and Lee Steffen, Arlington, Texas; (#7) Richard Engstrom, Park Ridge, Illinois, and James Lasey, Sleepy Hollow, Illinois; (#8) Patricia Hyde, Eureka Springs, Arkansas; (#9) Sophia Payton, Clearwater, Florida; and (#10) Jack Harkness and William Burton, Lafayette, Indiana.

The 2,100 nautical mile race will take-off from Shangri-La on April 6 and travel to Tyler, TX; Burns Flat, OK; Roswell, NM; San Angelo, TX; Laredo, TX; Waco, TX; Monroe, LA; and return to Shangri-La for scheduled finish, April 8.

Entry kits for the race are available by sending \$6.00 to Shangri-La Grand Prix Air Race, LTD., Marion P. Jayne, 1918 W. Banbury Road, Palatine, Illinois 60067, (312) 365-5100.



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