

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Number 4

May 1981



VACATION  
*Flying Fun*



## Flying Weather in Florida

(Contribution from Bonnie Quenzler,  
CFI, Air Taxi Operator, Ferry Pilot)

Pilots who live here in Florida say the weather is great all the time. That is true for the most part. IFR days per year in the central and southern portion of the State can be counted on the fingers.

Here are some observations from a Floridian about Florida flying weather.

During the winter months, frontal patterns are common. Cold fronts march southward down the State. Squall lines are not unusual. Bad weather seldom lasts the whole day in a given area.

As spring arrives and the Bermuda High moves northward, cold fronts do not travel south with such power and speed. Characteristically, they slow or stop. This happens first in the southern part, then a few weeks later in the central area. Eventually, the cold fronts reach only the northern areas like Jacksonville or Tallahassee. A slowing front may change to a warm front and back up. Steering currents may move it north a few miles, then south for a few days. These days, weather is marginal

VFR in a band as much as 100 miles wide.

Occasionally, layers develop, ceilings lower and weather becomes IFR in poor visibility. Imbedded thunderstorms are the exception and the freezing level is usually high enough that structural icing is not a consideration. VFR pilots like to remain lower than cloud layers, where navigation is easier and showers can be circumnavigated.

At the northern border of the State, where it joins the mainland of the U.S., spring and autumn weather lasts longer. The associated stationary fronts linger. IFR conditions may last a couple of days. Low ceilings and visibilities are usually the worst of it which could keep VFR pilots grounded.

In summertime, Florida weather becomes tropical. Rarely does a frontal system reach far into the State. Then conditions are dominated by air mass type of weather. Moist air flows onshore from west or east, rises over the warm land and spawns thunderstorms. Florida is the thunderstorm capital of the U.S. Tops commonly go above 30,000 feet. But the thing to remember about these air mass thunderstorms is that most of the time they can be circumnavigated without difficulty, because they are widespread and quite visible from all altitudes. It is wise to get an early start if you don't want to be concerned, though. Student pilots are advised that at altitudes below the cloud base:

- 1) if you can't see through a shower, don't fly into it;
- 2) watch for horizon lines between areas of reduced visibility; they indicate your best path of navigation;
- 3) if you can see good horizon lines, safe pilotage is probably possible.

The seabreeze effect tends to keep thunderstorm activity inland. There are few reporting points in the center of the State, so, in flying those inland routes, employ flight following on ARTCC (Center) frequencies. Another good hint is to tune in to 122.0 for FSS en route weather and Pireps. If you are transiting an area of the State with no nearby weather reporting points, please make a pilot report. It may just be the information a fellow pilot needs to help make a flight planning decision.

*Remember:* In air mass activity, showers spring up first here and then there; solid lines are not the rule. Instead, look for areas of showers.

Sometimes a low pressure system spawns offshore. Or a low pressure trough brings showers and stratus. Weather becomes marginal but the system usually moves on within the day. Hurricanes are late summer considerations because they spawn widespread air mass activity.

Now, here are some rules of thumb observations you can use to flight plan.

1. Low level flying (around 1000 feet AGL) is easy because of the terrain. There are only a few towers anywhere in the State above 1000 feet. Coast line navigation is easy.

2. Cloud activity is the biggest key. Cumulus clouds mean good weather, but watch for instability that breeds thunderstorms. Note the speed of their development, tops, their shapes ... If tops are at 6000 to 8000, then there are probably showers below and you'll need to do a careful winding descent to stay VFR. Low is probably better as tops will soon become 10,000 or higher.

Stratus clouds mean stable conditions. A surprise TSW is unlikely. A haze layer indicates stability; good VFR is likely everywhere.

3. Thunderstorms: Avoid them, of course. At altitudes of 4000 to 8000, what looks like a clear route can become gray and soon envelop you. So, unless you can give the system a safe berth, go to an altitude below the cloud bases for two reasons: One, you can look underneath for those horizons of clear weather and, two, you are closer to finding a landing spot if you need it.

If you are on the ground, watching black sky approaching from three quadrants and you need to be on your way, then take-off to observe weather from the traffic pattern. Often, a clear route becomes apparent from the Air. Contact ATCT or ARTCC for radar echoes. Many have access to weather radar.

4. Be aware of the overall weather condition and its location, so you can make a decision more easily. Often, the choice is not "to go or not to go", but "how long before I need to change altitudes?" When in doubt, go low where you can see.

Also, if you are unfamiliar with the local weather, ask questions, but remember that the pilot who volunteers his observations may have a different experience level from yours.

This weather discussion may have revealed to you that flying in Florida weather is no different than flying in your local area — except that it is easier most of the time. So, bring with you your own weather knowledge and guidelines. Be aware of the expected conditions so that you can make a plan. Then come and try it out here. The air is fine!

*Our thanks to Jeannie Ball, a new Floridian herself, for recruiting this information for The 99 NEWS.*



# the 99 news

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ON THE COVER: Shangri-La Resort's Golden Falcon Airpark has a 4000' paved and lighted runway with instrument landing capabilities. A call on Unicom 122.7 will bring a courtesy van to meet you. See related article this issue.



# Calendar

## MAY

**MAY 1 - 99 NEWS DEADLINE FOR JUNE ISSUE.** Copy should reach 99 HQ by May 1.

**MAY 1-3 - ALL-CANADA SECTION MEETING.** Victoria Inn, Stratford, Ontario. Wine and cheese Friday night; business meeting Saturday followed by banquet which will be a Medieval Feast with singers and Wassail Bowl. Guest of Honor: Janet Green, International Pres.

**MAY 1-3 - SOUTH CENTRAL SECTION MEETING.** Sheraton Century Center, Oklahoma City, OK. 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 2 - ALLEGHENY AIR DERBY** at Westmoreland County Airport, Latrobe, PA, 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., Murrysburg, 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 - NY-NJ SPRING SECTION MEETING.** Howard Johnsons Motor Lodge, Tom's River, NJ.

**MAY 15 - CHAPTER CHAIRMEN ANNUAL REPORTS** to Governors due.

**MAY 15-17 - HAYWARD TO 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 16-18 - RAIM (RALLYE AERIEN INTERNATIONAL DE MONTREAL).** Quebec's 1st Lightplane Touring Rally. Besides flying over the Montreal, Sherbrooke, Trois-Rivieres, Quebec and la Malbaie regions, the pilots will be the guests of this year's host cities, Rimouski and St. Georges-de-Beauce. Various aviation, sporting and cultural activities will be prepared by the cities to be visited. Limited to 50 aircraft. For information: 514/521-4587.

**MAY 22-24 - ILLI-NINES AIR DERBY,** Rockford, IL. 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 23-24 - AMIGO AIRSHO '81** at Biggs Army Airfield, El Paso, TX. Aerobatic acts including the world's smallest jet and girl wingrider. Entertainment and education. International, involving the US, Canada and Mexico. Shuttle available from El Paso International Airport. For information, contact Sandi Pierce Melvin, 10 Civic Center Plaza, El Paso, TX 79987. 915/544-7880.

**MAY 30 - JIM HICKLIN MEMORIAL AIR RALLYE,** 8th Annual All-Men's Air Race starting and ending at Bullhead City, AZ. Sponsored by San Fernando Valley 99s. Race kits \$3 from JPHAR, P.O. Box 8160, Van Nuys, CA 91409.

## MAY 31 - GREAT RACE ENDS

### JUNE

**JUNE 1 - 99 NEWS DEADLINE FOR JULY/AUG. issue.** Copy should reach 99 HQ by June 1.

**JUNE 1 - GREAT RACE BEGINS** for '81-'82.

**JUNE 6 - BREAKFAST FLY-IN,** Lynden, WA. Farmers Day Parade, lunch at Duke Restaurant, Safety Seminar and flying activities including para-jumpers, gliders, antiques, etc.

**JUNE 7 - POKER RUN.** Alberta, Canada.

**JUNE 13 - GARDEN STATE 300.** Millville, NJ. 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 13 - MOOSE JAW AIR SHOW.** Saskatchewan Chapter will be promoting the 99s with a static display and sales of items.

**JUNE 14 - AVIATION AWARENESS DAY,** Bloomington, IN. Aviation and industrial trades day held in conjunction with the Hoosier Hills Festival. Exhibits will include business and sport aircraft, an antique/classic/homebuilt fly-in, ultra lights, balloon races, military aircraft and industrial and business exhibits.

**JUNE 15 - GOVERNORS' SECTION REPORTS DUE.** INTERNATIONAL COMMITTEE CHAIRMEN REPORTS DUE. To be sent to the International Secretary.

**JUNE 17-21 - INTERNATIONAL FLYING NURSES CONVENTION.** Wagon Wheel Resort, Route 75, Rockton, IL 61072. Program includes speakers and demonstrations concerning the Emergency Medical System of Illinois, "Why Me?" — a breast cancer program, and films on safety seminars by the FAA. Banquet. Registration: \$65 members, \$75 nonmembers. For information: Ruth Whan, Box 28, Plato Center, IL 60170.

**JUNE 19-20 - BUCKEYE AIR RALLY,** Seneca County Airport, Tiffin, OH. Raindate 21. Entries open March 1, close June 8. \$2000 prizes and trophies. Proceeds to the AE Scholarship, NIFA, and Womens Air and Space Museum. Kits available from: Connie McConnell, P.O. Box 111, Tiffin, OH 44883.

**JUNE 21 - 8th SASKATCHEWAN CHAPTER POKER RUN.** Rain date June 28. Terminus is North Battleford and other stops include Lloydminster, Biggar and Rosetown. Only 3 stops mandatory, including the terminus. Starting time 8:30 to 10:30. Flour bombing and spot landing at terminus. For more information, contact: Nadine Cooper, 7 Compton Road, Regina, Saskatchewan, S4S 2Y2, 586-6654.

**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, GA to Shangri-La Airport, Afton, OK. Total length 2332.66 sm. For race kit: ARC, P.O. Box 187, Addison, TX 75001. \$7.50 to members; \$17.50 to nonmembers.

### JULY

**JULY 1 - NO 99 NEWS DEADLINE.**

**JULY 1 - CHAPTER CHAIRMEN LIST OF APPOINTED COMMITTEE CHAIRMEN** due at Headquarters for publication in Roster.

**JULY 4-5 - "WINGS OF THE WORLD" AIR SHOW,** 5 pm, Sea World, Orlando, FL. The Canadian Red Devils aerobatic team, warbirds, skydivers, hot air balloons, powered hang gliders, experimental aircraft and military jet flybys. Fireworks end day at 10 pm.

**JULY 12-14 - INTERNATIONAL FOREST OF FRIENDSHIP.** 8th Reunion, Atchison, KS. 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 - OKIE DERBY PROFICIENCY AIR RACE,** Westheimer Field, Norman, OK. Open to male and female pilots.

### AUGUST

**AUG. 1 - 99 NEWS DEADLINE FOR SEPTEMBER ISSUE.** Copy should reach 99 HQ by August 1.

**AUG. 14-16 - MICHIGAN SMALL RACE,** Battle Creek, Michigan, Kellogg Regional Airport. 200 nautical mile round-robin proficiency race now open to MEN and women. \$2000 prize money. Contact Mary Gardanier, 1828 Miels Ave., Kalamazoo, Michigan 49001.

**AUG. 27-30 - NORTHWEST SECTIONAL,** Seattle, WA. 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.

**AUG. 28-30 - 12th ANNUAL ARLINGTON FLY-IN,** Arlington, WA. Northwest's largest homebuilt, antique event. Camping, meals available. 206-747-2748.

### SEPTEMBER

**SEP. 1 - 99 NEWS DEADLINE FOR OCTOBER ISSUE.** Copy should reach 99 HQ by September 1.

**SEP. 18-20 - SOUTHWEST SECTION MEETING,** Snowbird, Utah.

**SEP. 18-20 - F.A.I.R.,** Indiana Chapter's Fairladies Annual Indiana Rally, Richmond Muni, IN. \$1000 to first place winner, \$900 to next 4 places. Male or female pilots, co-pilots required. Kits \$3 from Theresa Brooks, 7405 Janna Dr., RR #11, Muncie, IN 47302. Entry deadline, Aug. 20.

**SEP. 24-26 - NATIONAL WWII GLIDER PILOTS ASSOCIATION** Annual Reunion, Marriott Hotel, Tucson, AZ. For information, contact: Dr. J.J. DiPietro, 3855 E. Calle Cortez, Tucson, AZ 85716.

### OCTOBER

**OCT. 1 - 99 NEWS DEADLINE FOR NOVEMBER ISSUE.** Copy should reach 99 HQ by October 1.

**OCT. 23-25 - SOUTH CENTRAL SECTION MEETING,** Santa Fe, NM.

**OCT. 24-25 - MONTEREY COUNTY AIRSHOW,** Salinas, California.

**OCT. 31 - SALINAS HIS 'N' HERS GREAT PUMPKIN CLASSIC** (Air Race), Salinas, CA Airport.

### NOVEMBER

**NOV. 1 - 99 NEWS DEADLINE FOR DECEMBER ISSUE.** Copy due at 99 HQ by November 1.

**NOV. 7 - HIGH SKY DERBY,** Midland, TX. 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.

### DECEMBER

**DEC. 12-13 - HIGH SKY SKIERS U.S.A.,** Steamboat Springs, CO. Downhill-Slalom and Cross Country Skiing. Reservations: Scandinavian Lodge, P.O. Box 5040, Steamboat Village, CO 80499. Entry Fee: \$25. Entries close Nov. 2. High Sky Skiers USA, P.O. Box 6393, Midland, TX 79701.

## HEADQUARTERS NOTAM

Please allow three weeks lead time on items ordered from Headquarters.



# ON THE WITH

# JANET



Are you and your bird dewinterized by now and poring over the charts with thoughts of that big vacation cross country in mind? Here in the South the plane hasn't been in moth balls but no matter where we are, a spring clean-up of our aviating skills is in good order. By now good 99s are APT and ON THE GO.

A bit of hangar flying points up our regional idiosyncracies. Out in the Northwest Section they can tell you how it is to fly the big mountains. In the Southwest they'll know about smog and heavy traffic. Strong winds always blow in the South Central Section to enliven final approaches. Tell me why those winds never blow from the tail at altitude? In the Southeast the little thermal puffs are visible with bases about 3,000 ft. in the early a.m., becoming towering CU's by midday and forming some super thunderbumpers to over 40,000 ft. by afternoon, to weary and die by sunset.

The Northeast has some of the country's most formidable WX conditions over the Alleghenies. Then there can be lots of traffic and fog up towards New England. In the latter two areas you will never hear visibility given over 15 miles and don't be surprised if it turns out to be only a few miles or so. First time I flew out to AZ and CA, the Flight Service gave me visibilities of an incredible 75 miles and more. I was rather hurt, for I had jumped to the conclusion that they were making fun of my southern accent, but lo and behold it was true.

Flying with my 99 friends and to 99 events has expanded my horizons enormously. My 99 trips started within months of obtaining my private license in 1960. In my own state of Mississippi, I learned that there was more than the coastal area, and now I've been to most of the public airports over the state and quite a few of the small grass ones.

I'll never forget my first section meeting. It was at Southern Pines, North Carolina. A trophy was given for the pilot who came closest to previously estimated time en route and fuel consumed. Being a new pilot, I probably tried harder; anyway, my Skylane and I won the trophy. My Skylane took me to many 99 events until it

became a victim of Hurricane Betsy. These little competitions, such as the estimations of fuel and time en route or a spot landing on arrival at chapter and section meetings, are not only great sport but encourage planning and increased proficiency.

My 99 related flights have been to every section of the US, Canada, the Caribbean, Mexico and Central America. How many people outside of the 99s have a roster of friends all over the world? Perhaps we don't make enough use of this benefit. Friends have visited the Mississippi Gulf Coast and failed to call me. Yes, I am equally guilty! We do appreciate a call or visit from peripatetic 99s. Let's not pass each other by next time!

Sometimes I think half of the fun of vacation is the excitement and pleasure of the planning. It is essential for us as pilots. Since I am working in a full time job as vice president of PFG Precision Optics, a company my husband and I started four years ago to manufacture optics for, among other things, the F4 aircraft, I have little time and not much stamina left after my pleasurable duties for the 99s. In the press of time it is difficult to stay proficient, wait out the impossible WX and stay rested enough to be the safest pilot possible.

But I can't resist any longer. Good traveling time has come and I am planning a flying vacation. The proposed trip is to Cozumel, Mexico on July 4th weekend. This over-water flight will take more planning and preparation than usual for I want to be sure everything is done thoroughly.

It's not too early to start planning our flight to convention in Boston this July. Going with a full plane can save quite a bit of money and be lots of fun.

We are blessed that we live in an era when we are quite free to fly in any way we want, whether for livelihood or enjoyment only. For FLYING — on races, to chapter and section meetings, to convention, on vacation, to other aviation activities, at work in industry or the military — that is our involvement and we're ON THE GO.

## HEADQUARTERS HOTLINE

**GRACE HARRIS WINS WRITING AWARD.** Grace McAdams Harris, pilot, sportscar racer, balloonist, Greater Kansas City 99 and president of Ong Aircraft Co., was recently awarded first place in the journalism competition of the Aviation Space Writers Association, Central Region, for her book, *West to the Sunrise*. The book, which takes its title from an experience she had while making an early flight aboard the Concorde, recites many of the things that have happened to Grace and her aviation and sportscar racing friends over the years. It is available through local bookstores or the Iowa State University Press.

**WOMEN IN AVIATION EXHIBIT IS PROGRESSING** for the San Diego Aerospace Museum, under project chairman Eva McHenry. Efforts by local 99s at funding the project have generated great PR in the southern California area. A large

gathering of 99s is planned for late summer for the celebration of the opening of the exhibit. Donations of funds are still desired and can be sent to the WIA Exhibit, c/o Kathy Boyles, Treasurer, San Diego Chapter.

### **WOMAN APPOINTED TO FAA PUBLIC AFFAIRS POST.**

Judy Nauman has been appointed Acting Public Affairs Officer for the FAA's Northwest Region. Nauman joined the FAA in January after 8 years in public information and communications work with Bacon Street, a private counseling program in Virginia. She holds a private pilot's license and in addition to her aviation experience she has had many years of experience in social sciences and interpersonal counseling. She is also a trained photographer.

(continued on p. 31)



# Board of Directors Spring Meeting

Oklahoma City, March 27-29, 1981

by Betty Jane Schermerhorn

President Janet Green called the meeting to order at 8 AM, March 27. All Board members and Loretta Gragg, Headquarters Manager were present. The following is not the official minutes detailing the business of the corporation but rather it highlights items of particular interest to the membership.

The Spring Board meeting is largely devoted to preparation of the budget which Treasurer Barbara Goetz will present to the membership at the annual meeting in Boston. The approved budget governs all spending of the corporation for the coming fiscal year.

Bids and samples for printing the Membership Directory were received from several companies. The Board is looking for a better quality, more readable type of print. Loretta pointed out that the names of Section and Chapter officers must be received by Headquarters by June 30 if they are to appear in the directory. A new list is necessary even if there are no changes from last year.

Janet Green announced that nine new chapters had been formed. The Board had the pleasure of reviewing and accepting

application for the formation of two additional chapters at this meeting.

There was discussion regarding the problems that some chapters are experiencing due to their large size. Questions arose concerning the distribution of the membership. Director Betty Jane Schermerhorn will prepare a graphic presentation that will be sent to each Governor and Chapter Chairman. This item will be on the agenda at the communications session in Boston.

Vice-President Hazel Jones reported that plans for the Convention in Boston July 15-19 are progressing well. Watch the 99 NEWS for details. Registration forms were printed in the March issue.

Past President Thon Griffith presented the first draft of a policy book. She has spent countless hours reviewing the records of our organization to prepare a resume of established policies in order to bring them together under one cover for handy reference.

Jan Million, Editor of *The 99 NEWS*, announced that the magazine is inviting Ninety-Nines to be guest editors. Such an

editor would produce copy designed around a theme which would first have to be submitted for approval. Re-writes can be provided and lead time can be substantial — even up to a year. Jan would help by suggesting names of authors who might wish to submit articles on the guest editor's theme.

The Board viewed the slide show "For the Fun of It". It was decided that it is time to start a revamp and update program. Such a project will require several months to produce. In the meantime, continue to place your requests with Secretary Charlene Falkenberg unless your Section, like the Southwest, owns their own copy.

In view of the duties at Headquarters already performed by Loretta Gragg, the Board deemed it fitting to give her the title Executive Director.

Approximately sixty Ninety-Nines have filed resumes for the job bank. Our computer now houses all membership and accounting files. Programs are being written for the job bank, accessions and the library. Contributions to the resource library housed at Headquarters are always very welcome.

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## Aircraft Insurance

by Gene Nora Jessen

Last time we delved into the fundamental language of the aircraft insurance policy, concentrating on the liability coverage. Let's go on to the physical damage portion of the policy.

The USAIG policy says, "We'll cover you against risk of physical loss or damage to your aircraft both while it's on the ground and while it's in flight — we'll pay you the amount shown on the Coverage Summary page for your Aircraft Physical Damage Limit, less any deductible that applies." That's called a stated value. If you insure the aircraft for \$50,000 and it is totaled, USAIG will pay you \$50,000 minus the deductible. And you notice they say "loss or damage"; that means a flying accident, or theft in the dark of night, or if an earthquake gobbles it up.

Another policy, that of Cravens, Dargan & So., says, "The limits of the Company's liability for total loss shall not exceed the

actual cash value of the aircraft." That same \$50,000 airplane insured for Actual Cash Value may not bring \$50,000 (minus deductible). Both are good policies and have a place in the scheme of things but you need to know what you're buying and why.

ACV (actual cash value) is based on a pro-rated depreciated value of the airplane and it usually costs a little less in premium than a stated value policy. The day after you insure it for \$50,000 it starts depreciating and, upon renewal, be sure to adjust the value downward. There's no sense in paying for more insurance than the airplane is going to bring in a loss. ACV policies can often be converted to stated value by your agent.

On the other hand, the airplane can appreciate. A new engine or radio package can increase the value. If you forget to tell your agent that you and your banker have just gold-plated the airplane, you'll both feel bad when it's stolen at the old value. (Bankers don't usually let this happen — not the theft, but the wrong value.)

Be careful when you pick a value for your airplane. Seriously envision what it would cost to replace that airplane if it flew off to the happy hunting grounds. If you insure it high, you're paying too much premium. The underwriter watches that and will ask for an equipment list if your cream puff is much over blue book. Overinsuring rings bells on the brains of underwriters who in a previous life may have insured slum buildings for high

values that subsequently suffered sudden fires.

Underinsuring is obviously a grievous mistake to the owner in a total loss. But the truly sadder but wiser pilot is the one who has had an underinsured partial loss. A classic example was the pilot who picked up an old distressed Bonanza and insured it for \$8,500. After bringing his jewel up to a \$12,500 configuration and neglecting to increase his insurance, a non-insured line-boy in the employ of a non-insured FBO entombed the airplane through a Dempsey Dumpster into the side of a hangar. Since the repair cost exceeded the value of the airplane, the aircraft owner's insurance company fulfilled its obligation by paying the owner \$8,500, the value stated on the contract, not the dollars he actually had in the airplane. Moral: if the airplane increases in value, call your agent and amend the policy.

Physical damage (hull) coverage is a subject ranging generally from misunderstanding to no understanding. Do you know the current value of your airplane? Do you know what you have insured for? Is it ACV or stated value? Is your hull covered for all risks or named perils? Does your policy use the words "in flight" or "in motion"? Have you ever glanced at the exclusions? Why not?

READ YOUR POLICY.



# As the Prop Turns ...

by Joan Kerwin



When we left you last month, the Administration had proposed a 20% tax on aviation fuels, a 9% airline ticket tax, a 5% air freight waybill tax and a sinister "and other miscellaneous taxes". This would have left our hero, General Aviation, and his sister, Airline Passenger, as the sole support of their Uncle Sam's son and protegee, FAA. Uncle said he was tired of supporting this ne'er do well, (well, Uncle said it in not so many words when he claimed that the rest of the family didn't benefit from FAA's existence at all) and thought the General, in particular, should take on the lion's share of FAA's upkeep. Unbeknownst to Uncle Sam and his wife, Aunt DOT (they do have these spells of mental incapacitation), it is Airline Passenger's big daddy, U.S. Airlines, (they are really only half siblings, having only their mother, Aircraft, in common) who has been receiving all the goodies from FAA. Like the spoiled brat he is, Airlines keeps demanding more and more. In fact, if Uncle would only think about it, he would realize that if General Aviation turned up his toes and died, FAA's costs would be insignificantly affected.

Now back to our story:

**UNCLE** (Handing his proposal for a new Airport Development Air Program to Capitol Hill):

Say guys, I was only fooling when I talked about a 20% tax on aviation fuels. How about making it only 36 cents a gallon on avgas by late 1985? So's they don't holler too much, we could start it kind of gradual like — maybe 12 cents a gallon this July and then we can sneak in other increases every year 'til we get the 36 cents by October of '85. Har, har. They won't even know what hit them.

**[Stage aside: Hee, hee. I sure scared them with the talk about a percentage. They should be so relieved I offered a cents a gallon tax, they should snap it up without a whimper.]**

**AUNT DOT:**

"Our bill would very significantly increase the extent to which the costs incurred by the FAA are paid for from the Airport and Airway Trust Fund, which is supported by system users, and decrease the contribution by general taxpayers to a level reflecting the use of the system by military and other public aircraft."

(The role of Aunt DOT is being played by DOT Secretary Drew Lewis)

**CAP HILL:**

Whoa there, Sam. You and DOT aren't flying with the ball in the middle. Congress will not "blithely go along with every detail of the Administration's policy ... For example, I agree with the concept of transportation users paying a greater share of the federal costs associated with

such use. We cannot, however, ignore the public benefit that flows from massive investment in a reliable transportation system. A person who has never ridden on an airplane or shipped an ounce of merchandise by barge nevertheless reaps a benefit from the public investment in the systems that allow safe and efficient air ... transport. We can reduce the general public's burden by raising user fees and general budget cutting, but I do not believe we should eliminate it."

(The role of Cap Hill is being played by Senator Nancy Kassebaum, R. Kan., and the words in quotes are hers.)

Tune in next month when we will try to find the answers to these questions:

Will Uncle Sam and Aunt DOT finally realize the public benefit of General Aviation as people and material movers? Will they notice how much of the Trust Fund has been spent on air carrier terminals and other frills?

Can General Aviation survive greatly increased taxes?

What happened to the concept of the Aviation Trust Fund being used mainly for safety related items?

Why does the FAA continue to withdraw funds from the Aviation Trust Fund for operations and maintenance while other withdrawals for ADAP which could benefit the contributors to the Fund have been suspended until a new ADAP is passed by Congress?

The nominee for FAA Administrator is J. Lynn Helms. Mr. Helms is past Chairman of the Board of Piper Aircraft and immediate past Chairman of the Board of GAMA. He also has represented GAMA at GENAVAC meetings for the past several years. Mr. Helms is a current active general aviation pilot logging nearly 350 hrs. a year and is highly respected in both the business and general aviation communities.

It will be a real pleasure to have a person in the Administrator's seat who knows what aviation is all about.

WRITE ON!

## CORRECTION

In the April issue of the 99 NEWS, Joan Alyea was erroneously listed as author of the Legislation Information column. Joan Kerwin, 99s International Legislation Information Chairman, was in fact author of that column.

# OSHKOSH '81 and the Ninety-Nines

by Jayne Schiek and Char Falkenberg

Did you see the pictures and write-up in February's Sport Aviation Magazine of the 99s attending the 1980 EAA Convention? If not, beg a copy from an EAA member in your chapter and get an idea of the fun in store for you if you decide to make the Oshkosh Trek in August of 1981. August 1-8, 1981 are the dates to mark on your calendar for a week of enjoyment, education and friendship.

You will see many 99s there. Hazel Jones, International Vice-President, will coordinate the Women's Forum programs. If you have a suggestion concerning a topic you would like to have presented — or if you are attending and have a program you would like to present, drop her a line immediately!

Charlene Falkenberg, International Secretary, will be in charge of the Simulator Center with Betty Jane Schermerhorn as co-chairman. Volunteers are needed for six hours per day for six days (one hour stint — per person). Volunteer for an hour and you will have a terrific experience working with a non-pilot.

Janet Green, International President, will be in charge of the Ninety-Nine Display which you will find in the Friendship Tent in the Women's Activity Area. She will need volunteers to spell her for the entire week. Here you will have the opportunity of introducing our organization to many pilots who may not have been aware of our organization in the past, as well as greet Ninety-Nines from all over the world who have come to this largest aviation convention in the world.

There are many other Ninety-Nines who are also EAA members who are involved as co-chairmen in the Women's Activity Area. Joyce Donner, a member of Wisconsin Chapter, heads up all of the activities in the Friendship Tent; Ruth Prescott, Wisconsin Chapter, coordinates the activities with the Oshkosh Communities; Jane Kriha, Wisconsin Chapter, conducts the Ground Race; Margaret Davis, Central Illinois Chapter, heads up Operation THIRST; Nancy Hunter, Central Illinois Chapter, is a co-chairman for WELCOME EAA; and Gloria Richards, Indiana Chapter, produces our colorful bulletin boards. Louise Pfoutz, All-Ohio Chapter, chairs the Women of EAA Forums; and Jayne Schiek, Central Illinois Chapter, coordinates the entire area.

There is something for everyone — FUN — FELLOWSHIP — FRIENDSHIP!!!!

Plan now to join the growing group of 99s attending the EAA International Convention at Oshkosh, Wisconsin. Look for more details about what you can expect in next month's issue.



# Thunderstorms: the pilot's bane

Spring and the onset of summer brings the pilot's bane — Thunderstorms! There is virtually no part of this country that is free of thunderstorms and the general aviation pilot should be knowledgeable of the three distinct stages of these potentially violent and dangerous storms.

- (1) Cumulus
- (2) Mature
- (3) Dissipating.

Most cumulus clouds do not become thunderstorms but thunderstorms start out as a cumulus cloud. Three conditions added to the cumulus cloud sets the stage for the thunderstorm:

- (1) Unstable Air
- (2) Updraft
- (3) High moisture content of the air.

The main feature of the cumulus cloud that will develop into a thunderstorm is updraft. As the moisture in the cumulus grows from tiny droplets into raindrops, the cloud builds upward. When the raindrops get too heavy they start to fall and this marks the beginning of the "mature" stage. Thunderstorm cells that progress rapidly through the mature stage are called "limited

state" thunderstorms.

Many pilots have foolishly flown through "limited state" thunderstorms with little or no damage to aircraft or passengers. They can consider themselves extremely fortunate since thunderstorms can produce any or all of the most violent weather hazards, such as hail, ice and turbulence, a pilot might encounter.

A thunderstorm in which the mature state lasts an extended length of time becomes a "steady state" thunderstorm cell in which extreme turbulence and large hail are predominate. While a limited state thunderstorm may last twenty minutes to one and one-half hours, steady state thunderstorms may last as long as twenty-four hours and travel for one thousand miles.

Hopefully, understanding the make-up of thunderstorms will increase the pilot's awareness of their potential danger.

Always obtain a thorough weather briefing for your route of flight, especially when thunderstorms are threatening. Use all available information to make a wise GO/NO GO decision. Consider the following.

1. Light aircraft pilots should avoid all thunderstorms.
2. Never venture closer than five miles to storm clouds with overhanging areas due to possibility of hail.
3. Use extreme caution in attempting to fly under a thunderstorm; beware of shear turbulence.
4. At the first sign of turbulence, reduce airspeed immediately to manufacturer's recommended airspeed for rough air.
5. Maintain straight and level flight on a heading that will take you through the storm area in the minimum time.
6. Exercise good judgment! There is always the 180° turn. Better to remain on the ground to let the storm pass — delay your arrival to be sure to arrive alive!

Marilyn Miller  
International Safety  
Education Chairman

## NOTAM

Please allow three weeks lead time on items ordered from Headquarters.

## Fear of Flying Clinic wins Brewer Award

The National Frank G. Brewer Memorial Aerospace Award is given for outstanding achievement and contribution to aerospace education. It was presented to Fran Grant and Jeanne McElhatton who conduct the Fear of Flying Clinic in San Francisco.

The clinic has graduated over 300 people and has 99s from Golden West, Santa Clara Valley, Bay Cities and Santa Rosa Chapters who volunteer their time and knowledge. The award certainly is shared by all of them.

The words used in the presentation speak well for the results of the efforts expended by all the volunteers: "The meticulous care and guidance provided by the "Fear of Flying Clinic" has gained recognition from government agencies, commercial airlines

and people in the medical professions. This clinic performs an important and unique service in effectively helping so many people overcome their fear of flying."

After convention in Australia, Fran Grant stayed on for vacation with her former fearful flyer husband, Norm, who was the impetus for her becoming involved in the clinic. Vacation turned into promotion and gearing up the aviation community to start a clinic in Sydney. It has been operating successfully for 2 years, conducted by 99s and Australian Women Pilots Association members.

On October 14, 1980 Van Adderson, Greater Seattle Chapter and Lorna Kringle, Puget Sound Chapter were chartered to start a clinic in Seattle. They have

completed one clinic and are eager to begin a second.

The basic needs for a successful clinic are a superb behavioral counselor (San Francisco has Margaret Goldman who is a former fearful flyer herself), and two very dedicated people to organize and coordinate the activities, plus a lot of willing volunteers. Anyone who has ever worked on the program has indicated the rewards of sharing individual success are so gratifying it makes any sacrifice extremely worthwhile.

Requests for information on starting clinics have come from Fresno, Sacramento, and Phoenix. If we're not careful we may get all 25 million fearful flyers up in the air!!!

Margaret Goldman, Behavioral Counselor, Jeanne McElhatton and Fran Grant were recipients of the National Frank G. Brewer Awards for Outstanding Achievement in Aerospace Education.



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# Pride Goeth Before a Crash

by Andee Rappazzo

It is said that there is a very thin line between pride and stupidity. As anyone within earshot of my upstate NY airport can tell you, I stepped over that line with a resounding crash one bright day last December.

My Cessna 150 had just come out of a three-month \$2400 annual (I learned from that, too!) and I was itching to fly it. I was tired of renting school planes from my long-suffering FBO. After all, did Amelia Earhart have to sign an insurance agreement? Did Charles Lindbergh have to sit around waiting for the Spirit of St. Louis to come back from a student cross-country? Did John Glenn wait for a CFI to go around with him?

N2733S had been bought to very strict technical specifications. Specifically, it was red, had a catchy number, and had adjustable seats. (I believe it also had superfluous items like engine and airframe.) I had missed my aircraft the past three months and had to content myself with retaining currency in a friend's 150. His was an ugly yellow and never matched my clothes. I couldn't wait to become airborne again in my own personal ego trip.

As I swaggered out to the ramp, no mean feat for someone 5 feet tall ... okay, as I minced out to the ramp, my ex-flight instructor suggested that I take an hour or so of dual "just to brush up". Looking back, I realize how concerned he must have been — after all, I had been single-handedly responsible for this man going from blonde to grey hair in one private pilot course. But at the time I was grievously insulted. Me need dual? Ms. 100-Hour-Knows-Everything - All - Ready - to - Get - a - Checkout - in - a - 747 Pilot? I eschewed his suggestion with a sniff. I was going to show him. After all, the FAA said I was current. Snickering loudly, I sauntered out to my investment.

Very carefully I started the 150,

announced my intentions in my best airline-pilot voice, and began to taxi to the end of our far runway. An assortment of friends and jealous renters waved at my magnificence as I glided away. Too bad I had no white scarf to flutter in the wind. Off I would go into the calm blue yonder — goodbye, suckers.

As I roared (??) down the runway I noticed that my silver lining was developing a cloud. Something was fluttering in the wind and it was no white scarf — my oil door had flown open. As I rotated, I decided to abort the takeoff. A sloppy departure would detract from my appeal to my adoring public. "Put the nose down and land," said my flight instructor's voice in my head. Never mind that he had said this at 400 feet on final and this was 10 feet on takeoff.

The resulting crash was heard in three counties.

I must have shut off the fuel system after the airplane hit. I remember thinking that if I just got out of 33S and walked away perhaps no one would notice the wreckage on the runway. But it was too late. People I hadn't seen for years were arriving to behold a very broken airplane and a whole pilot with a broken heart and deflated ego.

This story has a happy ending. Thanks to a generous insurance company, N2733S is about to emerge rebuilt from a very skillful shop 80 miles south. Its pilot's attitude is about to emerge rebuilt by a very skillful flight instructor and quite a few more hours of dual.

"Oh, this can't happen to me," you scoff. "I know my airplane and I have many hours." I, too, thought I knew all, including myself. I knew I was so impressed with my own importance that I could disregard safety and prudence.

Sometimes what you do know can hurt you.

## LAST FLIGHT ANN ENGLISH

Houston Chapter, former Charter Member of Dallas Redbird Chapter, passed away April 2, 1981 after a lengthy illness from cancer.

Memorial Contributions may be made to Amelia Earhart Fund.

## NOTAM

See March issue of the  
99 NEWS  
for  
CONVENTION REGISTRATION  
FORMS

## INDIANA DUNES TO CELEBRATE

On a cold snowy November night in 1975, Charlene Falkenberg from Chicago Area Chapter and Barbara Jennings, Indiana Chapter met with five other 99s in Valparaiso, Indiana and decided it was time to form a new chapter more convenient to 99s living in Northeastern Illinois, Northern Indiana and the Southwestern tip of Michigan. A charter was granted the new Indiana Dunes Chapter in May, 1976. Seven from the Chicago Area and six from the Indiana chapters along with nine new 99s made up the membership, which today totals 40.

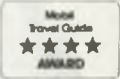
The chapter will celebrate its fifth anniversary at a luncheon at Strongbaws Restaurant in Valparaiso on May 9, 1981. Diane Austin, chairman of the affair, promises surprises for all who attend.



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# Candidates for 99 Board of Directors

At the International Meeting taking place in Boston this summer, elections will be held for the purpose of electing two members of the Ninety-Nines Board of Directors and two members of the Amelia Earhart Scholarship Board. This represents a change in procedure for the A.E. Scholarship Board inasmuch as the size of that board has recently been increased necessitating the election of two rather than one new member this year.

A brief resume of each candidate for these offices is presented here for review and discussion within chapters prior to convention. Delegates present at the meeting shall elect the new members to these boards by written ballot.



**CHANDA SAWANT BUDHABHATTI**

A member of the Indian Section, Chanda has been a 99 since 1965. She is president of the Indian Women Pilots Association (Charter). She holds Commercial Instrument Rating and an Advanced Instrument Ground Instructor's Rating.

She was Governor (Charter) of the Indian Section for 4 years and served as Lt. Hon. Secretary. At the international level, she served in Public Relations outside USA for 2 years. She has attended 5 international conventions and 3 sectionals.

She is on the Board of Directors for Zonta III, India. For Zonta in Tucson, Arizona, she is a member of the Amelia Earhart Committee. With the Tucson 99 Chapter, she has been a member of the Airmarking/Safety/Air Education committees.

She is a member of the Aero Club of India. Chanda has 15 years experience as Public Relations Manager of International Civil Engineers and Contractors Company.



**RUTH SCHILL DOBRESCU**

I joined the 99s in 1965; am a Long Island Chapter charter member; attended 12 International Conventions; held most chapter/section offices including Chairman, Governor; chaired 13 Committees — all levels; served on National Safety Council (Aviation), Washington, D.C.; led successful national drive to get 1977 Lindbergh Stamp issued; successful again — Blanche Stuart Scott (aviation pioneer) stamp; Director of very successful aviation series of commemorative covers benefiting Long Island Aviation Museum; Trustee/Nassau County Museum; Co-chaired fund-raising, Dedication, Luncheon of 99s 50th Anniversary Plaque at Valley Stream; Executive Secretary — 10 years; International Board Member 4 years; have flown in two races.

I am married to a TWA Captain and we have two grown daughters.



**JOAN KERWIN**

A 99 since Feb. 1970; attended 9 Internationals — 8 as delegate; Chapter

Chairman — 2 terms, where I initiated the formation of a new chapter. Section P.R. Chairman; Accident Prevention Counselor since 1977; initiated 99 membership in GENAVAC (General Aviation Associations Committee); represented 99s at First Biennial Operations Review and at EAA Convention; coordinated and presented Flying Companion Courses for the Illinois Div. of Aero. As International Legislation Information Chairman for past 6 years, have kept membership informed, have cooperated and coordinated legislative efforts with other aviation organizations; have attended last 5 GENAVAC meetings. Sincerely interested in continuing to serve the Ninety-Nines.



**MARILYN MILLER**

I have been Chairman of one Buckeye Air Rally, two Angel Derby starts, and one Aussie-Yankee Challenge Air Rally.

I have served as Secretary, Treasurer and Chairman of my chapter and as Treasurer, Vice-Governor and Governor of the North Central Section. I am now serving as International Safety Education Chairman.

I am now serving as Chairman of the newly formed Scioto Valley Chapter, which I was instrumental in forming.

I am extremely interested in pursuing a method in which we can encourage our non-US members to increase their membership numbers. Only then can we truly be a viable international organization.

I have worked as a secretary and an office manager and now serve as an Equipment Specialist with the U.S. Government, contacting both private industry and military personnel.

I am an organized person, giving attention to details, and am able to get along with people, being willing to listen, but firm enough in my own ideals and convictions not to compromise myself.

## DELEGATES WILL VOTE AT CONVENTION





**BETTY JANE SCHERMERHORN**

Betty Jane Schermerhorn has been an active 99 at chapter and section levels since she received her pilots license in 1970. She is immediate Past Governor of the East Canada Section.

B.J. has 1750 hours, Senior Commercial License, SMELS, instrument, Class II instructor, instrument and ground school instructor ratings. She was an Amelia Earhart Scholarship recipient in 1976.

Her strong belief in general aviation is demonstrated by the fact that she is a member of the Boards of Directors of the Ninety-Nines, COPA and the Canadian Seaplane Pilots Association. She also belongs to AOPA, The Ottawa Flying Club and Flying Teachers. While Governor she represented the East Canada Section directly to the Civil Aeronautics Branch of Transport Canada.

### **CORRECTION WRONG GROUP GOT THE CREDIT**

In the March, 1981 issue, we erroneously credited AGS (Accelerated Ground Schools) rather than AGT (Accelerated Ground Training) with a CFI Revalidation Clinic put on with the assistance of the San Diego 99s.

Clinic profits have been a primary source of revenue for many California chapters, and AGT clinics have generated over \$50,000 for the LGB, LAX, VNY and OC chapters over the past 4 years. We certainly appreciate the continuing support of AGT and regret the error in the March issue.

### **NOTAM**

**COLORING BOOK SUPPLY IS EXHAUSTED. WE WILL ADVISE THRU THE NEWS WHEN A NEW SUPPLY IS AVAILABLE.**



**MIRIAM S. DAVIS**

Miriam S. Davis, of Florida Goldcoast Chapter, earned her private, multi-engine, commercial and instrument rating in 18 months. A member of The Ninety-Nines since 1962, Miriam is corporate pilot and owner of the research and development firm founded by her late husband, C. Hubbard Davis. She has held chapter offices, including chairman, served on committees of the Southeast Section and on one International committee. Also active in community affairs, Miriam has served as president of Dade County Federation of Women's Clubs and Women's Cancer Association of the University of Miami.



**LOU ELLEN FOSTER**

Lou Ellen Foster has been a Ninety-Nine since 1960. She has a private license, single and multi-engine ratings. Tony Page recruited Lou Ellen for the Fort Worth Ninety-Nine Chapter. In 1968, enough pilots were recruited in the Wichita Falls area to form a chapter. Lou Ellen has worked continuously with the Wichita Falls Chapter and has held all chapter offices. She has also served on the South Central Section Nominating Committee.

## **Candidates for A.E. Scholarship Trust**

Lou Ellen serves on the Development Council of Harding University, her Alma Mater, as a director on the board of Western Christian Foundation and a member of United States Industrial Council. She is very active in her church, has worked a number of years with the Civil Air Patrol. She is a member of Texas Private Flyers Association, a charter member in the Wichita Falls Yacht Club and also enjoys crafts.



**GERTRUDE LOCKWOOD**

Member of the 99s since 1956; San Diego Chapter; hold a private license, ASEL, IFR; Chapter Treasurer several terms; International Nominating Committee 1969-70. AWTAR Start Chairman, 1958; Publicity Chairman, 1961; Board Member, 1960-61; Chief Timer, 1973; Assistant with registrations, 1977.

Have missed only two international conventions in 17 years. Manage my own investments business. Have helped, while at conventions, with A.E. Scholarship projects and have encouraged contributions from local chapters.

### **NOTAM**

**Michigan SMALL Race  
now open to men and women pilots.**



# Winging Across America



A favorite topic of conversation among pilots everywhere revolves around good places to go that are easily accessible by airplane. What is the field like? Is there transportation available or can we walk? Is the food good? How about accommodations?

We hope to give you some ideas through this issue to incorporate into your summer vacation plans. Whether you're looking for a place near home to try for lunch or dinner, or seeking a far off destination and places to stop en route, we think you'll enjoy sharing the experiences of other 99s who have been there before you.

You will find articles on flying to such far off places as Alaska and the tip of South America, as well as some resort areas somewhat closer to home for most of us. For those of you heading toward Boston for convention, we've tried to incorporate some material on that area, and hope you'll plan extra days into your schedule to make the most of your trip.

We've grouped many short items on fun places to fly into loosely organized regions within this section. You may even come across some places that would make fantastic stopping off points en route to and from Boston from your part of the country.

Whether you're the pioneer type who loves to camp out in primitive areas or go for the more luxurious style of vacations, we think you'll discover an idea or two to make you want to get out the charts and start planning.

## NORTHWEST

### Ft. Yukon, Alaska

Unbelievably far away — that is the feeling you get when you land at Ft. Yukon, north of the Arctic Circle, accessible only by air or boat. Bear skins strung to dry, houses for dogs and slightly bigger houses for the people. You don't stay there; you only visit, fly away and remember. A short flight away will take you to Circle Hot Springs where you can stay in the old hotel and swim in the hot spring water.

by Norma Vandergriff



Alaska. Flying the Alcan Highway is easy and beautiful.





Bacon Ridge, Wyoming, near Pinedale.



Green River Rendezvous pageant at Pinedale, Wyoming.

Custer State Park. Ever see the back of the heads at Mt. Rushmore?

### Eagle, Alaska

Flying down the Yukon River to Eagle is a unique experience. Eagle is a town with about 38 people and a runway that would drive a rock hound crazy. Beautiful pebbles of every color abound. Gas, if available, must be strained through a chamois. Fishermen bring in the big salmon and lay them on the river bank.

by Norma Vandergriff

### Big Creek, Idaho

Drop in for a tremendous breakfast served at the Big Creek Lodge on Big Creek Airport located in a heavily wooded canyon about 20 miles north of Yellow Pine. The airport is state owned and maintained and has tiedowns and campgrounds available. A hotel and store are nearby, and fishing and hunting are moments away.

The favored landing direction is to the south, departures to the north. Patterns should be flown east of the field due to the terrain — base turn will be around the end of a small ridge. A dip in the north end makes the runway seem shorter than it is. Announce your intentions on 122.9. Since this airport is above 5000 feet elevation, CHECK DENSITY ALTITUDE.

Information courtesy of Idaho Division of Aeronautics.

### Custer State Park, South Dakota

Take a 210° bearing from the Rapid City VOR, cross check with a 90° radial from New Castle, Wyoming, and find yourself over a nice turf strip at Custer State Park. The State Game Lodge, nestled in the hills, is the former summer White House of President Coolidge. The Wild Life Refuge, noted for its buffalo, is accessible by Jeep trips and hiking trails. The Summer Play House is a seasonal attraction, also. Arrangements can be made for a car to

drive to nearby Mt. Rushmore. Buffalo burger at the Lodge is great.

by Norma Vandergriff

### Lake Oahe, South Dakota

A beautiful sight when landing at Pierre Airport is Lake Oahe, with the World's Largest Earthen Dam, impounding an inland sea 250 miles long. Mobridge Municipal also is near Lake Oahe and the Monument to Sacajawea, the Shoshone girl who guided the Lewis and Clark Expedition.

### Pinedale, Wyoming

Southern entryway for the Tetons and Yellowstone Park. Second weekend in July is the Green River Rendezvous, locally produced pageant recreating the gathering on the "Green" of the Indians, Traders and Trappers. High altitude airport with the usual LONG runway. A genuine "cow" town. Good hunting and fishing, lots of dude ranches. The last time we flew in it snowed about 15 inches on the 17th of June!

by Verna West

The Wyoming Aeronautics Commission advises that flight times are best in the early morning when the air is cool and smooth. By noon, the thermals begin to make the air a little choppy.

### Mt. St. Helens, Washington

Probably one of the biggest attractions in Washington this year will be Mt. St. Helens. The closest airport is Toledo Municipal. The field is attended during daylight hours and there is an FSS on the field (daylight hours only). Fuel is available and arrangements for accommodation in the nearby town can be made. Two other airports are fairly close to the mountain, Chehalis and Kelso. Both are very near larger towns with lodging, transportation, fuel and aircraft servicing easy to obtain. During the late spring, summer and early fall, motel accommodations in Toledo are expected to be difficult to obtain. Those in Kelso and Chehalis will be somewhat better but may still be difficult.

Thanks to Washington Division of Aeronautics for this information.





Montezuma's Castle near Sedona, Arizona



Lake Powell.

## SOUTHWEST

### Sedona, Arizona

This is a neat airport on top of a mesa near Sedona, in the Arizona red rock country. The town is a tourist mecca, marvelous in the springtime when it is still cool enough to enjoy hiking in the desert. Many Indian ruins are near and the old mining town of Jerome is worth a trip. North to Flagstaff and Grand Canyon, you fly over fascinating volcanic craters.

*by Verna West*

### Bryce Canyon, Utah

The airport is at nearly 8000 feet, but it is a long runway with good clear approaches. The usual magnificent southwestern Utah scenery. Loaner car at the airport to get to a motel and can be rented. Good campground. An easy day trip to see Zion and Cedar Breaks.

*by Verna West*

### Oljato, Utah - Indian Country

An out-of-the-way Indian Reservation, about 30 miles of dirt road from anywhere. It has been some years since we have been there, but there are others. We bought a nice rug. We were kept awake all night by dogs, howling coyotes, and the wind that BLEW. Why would anyone recommend such a place? Lake Powell is not far and Monument Valley is in view as soon as you are airborne.

*by Verna West*

### Moab, Utah

Land at Canyonland Airport. This is Grand Canyon country. We stopped on our way to International at Vail. The magnificent formations are formed by wind and rain. We hiked through part of the park just before sunset with late sun reflecting on the red sandstone. We rented a car and stayed in Moab. Raft trips on the Colorado River can be arranged here.

*by Verna West*



The Arches Monument at Moab, Utah.



Oljato, Utah.

Bryce Canyon.

(continued on p. 28)



# BOSTON...

## Gateway to Vacationland!

The Cape Cod National Seashore ... miles and miles of unspoiled beauty. (Photo courtesy of Cape Cod Chamber of Commerce.)

Old Cape Cod ... This windmill in Eastham is one of the sights you won't want to miss. (Photo courtesy of Cape Cod Chamber of Commerce.)



by Lil LeBlanc

New England — the rocky coastline, sandy beaches, mountain meadows. It's a region which has been idealized in song and prose; a vacation paradise with something for everyone! You can make the most of your convention visit to our region by planning to linger for your '81 summer vacation.

The six-state area which we call New England has many different faces. Let's embark on a state-by-state tour noting the sightseeing highlights which await you.

Massachusetts, your convention base, spans the New England region from east to west. As you head south from Boston, the distinctive architecture of "salt-box" houses, the sparkle of sand and sea, and the scent of fried clams will tell you you're on Old Cape Cod. Famous for her hidden coves and artist colonies, "The Cape" is a picturebook dream come true. Her excellent restaurants feature succulent lobster and just-caught seafood, while many motels and resort centers provide luxury alongside miles and miles of sandy beaches. The Cape is "all beach", but the largest beach area is to be found at the Cape Cod National Seashore. Twenty-seven thousand acres of spectacular dunes and fresh water ponds are maintained in their natural state, providing visitors with the opportunity to explore, photograph or merely work on a tan. For the scientific minded, Woods Hole provides three famous oceanographic institutions and an aquarium.

Catch the ferry from Woods Hole and head for the islands of Martha's Vineyard and Nantucket. You won't want to miss the spectacular view from Gay Head on Martha's Vineyard, where clay cliffs rise 130 feet above the sea. Many "stars" have residences on "The Vineyard", as it is known, so don't be surprised if you happen

to cross paths with James Taylor, Carly Simon, Frank Sinatra or Walter Cronkite. Nantucket has a rich and famous whaling history that dates back to the eighteenth century. Many of the island's quaint houses date from that period, and a whaling museum provides a testament to the lives of men who made her their home.

In Central Massachusetts, be sure to visit Sturbridge Village. It is a re-created pre-revolutionary New England village, complete with authentically restored homes, a village green and a work farm. The "Villagers" themselves seem oblivious to the modern day world, as they tend to their chores of cabinet making, blacksmithing, candlemaking and pottery. It's a history lesson without a classroom!

The Village of Stockbridge typifies Western Massachusetts. It's set among the rolling Berkshire Hills and has hosted many noted writers including Edith Wharton and Edna St. Vincent Millay. The Berkshires come alive with music all summer long. Thousands of visitors flock to Tanglewood and stretch out on a grassy expanse to hear the Boston Symphony with featured guests including many top-name performers.

North of Massachusetts are the beautiful mountainous states of Vermont and New Hampshire. Covered bridges, mountain streams and unspoiled beauty await you in Vermont. Your pace of life will slow as you stop to allow a cow to cross the road or wait for a passing train. The Green Mountain State will be wearing her verdant coat to help celebrate your summer vacation.

New Hampshire, as well, offers hidden trout streams, webs of hiking trails and recreational lakes. The spectacular White Mountain National Forest is only a short drive from Boston. Visit the highest peak in

the Northeast — Mt. Washington, over six thousand feet skyward. It's a treat of the senses for every explorer! Reminisce the past, remember Bretton Woods, or just enjoy the fresh air.

Like lobster? Then you'll love Maine. You can enjoy a clam bake at Boothbay Harbor, take a windjammer cruise, or visit Acadia National Park. Maine's coast line is dotted with little islands which provide perfect hideaways. You'll probably also be able to find an "old salt" — a yellow rain-coated fisherman — who'll thrill you with folklore and oblige with a picture.

The Southern New England States of Rhode Island and Connecticut also lean heavily toward seafaring. Rhode Island has its own little off-shore island known as Block Island. The state is also the home of the very famous Newport Mansions. These "summer cottages" of the Vanderbilts and others are open to the public. You can take a tour of the Breakers, Marble House or Kingscote, to name a few.

Connecticut is a cosmopolitan state with a New York influence. Many of her residents work in the Big Apple, but prefer the tranquility of Connecticut after a long day. Some sightseeing highlights which you won't want to miss include Mystic Seaport, a living museum of ships and seafaring, or a drive along the beautiful Connecticut coastline. An urban revival is happening in this state, in the city of Hartford. New construction, shops and other businesses are adding to the re-awakening!

Also from your Boston base, you're in a perfect position to jump off to Europe or Canada! New England has so much to offer! Plan now to make it your vacationland!



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# Look 'n Learn!

by Lil LeBlanc

Educational programs and industry exhibits will abound during Convention!

Here is a sneak preview of the coming attractions:

## EDUCATION

Ken Johnson, of Avco-Lycoming, will provide much useful information on preventive maintenance for that all-important aircraft engine. Don't be disillusioned if you happen to be Continental-powered; Ken's tips will be "generic." "Charts in the Airspace" will be the topic of discussion with Barry Zielinski of Jeppesen.

Interested in the weather? Then you'll want to hear "Chan" Chandler who will speak in "aviationese" about this critical element in our flying lives.

The very popular Bill Cook of the FAA will present a "surprise" subject. Bill promises an interesting program, and anyone who has had the pleasure of hearing him speak will assure you that he'll get — and keep — your attention!

There will also be a speaker from the

AOPA air safety foundation, who will provide current safety tips — valuable "insurance" for all of us!

## INDUSTRY EXHIBITS

Aviation related companies will be displaying their latest products. You'll have ample opportunity to chat with industry representatives, view their displays, and perhaps even purchase that gadget you've been putting off!

Furthermore, if you are in an aviation related business, or are acquainted with someone who is, there may still be time to reserve a booth! The Ninety-Nines possess immense buying power; a convention booth is certain to provide an enviable return on investment!

For further information, please direct your inquiry to:

Sherry Marshall, Exhibits Coordinator  
The Ninety-Nines, Inc.  
International Convention  
P.O. Box 41035  
Washington, D.C. 20014



Captain Ann O. Smethurst, a Ninety-Nine and Air Force Captain, will be one of the featured speakers for "Women in Aviation."

## NOTAM

### CONVENTION REMINDER!

CLAMBAKE TICKETS ARE LIMITED! Order yours early to avoid disappointment!

Tickets to "My Fair Lady" and the Boston Pops are also limited.

## NOTAM

See March issue of the  
99 NEWS  
for

CONVENTION REGISTRATION  
FORMS





# “Winging It” in New England

(pertinent tips for “do it yourself”  
flyers to Convention '81.)

Chatham Light ... A typical New England scene.  
(Photo courtesy of Cape Cod Chamber of Commerce.)

by Lil LeBlanc

There's nothing magical about flying in for Convention '81, but there are a few bits of technical information which will make your flight planning a little easier.

First of all, the convention base of operations is Hanscom Field, conveniently located only 16 miles northwest of Boston. Since the field is so close to the city, it's located underneath the Boston TCA. Plan your approach so as not to “cut the wedding cake”! Refer to the current New York sectional chart and Boston TCA chart for a better look. Hanscom is a controlled field and is quite busy, so you'll not only want to plan enough time for communications, but you should also be very alert for the traffic in the area! The field has two long runways which can easily accommodate any general aviation aircraft. It is also equipped with an ATIS. Though we're extra fortunate in that there will be NO parking fees, please be sure to bring extra long ropes for your tiedown. The rings are provided; however, as a former military base they are more suitable to heavy aircraft!

Plan your arrival or departure before 11 p.m. or after 7 a.m. In an effort to curb night operations, a \$25 fee is imposed upon anyone taking off or landing between 11 p.m. and 7 a.m.

In case you're unaware, Boston's Logan International Airport may be a tempting alternate to Hanscom, but a recently imposed minimum daily use fee of \$50 (reduced to \$25 during “off peak hours”) makes it an expensive one. While Logan is

superb for those arriving commercially due to its proximity to the city, those of you flying in will find Hanscom very well suited to your needs!!

As long as you're bringing your bird along, you'll probably want to use it to visit some of our special sights. Many New England airports are handy to beaches or tourist attractions. For example, Provincetown Airport, on the tip of Cape Cod, is adjacent to a portion of the Cape Cod National Seashore. You can literally walk over the dunes and enjoy the sand and salt water! You can visit old Cape Cod via airports at Chatham, Hyannis or Falmouth. Any of these makes an excellent “jumping off point” to the island of Nantucket or Martha's Vineyard. Each island is served by a well equipped airport, and on each you'll find superb beaches, unique shops and excellent restaurants.

If you wish to expand your aviation horizons, you might want to take a lesson in a glider. Plymouth Airport has an active glider operation, and when you return to earth, the hometown of the Pilgrims offers historic attractions including Plymouth Rock, the Mayflower II, and Plymouth Plantation, a re-creation of the original settlement. Another way to take to the air — this time sans machine — can be found at Orange (Mass.) Airport. Here is a very popular parachuting center!

There are many non-aviation pursuits in the area. Fly in to Jaffrey, New Hampshire, adjacent to Silver Ranch stables, where you can take a horseback ride through mountain trails. Barre Hiller Airport in

Barre, Massachusetts, has a swimming pool on the field. Lake Winnepesaukee is a very popular New England attraction: it's a large lake nestled in the New Hampshire mountains offering swimming, boating and fishing. Best of all, it's easily reached from Laconia, New Hampshire Airport.

When you get hungry, you needn't fly too far for a great place to eat. Many area airports have restaurants on the field or within a short walking distance. You can get a lobster, for instance, at the end of the runway (almost) at Bar Harbor, Maine.

A terrific advantage of flying in New England is our abundance of airports. Take the time to fly into one — or several!

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# Mini-Vacation and a New Rating, Too

by June L. Beers — Michigan Chapter,  
North Central Section

Ever since the day I got serious about flying and began to invest in lessons, then an airplane, and now more instruments, the articles about seaplanes in the flying magazines have caught my eye but were always stored in the back of my mind for someday. Someday came in February this year! After a little research and planning, there I was miles and miles from Michigan's snow to the warm sunshine of Winter Haven, Florida and Jack Brown's Seaplane Base where they claim one can get a Seaplane Rating in as little as two days. It's true. My very first glimpse of those beautiful little yellow and red birds dancing on the water in the sunshine as we approached Runway 4 of Winter Haven's Gilbert Field created within me a new excitement and curiosity that just had to be satisfied. I knew I'd come to the right place!

One is introduced to the seaplane at Brown's first by the book *HOW TO FLY FLOATS* by Jay L. Frey. Then comes a most thorough preflight of an otherwise familiar little single engine airplane that suddenly grew enormous feet and can walk on water. I quickly learned how to operate a bilge pump to remove excess water from the float compartments. Checking floats, wires, and attachment gear for discrepancies and damage was a new but most important pre-flight experience, and I soon became an expert in operating the water rudders attached to the back of each float. In addition to checking the operating manual, all students are briefed on wind and water conditions and how to do a thorough area check before departing the dock.

The real shock comes once one has successfully managed to get to the door of the craft (without falling in) via the step plates on the floats and takes one giant step up to the cabin. The instrument panel looks like Old Mother Hubbard's cupboard. It's bare! But then they just don't need all those fancy instruments in a seaplane. All that fine technology would shake apart anyway! All in all, however, I found that seaplanes are tremendous little workhorses and can take a great deal of abuse.

Once the engine starts churning it's obvious that any boating experience becomes a definite advantage in seeking this rating, especially as while navigating on water, nautical rules for boats apply to you and the floatplane. It's also obvious that one had better keep the prop out of the water because the damage that results will make

you cry! Numerous water maneuvers including taxiing at idle power, step taxiing with step turns, plowing and plow turns, sailing, mooring, docking, and beaching procedures are presented. The real thrill comes, however, once the aircraft is maneuvered into the wind, water rudders are retracted, full power is applied and we get up "on the step." In moments the floats leave the water. It's magic. A quick glance out the window to a moving shadow that catches your eye on the water suddenly makes you realize that's really you. What a strange shape. You are really impressed!

Training progresses rapidly from here, and soon the landing phase begins with aerial inspection, determining wind direction and velocity, and setting up the pattern. In preparation for the check ride students are taught and practice landing in normal water, then rough water, and most important — glassy water landings. Before



It's really worth the trip.

you know it, two days have slipped by and the check ride, given by Jon Brown, is over. Your license now reads Airplane Single Engine Land and Sea. To a 99 there's just nothing in the world like the feeling when you've just earned a new rating. The Seaplane Rating is a valuable experience in attitude flying under new circumstances. It also fulfills the Biennial Flight Review requirement.

Winter Haven is a beautiful spot with good lodging, food, entertainment and the fine Gilbert Airport facility. Other nearby attractions include Disney World, Cypress Gardens, Sea World, and a tour of the Piper factory if you really play your cards right. There are several other fine facilities that offer seaplane instruction. My source for current information on locations and cost was the U.S. Seaplane Pilots Association, P.O. Box 30091, Washington, D.C. 20014.



Think climbing aboard this thing is difficult? Imagine being a gas person at this FBO.

Navigating on water requires application of boating rules for you and the floatplane.





# His 'n Hers Trek:

## The South America Challenge



Mary Ann Jamison on the wing of her 1949 Bonanza. It's her turn as PIC!



Turning inland into clouds.



Rearranging the clothing (a regular necessity on a six week trip).

Leaving the docks at Manaus, Brazil.



by Gwen Haynes

Twenty thousand miles and six weeks later, Mary Ann Jamison of the Orange County Chapter looks back with a feeling of accomplishment on the trip of a lifetime. Together with husband, John, they had flown their 1949 Beechcraft A 35 Bonanza to Ushuaia, the southernmost tip of South America and back ... which Mary Ann stresses was a joint effort, each sharing equal pilot and navigation duties.

A trip such as this must have a great deal of advance planning and could be expected to have its share of 'Challenges' — the first being insurance when no other company but Lloyds of London would insure them due to the fact they would be crossing Central America which is considered "unstable politically" to put it mildly.

By the time they had finished loading the plane for all contingencies en route it began to look as though one contingency had been overlooked ... weight & balance. They had their passports and visas; extra food; water purifier; medicines for every emergency; oxygen for high flights; 20 pounds of maps; emergency kits for crash-landings on the water, in the jungle or on the desert (if they ever got off the ground); camera supplies; tools and repair parts for the Bonanza and 'bags' of money. Yes, BAGS. With inflation and some currencies being almost valueless such as Argentina's 1511.5 pesos to one U.S. dollar, they had sent ahead

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for 'bags' of South American money. Travelers checks, contrary to popular belief, are not cashable "everywhere" in the world.

They finally sorted it all out and the overall take-off weight from Orange County Airport, California on December 20th, 1979 was 2650 pounds (safe). They even had room to take along Mary Ann's terrific sense of humor ... a must for this trip.

They flew roughly five hours daily at approximately 160 mph covering 700 to 800 miles each day.

The Jamisons began their trek in earnest when they left Ft. Lauderdale, Florida to begin the east coast, southward journey. They stopped at Haiti, Puerto Rico and Martinique in the Caribbean; then to Georgetown, Guyana.

**Brazil** — Belem: "The restaurants fascinated us. You'd serve yourself at these big salad bars, then the waiters would start bringing around big skewers each with a different type of meat they'd slice off for you." Rio de Janeiro: "That's the most beautiful city in the world, both from the air and on the ground. The hotels are wonderful, the beaches are gorgeous, especially Copacabana. There's the big statue of Christ and Sugarloaf Peak."

Brazil had a couple of 'challenges' though. One was to the nerves when they got an incorrect weather report: tops of the clouds at 5,000 feet. "Well, we went to 12,000 feet and never broke out. Then the controller vectored us out over the ocean, where we bounced around in a hailstorm for 45 minutes until the airway was clear." Mary Ann volunteered to make a Pirep but no one was listening.

On the Rio Negro — Amazon Jungle.



The Opera House in Manaus.



The other 'challenge' was to the pocket-book (bag). "This country was the most expensive place to fly, land, taxi, tie-down — a charge for each, and fuel at \$3.25 per gallon."

**Argentina** — Uguazu Falls, Buenos Aires, then across miles of dry 'moonscape' desert before reaching the greenery of Tierra del Fuego and landing at the world's southernmost town, Ushuaia. "It's just a little bit of heaven, a jewel sitting there by its big harbor with a backdrop of snowy peaks and glaciers looking out of the mountain valleys."

Then northward, up the west coast.

**Chile**: "Vina del Mar is a beautiful modern city. It reminds you of home and the land around it is filled with green arches and meandering rivers. The people in Chile are friendly and prosperous."

**Peru** — Lima: "The people were not so friendly here and the poverty showed. We had to fly off-shore and were only permitted inland in order to land at the airport."

**Ecuador** — Guayaquil: "Quite delightful."

**Columbia** — Buenaventura: "This was listed on our map as a major port of entry, with plenty of gasoline. It turned out to be an air-strip cut out of the jungle, with three people, including the control tower operator, who were all asleep, and, you guessed it ... no fuel. The next town was Cali which the controller reported did have fuel. Fortunately we had enough fuel left to make it there." (Bless all aux tanks.)

View from our window on Copacabana Beach.







Iguazu Falls, left is Brazil; right, Argentina. Behind the falls, Paraguay.



Grass strip (not on our map), Concordia, Argentina. No gas and no English at the main airport. This is an Aero Club. The people were delightful and they even had 80 octane!



The town of Ushuaia at the southernmost tip of South America.

Vina del Mar, Chile. Can you believe that crowd?



Cali was a bit of a 'challenge' though. Mary Ann caused quite a commotion by bringing instant coffee into their coffee-exporting country. The custom officials found this hard to believe.

**Panama** — Panama City: a casino with Mary Ann at the roulette wheel and John playing blackjack. At this place they were able to put a little back into their money-bags.

**Central America:** "It was awesome, with its volcanoes and miles-long crevasses with steam boiling out of them." Then Guatemala, Mexico and home.

The vintage Bonanza brought them safely back to Orange County Airport with only the most minor or problems (no 'challenge') the entire trip — a blown gasket and a radio that went out.

Mary Ann claims the trek's biggest 'challenge' on the ground was trying to get back to their plane parked on the aprons at the airports. Because they arrived at other than scheduled hours, everything was locked up, so they often had to scale fences and crawl through baggage chutes at terminals just to get to their plane.

Their biggest 'challenge' in the air was a little more "weather" than expected for that time of year.

The biggest 'thrill' for Mary Ann was the arrival at Ushuaia, the southernmost tip of South America.

The most 'heartwarming' part of the trip, in Mary Ann's words: "I'll never forget the people of South America. The majority were very kind to us. They were friendly and went out of their way to be helpful in spite of the language differences. It's the people that help to make a country more beautiful and memorable."

Mary Ann began flying ten years ago when her 40th birthday present turned out to be a flying lesson. Nine of those ten years have been with the 99s. She has been very active in the Orange County Chapter, holding the office of Membership Chairman for 2½ years (her favorite); Chapter Chairman; Plane Tales Editor and 99 NEWS Reporter. She has attended several International Conventions and flew the Bonanza to Albany, N.Y. She holds an Instrument Rating.



Crossing paths en route, the Jamisons ran into three 99s in Guaymas who were just starting their trip around South America in reverse. Pictured coming and going are Lois Sweeney, Mount Shasta Chapter; Kay Brick, Palomar Chapter; Mary Ann and Pam Vander Linden, Palomar Chapter.







# A Plane's Eye View of Alaska

by Joan Alyea

The "trip of a lifetime" was the focus last summer for Anne C. Courtright, Spanish Peaks Chapter, and 49 $\frac{1}{2}$ er Claiborne, as they completed plans for a flying trip to Alaska from their home in Pueblo, Colorado.

The trip was made in the Courtright's Piper Dakota and incorporated a visit to their daughter, son-in-law and grandchild.

The map pictured shows the route taken up through the interior and back along the Pacific Coast. They had, as Anne puts it, to learn to fly "Alaska style". Weather conditions were much different and "Colorado Clear" does not happen with regularity along the coast.

One of the greatest moments of the trip was overflying the Alaskan glaciers. One always keeps a landing field in sight in Alaska, but over those ice-sheets, the ideal spots are few and far between. Sights of tundra country, much different than familiar Colorado prairie, and towering mountain ranges, impressive even to pilots who are used to the Colorado Rockies, added more thrills to the flights.

(continued on p. 24)



Juneau, capital of Alaska.

Glacier and boat at Halkam Bay.

Watson Lake, Canada at 11 p.m., end of July, 1980.



Palmer, Alaska. Landing from the west.

Peaks along the Copper River Canyon.





The good humor and friendliness of those running airports impressed the Courtrights. Overnight lodging frequently was easy to come by — Anne and Claiborne carried camping equipment with them and even spent one night in an unused hangar under the wing of the plane, ready to fly the next day.

Such a trip involves careful preflight planning and a full complement of emergency gear. The Courtrights have only one regret after arriving back home in Colorado — that the trip was over!

Their next flying vacation? Back to Alaska, they hope, to get another close look at those glaciers!



Malaspina Glacier.



Alsek Lake and Glacier.

"Pacific Princess" passing Ketchikan Airport — taken from taxiway. Tiedown on lower level and landing strip on upper level.



East from flight up Melbourn Glacier and Glacier Bay.

Fishing at Guinahgak near the Bering Sea southwest of Bethel.





# Sunriver: Spectacular Fly-in



Sunriver logo and sign greet visitors.



The Sunriver Lodge as approached across the bridge from the airport. Airport vans have the right-of-way, says the sign.

An airview of Sunriver Resort, the airport and the Cascade Mountains.

by Jackie Deal

"Someplace different this time," says Dad. "Just so we can fly and I can golf."

Sis demands a swimming pool, dancing and horseback riding. Buzz wants tennis, hiking, canoeing and fishing. Mom wants to fly but she'd really like no dishes, no beds to make and just a bit special, please.

Would you believe we found all that and more in a lava wasteland? My husband and I flew our (rented, darn) C172 into the 4,500 foot, lighted, paved, Unicom Sunriver Airport and enjoyed several days at this sinfully luxurious paradise in the high desert of Central Oregon.

Year round events include seasonal activities from music and art festivals to the Western Paraski championships, from marathons and snow skiing to the Community Theatre of the Cascades. Daily activities provide the proverbial something for everyone. Kiddie playgrounds, nature classes, baby sitting, even a "rent-a-clown" for the youngest set.

From the air you spot numerous green rectangles: tennis courts, the aquamarine jewels of swimming pool and hot tubs and

the new racquet ball building which includes indoor tennis courts. There are two (yes, two) 18 hole golf courses; the fairways looked more inviting than the grass strips I landed on as a student.

Banking your plane for a closer look, you see hiking/biking trails winding in reddish ribbons around the golf course. Red? Yes, the lava rock used in sidewalks and mixed in the road tar gives a deep reddish-brown tint. Nearby, solidified rivers of grey-black lava hold lava caves for exploration and spawn streams and rivers filled with fish. The green grass, evergreen trees, tumble-weed browns and clear water all seem more brilliant in the pristine mountain air. You can't imagine clear air until you've seen Sunriver's smog-free skies after a cleansing shower.

Before landing at Sunriver, you can ask Unicom for a van to the lodge (no charge). Vans arrive promptly. They must drive across the runway and the airport really prefers you do not walk across to the lodge.

Accommodations are in condominiums ranging from single rooms with bath to

multiroomed set-ups for 10 people. Kitchens, living rooms, even complete houses are available. The basic accommodations for two start at \$48 off-season. Private decks, fireplaces and firewood are standard.

Our first night we had dinner in the lodge dining room. One completely windowed wall looks across the Sunriver where two Canadian honkers floated. Three fat robins on the putting green quarreled over worms. And beyond, the meadow of grass, sagebrush and tumbleweeds stretches toward the airport. Ducks flying in formation scorn the paved runways but airplanes coming and going land in full view of the diners.

The food is exceptional and flawlessly served; even breakfast is a special experience.

We sampled some of the other seven restaurants. The Casa de Ricardo serves excellent Mexican food and the Chuck Wagon's chili was great. There's also a pizza

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restaurant, a Trout House and the Sunspot. The Sunspot is a "hamburger-joint", pinball palace for the game-minded set. The Owl's Nest Lounge features seasonal drinks (sensational), cocktails and dancing.

Sunriver is a total community with banks, grocery store, gift shops, pharmacy, clothing stores, even a pottery shop and a dentist. While Mom shops (or flies) Dad can sample fly fishing in nearby Fall River — so crystal clear you can see the trout seeing you. The Deschutes River is noted for its large German Brown trout.

Jay Bowerman, the resident naturalist, conducts nature walks and explains the lava-born heritage of Sunriver: ancient Mt. Newberry, active 1000 years ago, a strata volcano similar to Mt. St. Helens. Jay also nurses sick and injured birds, returning them to the wilds. Hooter, the resident owl, is unable to fend for himself, so he accompanies Jay to nature classes and obligingly answers when the kids hoot at him.

Sunriver winters bring snow (pre-heats and de-icing available at the airport). Summer means high density altitude problems. The FBO says, "You try to take off in your 172 with 4 passengers, full gas and luggage and you've got trouble. On a hot day our density altitude can reach 7000-8000 feet." Winds blowing over the Cascade Mountains cause some bumpiness, but I flew the route as a student in a C152 and survived.

Sunriver? I can't think of any reason for not going there. I can name lots of reasons for flying in for coffee, dinner or a couple of weeks. How to get there? Buy a Klamath Falls sectional chart. Sunriver is 12 nm SW of the city of Bend, Oregon. It's 24 nm from Roberts (Redmond, Oregon) VOR on a 178 from Radial. Geographical coordinates (I learned this in the 99s Petticoat Derby!): 43° 52' N, 121° 28' W.

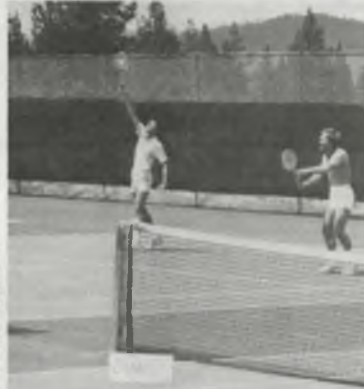
Jay Bowerman, Sunriver naturalist, and Hooter (he's alive), the resident owl, entertain a class.



Sunriver golf course, condominiums and the Cascade Mountains.



Canoes, small motor boats and horses from Sunriver.



Ever played tennis beneath a cloud-capped, snow white mountain? That's Sunriver.

Condominiums at Sunriver have a bath and fireplace for each bedroom. The two-bedroom condominiums can be converted into hotel accommodations, one with kitchen, dining and living rooms. Each accommodation has a private entrance and private patio deck.







This aerial shot makes it clear why some people refer to it as "The Dragon Lake."



The Department of the Interior calls it "one of the seven best places to live in the USA". Of course, that is from an ecological and environmental standpoint. But from an aviation standpoint it is an ideal fly-in adventure. Before landing, however, at one of the five airports in an approximate twenty mile radius (Linn Creek — Grand Glaize on Hwy 54; Lee C. Fine in the State Park; Wulff Harbor on the north end of the Lake, and the asphalt runways in the towns of Eldon on the north, and Camdenton on the south) it would be good for the pilot to circle the lake and take a good look at it. He will soon see why it is called the Dragon Lake. Formed by dammed up rivers, it forms a huge, undulating beast-like form with 129 miles in length, and a curving, scalloped shoreline of some 1375 miles. The last of its kind — a privately owned enterprise built in 1929 by the Union Electric Company of Missouri as a source of power for the Midwest area, it still sells shoreline to you — John Q. Public.

The Lake area has something to offer for every mood. A trip to the Portrait Parlour, complete with finery to adorn those before the camera, in nearby Western town can be a fun way to spend a rainy afternoon. Recognize any 99s?



# Fly-In To "The Dragon Lake"

## Lake of the Ozarks, Missouri

by Amy Laws

Tie down your aircraft at Linn Creek — Grand Glaize and you can walk across the street to shop, eat or antique hunt. Next to the airport is the Eldorado Motel which serves breakfast and lunch, closing at 2:30 pm to allow its friendly competitor across the street, the Old Smorgasbord, to capture the evening crowd. Try its delicious variety of buffet, after spending the afternoon shopping in Poverty Flats, or swimming in the Eldorado Pool, or golfing at the Dogwood Golf Club on Road KK, a city block from the airport. It boasts a pro shop and a driving range. Up on Horseshoe Bend, near the Lodge of the Four Seasons is the 18 hole, Fifth Season Course, designed by world renowned Robert Trent Jones.

If you wish you can rent a car and tour the lake area. See what it has to offer. That fly-in for the day might extend to a weekend of fun in the sun, or a week's vacation for the family, or who knows, a whole retirement program.

For the Lake of the Ozarks has everything! The area abounds in gourmet restaurants; there are at least four on the stretch from the airport to the bridge, with names like Jackson Hole, The Potter Steer, the Brass Door, and Le Chateau. The view from the famous "upside-down bridge" is spectacular. Drive slowly and ENJOY! The Marina on the right is Link's Landing where you can rent a boat, take a seaplane ride or a helicopter flight. On the left is the Osage House which commands a gorgeous view from its point on the confluence of the upper and lower arms of the Grand Glaize section of the lake. Next to it is a showy, fun, boat-in hamburger restaurant called the 'Clown' where the waitresses are young, barefoot, and bikini clad.

Driving east on this stretch there are many moderate priced motels, and roads which end at the lake's edge and have hundreds of fishing resorts, cottages and private homes. Real estate is booming in this area, having increased 20% just this past year. Besides lake frontage homes, there are many condominiums being built.

There are more restaurants, hotels, museums (like Guinness Hall of Records) and opera houses (like Lee Mace's Ozark Opry) than you can shake a stick at. If you brought the young'uns, there are kiddie rides, amusement parks, western town, pizza

(continued on p. 28)



Cruise the Lake of the Ozarks by moonlight for treasured memories of its beauty and serenity.

View of "The Dragon Lake" near Bagnell Dam.



parlours and water shows to delight the heart of any ten year old. For the older teenager there are pizza parlours, ice cream stores and disco rooms next to T-shirt shops and leathergoods, mostly congregated in the Bagnell Dam Strip. For those looking for knowledge there is even a tour of the dam facility. It wouldn't be complete without excursion boats, so they are there, too. Dancing on the deck of a boat in the summery moonlight is a joy no one should miss.

For the avid fisherman, the lake is full of bass, trout, crappie and catfish. Another unexpected pleasure for the spelunker —

caver, that is — are the five caves in the area once the home of Indians, like the Ozark Bluff Dwellers who lived in the cave known as Fantasy World. Indian Burial Cave, which is now a museum featuring Indian artifacts once was a burial ground for the Osage Indians, who gave their name to this region. The most famous is the Bridal Cave which was the world's largest formation of onyx. Every year wedding ceremonies are actually held in the cathedral-like chamber of the lower cave.

While many of the restaurants and motels close in winter, Tan-Tar-A stays open for business. They just last year added a ski

slope which is attracting many first time skiers. It has a 400 foot beginner's slope and an instructor, and also an intermediate slope of 1000 feet with a 16% grade.

This all proves the Lake of the Ozarks has something for everyone, making it an ideal fly-in. Come enjoy the area and the hospitality, and when you see how easy a flight it is from larger cities, you may even want to commute by plane, keep a car at the airport and come home each night to your own lake house. Many do, combining the convenience of owning an airplane with the luxury of lake living. Happiness is having a lake at the end of your airport runway.

## Winging Across America cont. from p. 14

### Columbia, California

One of my favorite places to fly to is Columbia, California. A short, 68-mile flight takes one from the Sacramento Valley to this historic Mother Lode town in the Sierra foothills. The walk to town from the airport takes about 10 minutes along a pleasant wooded trail that winds itself around moss-covered boulders and miniature chasms. The town center has been restored to give it the appearance it had during the gold rush days. Some of the many attractions for visitors are an ancient pharmacy, a dentist's office (complete with a sound-tape depicting a typical 19th century office visit), a stage-coach ride, panning for gold. You may want to bring a picnic lunch or eat at one of the many fine restaurants in the area. There is also a motel close by. The last weekend in June features the Annual Columbia Fly-in. Columbia Airport is located on the 054° radial from Stockton VOR and 079° radial from Linden VOR.

by Elaine Levesque

### Nut Tree Airport, Vacaville, California

The Nut Tree Airport in Vacaville, California, is a delightful place to visit. A free mini-train transports visitors from the airport tiedown area through landscaped grounds to the visitor's center consisting of shops and eating places. The restaurant serves many unique dishes. There is also a coffee shop, a bakery that features large, character cookies and a variety of breads, and a toy store. The main shop sells a varied selection including: homewares, gift items, books (many are aviation-oriented) and aviation charts. The Nut Tree is located on the 242° radial of the Sacramento VOR and the 270° radial of Travis VOR.

by Elaine Levesque

### Half Moon Bay, California

On the coast, south of San Francisco. Really nice airport. Amy and Frank Sylvestri, Santa Clara Valley 99s, are FBOs. Taxi to end of the runway and walk to the excellent restaurants in the fishing village. Walk along the beach to Pillar Point.



Seagulls at Half Moon Bay.

### Death Valley, California

This is a fun place to fly to, honestly. A 1.8 hour flight from Orange County Airport at 150 mph true. One does a lot of desert flying on this one, flying inland of course.



The beauty is — flying up Death Valley over all that “white stuff” and then finding an oasis in the desert when you land at the airport. No tower. Fuel is available. A phone call brings the mini-bus to take you up to Furnace Creek Inn or Ranch for lunch.

For history lovers there is the Borax Museum. For those with heavy pocketbooks the Ranch Country Store will lighten them. It doesn't pay not to take any money ... if you carry a charge card. This is experience talking. There is even a date palm orchard to wander through ... if you care to climb over barbed wire and jump a stream to do it. *We did.*

The biggest thrill (or panic) of the trip is the altimeter reading 279 feet *under* the ground when you touchdown. Plan to go during the cooler months. Overnight accommodations are available.

by Gwen Haynes

### South County, California

Hill Country Restaurant and Museum here. This is a nice small airport. Day use only. If you come *really* early in the morning, the balloonists fly from the San Martin Winery which is very near. Many beautiful old airplanes are in the museum, some of them still flying. Jan Perlitch and her husband are owners of Hill Country. She is a Santa Clara Valley 99.

by Verna West

### Solvang, California

At 150 mph true, approximately an hour and a half flight from *Orange County Airport* to Santa Barbara, then inland to Santa Ynez Airport. No tower. Fuel is available. A nostalgic fleet of 1958 Chevys are for rent for the short (unless it stalls) drive along the delightful countryside into the picturesque

for sale, including much from Denmark, make it a necessity to leave your pocket-book at home. Don't take sandwiches ... the restaurants serve great food at reasonable prices (under \$5). The only problem when you leave is weight and balance for your plane. Overnight accommodations are available.

by Gwen Haynes

### Pismo Beach, California

From Orange County Airport, 1.7 hours at 150 mph true. Another coastline trip heading north. You land at Oceano Airport into the prevailing on-shore winds. No tower. 80 and 100 octane available, pumped by friendly folks. A short four-block walk to the beach front takes you past campgrounds on the edge of a quiet inlet where fishing is allowed from inflatable boats.



Early risers at South County get to see the balloons from San Martin Winery.



Main street in the village of Solvang.



Landing into the on-shore winds at Oceano.

The main beach “drag” is busy. ATC and Oddyseys chugging all over town and the beach ... ATCs are three-wheel dune buggies at \$10 per hour to rent. Oddyseys are four-wheel dune buggies at \$20 per hour ... There is usually a stiff ocean breeze with blowing sand and the “buggy” people wear ski-type masks with sun goggles. There is horseback riding along the beach for \$5 per hour. Fishing from the pier, or you can rent a fork and go clam digging on the beach for

(continued on p. 30)



The airport and runway at Death Valley with the greenery of the ‘town’ to the right.

Danish village of Solvang. The village sports four authentic working windmills. The many baker shops lure you in with their scrumptious smells ... forget your diet! I got hooked on Limpe bread. The many souvenir shops with everything imaginable



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the famous Pismo Clam. The restaurants along the beach are reasonable (under \$5). Overnight accommodations are available.

by Gwen Haynes

## NORTH CENTRAL

### Restaurant Au Rickenbacker

If you haven't been to one yet, get going! Meet and eat at a 94th Aero Squadron at Lambert Field, St. Louis (or the one at Love Field, Dallas; Denver, CO; St. Petersburg, FL; San Jose, CA; or Wheeling, IL, to name a few). You'll love their very French onion soup and lovely atmosphere. The bar is good too (watch for antique movie footage of old airplanes and aces, and, if you bring the kids, you might ask the waitress for a table with earphones to monitor the Tower. Try 'em on Sundays, too, for a fabulous brunch (no champagne if you're the pilot).

You can impress your friends and dazzle your enemies if you do go to a Squadron with the following amazing tidbits of aviation history:

First ask them, "What's the symbol for the 94th Aero Squadron?" (The Hat in the Ring.) Then ask 'em, "Whose Squadron was it?" (Eddy Rickenbacker's.) So far, easy, right? Now comes the dazzle. Ask them, "Why was it called the 'Hat in the Ring' Squadron?" Well ... you see, famous and



94th Aero Squadron, Wheeling, Illinois (but there are lots of others).

wealthy Eddy dismissed a public motion to draft him as presidential candidate during the war, saying that he'd enlist instead and serve his country in the air, thereby throwing his "hat in the ring" his way!

Thanks to "Hangar Flyin'", Aero Services Newsletter out of East Alton, Illinois for these "facts".

### Monee, Illinois is Wine Country

Like wine? If you do you might want to stop in at Monee, Illinois. Thompson Winery in Monee has over 25,000 gallons of wine and 5,000 gallons of champagne on hand in two converted railroad station buildings for you to sample, and tours are available, too. Call 312/534-8050 for details and Sanger Field in Monee is close if you're flying in.

### The Wagon Wheel Resort

Conveniently located for pilots from Wisconsin, Illinois and Iowa is the Wagon Wheel Resort on the Wisconsin and Illinois

border, 1.5 miles south of Rockton, Illinois. The resort is a half mile from the airport and you can follow the kiddy train tracks through the 9-hole golf course on foot or call the courtesy car. The landing area is now listed as restricted, so call ahead for permission to use it.

All of the buildings are log cabin in design and antiques abound. There is much to see from the outside, including gardens, a wooden walk bridge, horse drawn and horseless carriages, a riding stable and numerous small shops with wooden covered sidewalks. There are also indoor and outdoor pools, a 16 lane bowling alley, indoor tennis courts and ice arenas, and downhill ski facilities.

The main lodge is equipped with four restaurants to fit every taste and occasion. The Trophy Room has an outdoorsman appeal while the Martha Washington Room is decorated with furnishings from that period. The Garden Room is noted for its evening entertainment, while the Cock 'N Bull features a collection of 30 years of business cards from patrons all over the



Wagon Wheel Resort, Rockton, Illinois.

world. Whatever your preference in food or recreation, the Wagon Wheel is sure to have it.

Extracted from "Let's Fly and Dine" column by Peggy Weiman in *Midwest Flyer*.

### Hope's Fashion Farm, Cherokee, Iowa

For those of you looking for somewhere to fly for just a day, may I suggest Hope's Fashion Farm in Cherokee, Iowa. Last year some of the Omaha Area members flew three planes to the Cherokee Airport. Previous arrangements were made with the owner of Hope's to meet us at the airport with cars to take us to the clothing shop. We were taken on a tour of the shop before being treated to a buffet lunch prepared by the owner. Each customer is paired with an employee who puts the personal touch into selecting clothes by bringing out what you would like to see and helping you to get the proper fit. As we were chauffeured to the

airport for our flight home with all our purchases, we thought we'd have to do weight and balances before takeoff, but we made it back okay without those calculations.

We are hoping to make the trip again this year. If any of you decide to put Hope's Fashion Farm on your agenda, don't forget your checkbooks as it is awfully hard to go home from there empty-handed with so many nice clothes and accessories to choose from!

by Kristie Horn

### Iowa Lakes

Northwestern Iowa has three connecting beautiful lakes, those of Spirit Lake, and West and East Okoboji Lakes. The area is a complete recreation facility. Winery, amusement parks, museum, theater, fish hatcheries, boating and on and on. There are four airports serving the Lakes region. Spirit and Milford are directly in the area, Esterville and Spencer are a little farther out. This winter and summer resort area has something for everyone.

### Amana Colonies, Iowa

Folkman or Cedar Rapids would be the airports of choice to visit the Amana Colonies. There are seven historic villages featuring furniture, meat specialties, bakery goods, woolens, and arts and crafts in an old world atmosphere.

### Mackinac Island, Michigan

Mackinac Island on Lake Huron can be reached by air or boat. The Mackinac Island Airport is on Lake Huron about 3 miles from Mackinac City. Your taxi will be a horse drawn carriage. No gasoline engines are allowed. The historical buildings add flavor to the modern conveniences and good service. Quiet relaxation without a motorized environment is a new experience.

by Norma Vandergriff

### Ford Museum, Dearborn, Michigan

A "pilot's holiday" would be sending you to Dearborn to the Henry Ford Museum, a 14-acre structure. A collection of unique aircraft is among the remarkable sights, plus the Wright Brothers' Cycle Shop where the boys performed their aerodynamic research. These are only a few of the outstanding bits of history there for the looking. The airport of choice might be Detroit Metropolitan or there are several other choices.

### Atwood Lake Resort Lodge, Dellroy, Ohio

Looking for a get-away spot you can fly to that has swimming, sailing, fishing, horse-back riding, boating and more on a 4,500-acre lake resort? Atwood Lake Lodge, halfway between Columbus and Pittsburgh, in Dellroy, Ohio (25 miles southeast of Akron) features a 4,000-foot grass strip (on the south side of the lake) for fly-ins. The lodge runs a courtesy van that picks passengers up and drops them off at the



102-room lodge. The lodge accommodates meetings and conferences of up to 400 people. Adjacent to it is a regulation 18-hole golf course, plus a 9-hole par three course with putting range.

This Midwest resort area is in the heart of Ohio's Amish country, near famous Schoenbrunn Indian Village and Zoar Village, which are just a few miles away.

Atwood Lake is an ideal spot for a day, week-end or entire vacation.

by Mirjana R. Gearhart

## SOUTH CENTRAL

### Tri-County, Colorado

Looking for a unique place to have dinner? Well, consider a flight to Tri-County Airport in Colorado, and while you are on the ground, have a scrumptious dinner or lunch in a real air setting. Not only will you be located next to the runway, but you will climb aboard an 80,000 pound, 139 foot long Convair 990.

Erie Air Park, located 35 miles northeast of Denver, is easy to fly into. The airport identification is Tri-County on Unicom 123.0. Located three miles northeast is a 985 foot weather research tower.



Tri-County Airport, airmarked by Colorado 99s.



Located between Pittsburgh and Columbus, Atwood Lake Lodge features 4500 acres of resort area. The lodge has 102 rooms and accommodates conferences and meetings.

Upon landing, you will taxi to a newly constructed wooden building with a blue, yellow and white airplane flying through the upper structure. This is the unique restaurant which has a large seating capacity and naturally, the favorite seats and table are located in the cabin.

Last fall, the Colorado 99s did the Tri-County airmarking as can be seen in the photo.

by Barb Hobson

### Santa Fe, New Mexico

Santa Fe, which boasts of having one of the best airport restaurants in the country, is a tourist mecca of national stature. It is a leading winter sports area and during the summer, the Santa Fe Opera is one of the star attractions. The Santa Fe Fiesta, annual Indian Market, Spanish Market and Festival of the Arts are popular events.

by Norma Vandergriff

### Ruidoso, New Mexico

Ruidoso is a year-round resort with horse racing during the summer and skiing in the

winter. The Inn of the Mountain Gods is one of the many hotels located in this alpine village.

### Conchas Lake State Park, New Mexico

Conchas Lake State Park is a great fly-in spot for bass fishing and golf. A call to the lodge on 122.8 will bring a car to the airport.

### Shangri-La, Afton, Oklahoma

Shangri-La Resort on the Grand Lake of the Cherokees in Afton, Oklahoma, caters to aviation folk. It's the site of two racing events this year, the Air Race Classic and the Shangri-La Grand Prix, as well as a great place to go with friends and family for a day to a week or more. Year-round recreation facilities include golf, indoor and outdoor tennis and swimming, bowling and of course, fishing and boating on the magnificent lake. Accommodations range from deluxe in the main lodge to comfortably furnished condominiums that overlook the lake. Five dining areas will fit your mood from the casual snack bar to the

(continued on p. 32)

## HOTLINE cont. from p. 5

**THE FIRST FAA-CERTIFICATED FEMALE FLIGHT NAVIGATOR** was recently checked out by the FAA NY Air Carrier District Office. She is Karen Cox, who flies with the hurricane hunters from the Miami office of the National Oceanic and Atmospheric Administration (NOAA). She took her check ride in a C-130 on a flight over the Gulf of Mexico from Miami to San Antonio. Cox is a NOAA Corps Officer, a graduate of Kings Points Merchant Marine Academy and the Air Force flight navigation course at Mather AFB in Sacramento, CA.

**JERRIE COBB NOMINATED FOR NOBEL PEACE PRIZE.** Jerrie Cobb, Missionary/Pilot to the Amazonas, former test pilot, astronaut candidate and member of the Oklahoma Aviation Hall of Fame, has been recommended by Oklahoma Congressman Mickey Edwards for the Nobel Peace Prize. Watch for an article about Jerrie and her work in South America in a summer issue of *The 99 NEWS*.



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### Bob's Barbeque, Ada, Oklahoma

A favorite of Okies is Bob's Barbeque in Ada. Generous portions of ribs and other favorites (a half order will take care of all but the absolutely ravenous for lunch) are piled on plates along with beans and french fries and coleslaw. You may have to carry home one of their yummy homemade pies — you'll probably be too full to eat it there. The atmosphere is strictly truckstop, so come casual. You can get there without transportation from the airport by taxiing to the far southwest corner of the airport property, leaving the plane on the grass and then ducking through the fence. From there it's just a short two block walk down the street to the south. Closed Sundays and Mondays.

### Lajitas, Texas

If you appreciate the desert, mountains, beautiful scenery and a leisurely atmosphere, you will like the feeling at Lajitas on the Rio Grande, located on the far edge of Big Bend National Park. The food is delicious, the rooms lovely and both are



Lajitas

reasonable. A car is usually available for driving through the park. Float trips and horseback riding are offered nearby. The 4700' asphalt runway is nestled in the mountains within walking distance of the Badlands Hotel. May the tourist atmosphere never disturb it.

by Norma Vandergriff

### Rockport, Texas

Whether landing at Corpus Christi or Aransas County, cars are obtainable and outstanding possibilities abound. In the Rockport area the seafood at Charlotte Plumm's Restaurant is outstanding in quality, unbelievable in volume and worth the wait. Down the road you can take a boat tour to the Aransas Wildlife Refuge. The Whooping Cranes winter here and can be seen October 20 through April 15. Of



Fishing fleet at Rockport, Texas.

course Mustang Island has the beautiful white beaches that lure the sun worshippers from afar.

by Norma Vandergriff

### Gaston's White River Resort, Lakeview, Arkansas

If you want to get away from it all, try Gaston's White River Resort in Lakeview, Arkansas. The 2400' grass strip is located just south of the dam which forms Lake Bull Shoals in north central Arkansas, just 6 miles on the 298° radial from the Flippin VOR. Flying folks are always welcome, and the strip is smooth and has good approaches. Even if you're loaded, a leisurely climb along the river channel gives you plenty of time to gain altitude on the way out.

Bring your fishing gear — the river below the dam running along Gaston's boasts icy



Gaston's four-star restaurant offers diners a panoramic view of the White River.

water with fantastic trout. Trips upriver for bass can be arranged and half or full day float trips are also offered. A Johnboat comes with each cottage. Gaston's offers swimming pool, shuffleboard and tennis courts as well, or you can just sit under the trees and watch the tame mallards paddle in the stream as you bask in the scenery.

The 60 units are comfortable and have air conditioning and TVs, but — in the true spirit of escape — NO PHONES (one available in lobby, of course). Cottages vary from single bedrooms to 10 bedroom villas (great for groups!) with fireplaces, kitchen facilities and patios with barbeques overlooking the river. You really won't want to cook too many meals, however, because Gaston's also has a beautiful redwood and glass restaurant overlooking the water and

the cuisine is fabulous (Mobil 4 star rating!). And if you're especially lucky, you may even get a chance to see owner-airshow pilot, Jim Gaston pull his Pitts out of the hangar and do a few aerobatics while you're there.

Drop in for lunch or dinner if you're in the area and you'll want to come back. For information, call 501/431-5202.

## NORTHEAST

### Cape May City, New Jersey

Cape May County Airport can be a good spot for your plane while you visit any one of the many resorts and beaches in the area. Cape May City has a mecca of accommodations. Special events are on tap all summer plus 19th century architecture, "Cape May Diamonds", fishing and fine restaurants. Ocean City, Sea Isle City and Avalon all advertise as being family resorts with beaches, boating, fishing, tennis courts and special events for entertainment.

**Asbury Park, Newark and Monmouth County Airports** all put you within a short distance of a wealth of accommodations — to name a few: Avon-By-The-Sea; Belmar; Bradley Beach; Long Branch; Ocean Grove and many more. They all advertise a world of activities for all ages.

### Westerly, Rhode Island

Westerly Airport serves the Westerly-Pawcatuck-Charlestown area. The beaches, water front theater, antique shops, tile mosaics, powerboats and tall ships all abound. From there you can take off to Block Island by plane or boat. They boast of unpolluted air, clean ocean, sandy beaches, colorful birdlife, surfcasting and good hospitality.

Surf fishing near Westerly-Pawcatuck-Charleston area.





## Williamsburg, Virginia

Williamsburg-Jamestown Airport can take you back into history. Williamsburg is a completely restored colonial town. You see authentic colonial architecture and costumed people busy with the crafts of yesteryear. A must for modern children who have no knowledge of our past.

## Tangier Island, Virginia

Tangier Island in the Chesapeake Bay is accessible only by plane or boat. Have a great southern lunch in a typical Virginia village isolated from the onrush of civilization.

## SOUTHEAST

### Lake Guntersville State Park, Alabama

Guntersville Airport gives you the feeling of landing on a very small island. From this point you are close to various lovely places to stay or eat a great catfish dinner. Lake Guntersville State Park is near and offers fishing, golf, beach, hiking, a resort inn overlooking the reservoir, ridge tops and meadows. The park ranks as a total recreational resort.

### Gulf State Park, Alabama

If the beach is your bag then perhaps the Gulf State Park would beckon you. It is 6,000 acres with 2½ miles of sugar white beaches and a resort inn with full facilities. Slightly off the beach are moss-draped oaks and stately pines, a golf course and the whole "bag". Jack Edwards Airport is one close facility.

### Stone Mountain Park, Georgia

Stone Mountain Airport, just east of Atlanta, brings you to fine accommodations and the lovely Stone Mountain Park. A tramway runs to the top of the mountain past carvings of the Confederate generals in the great piece of granite. The blending of beauty, education and recreation draws visitors from all corners of the world. The grist mill, covered bridge, lake paddle boats, fishing and a host of other things are enhanced by the daily concerts on the carillon. The 732 bell carillon, heard all over the park, is housed in a 13-story tower set on a slender peninsula in the crystal blue Stone Mountain Lake.

by Norma Vandergriff

### McKinnon Airport, Georgia

Landing at McKinnon Airport makes the beach at The Cloister, Sea Island, and The King and Prince, St. Simons, within your reach. Both places are distinguished resorts with any recreation imaginable available to you.

### Kentucky Dam Village

Kentucky Dam Village, on the western shore of Kentucky Lake, 21 miles east of Paducah, offers the pilot a 4,000' paved and lighted airstrip with fuel and rental cars

available. The Village offers fishing, tennis, swimming, hiking and picnicking along with horseback riding along quiet trails leading alongside the lake. Rental houseboats, fishing boats, pontoons, rowboats and pedal boats are available for the boating enthusiasts. You can also rent bicycles and golf clubs, or for the less active, there are two gift shops on the premises. The kids will also enjoy the lodge's recreation room with billiards, electronic video games, foosball and table tennis. A recreation staff is on hand to entertain the whole family with daily activities and special events, including live entertainment, dances and social events. Besides Kentucky Dam Village's 72-room lodge, there are six different kinds of cottages.

Special flying events such as the Swift National Fly-In, hot air balloon championships and other festivals and events draw aviators and their families throughout the year for weekends of fun, competition and education. For information: in state, 800-372-2961; out-of-state, 800-626-2911.

### The Beaches of North Carolina

Whether it's the serenity of the natural setting, fishing, camping, or any of a host of other attractions, the special magnetism of the coast draws large numbers of us to this summertime retreat. North Carolina has some excellent airports at and near their beaches.

The northernmost North Carolina coastal airport, located on the Outer Banks, is the First Flight Airport. The airport, the adjacent Wright Memorial, and the museum are all owned and operated by the National Park Service. This pilot's mecca is a must for all pilots and their families at least once in a lifetime. The Park Ranger by the plane in the museum gives a super discourse on the Wright brothers and their famous flight and a short walk takes you to markers indicating how far (actually, how short) that first flight really was. (A can of mosquito repellent is a good idea to have along if you'll be doing this outdoors part in the summertime.) Additionally, the beach is only a short distance away for surf fishing, swimming, or just a leisurely stroll. There are, however, no facilities at the airport and there is a strictly enforced 24 hour limit for aircraft parked on the apron. If longer stays in the area are desired it is recommended

Kentucky Dam Village Resort on the western shore of Kentucky Lake, 21 miles east of Paducah, offers the vacationing pilot a 4000' paved and lighted airstrip.



that you make a short flight south to Manteo. Here you will find full service, maintenance, rental facilities, Nags Head, The Lost Colony and the beach. During the summer months, you can attend the colorful outdoor evening performance depicting the history of the Lost Colony.



The incomparable beauty of North Carolina's beaches.

The Beaufort/Morehead City Airport provides access to a stretch of beach having all the amenities including well known motor inns, resort hotels and some excellent seafood restaurants. Sport fishing here is also very good. The airport has full services with a restaurant, car rental and taxi service. Fort Macon State Park and Seashore National Parks are also nearby.

### Cedar Keys National Wildlife Refuge, Florida

On the Gulf side of Florida flying approximately 180° from Cross City VOR brings you to Cedar Keys National Wildlife Refuge. The Lewis Airport is on an island connected by a bridge to the mainland. An out of the way place indeed with an old picturesque comfortable hotel. The seafood is "great in the village".

### Key West, Florida

The Key West International Airport is 4.2 miles east of the city. On the Miami Sectional, the runway 9/27 is asphalt. Fuel and numerous facilities are available including a restaurant. Transportation to town is through taxis, limousines or car rental. A 99 who has lived in Key West for several years reports that you can also sometimes catch the Sightseeing Conch Train which passes by the airport.

Whichever way you get to the town, Key West is bound to enchant you. You can take the 14 mile ride on the Conch Train, drop in the little boutiques, admire the conch

(continued on p. 34)



# Classified

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Winging Across America cont. from p. 33



The conch train at Key West will take you past many fascinating sights such as the James Audubon House pictured here where the naturalist painted many of his famous bird pictures.

houses with their tropical gardens or visit the Audubon House, the Ernest



The Rod and Gun Lodge near the Everglades has an Old South flavor, good food and a fine marina.

Hemingway House and Museum, the Aquarium, and the Peggy Mills Garden. Or you can simply savor stone crab claws and Key Lime pie at the Pier House Inn as you watch the shrimp fleet go by. A visit to Key West with the breath-taking flight over the Keys is heavenly (fantastic, out of this world, unforgettable, fabulous, etc. ...)

by Jeannie Ball

## Everglades, Florida

The airport is on the Miami Sectional, 1 mile SW of Everglades City. The runway is 2400' x 50' asphalt, and seemed to me neither long nor wide, especially since the crosswind, downwind, base and final are over the water when you are landing north, but I watched several of our 99s putting their twins down on the runway with a great deal of aplomb and room to spare.

The airport is unattended, but near the parking area (bring your own tie downs) is a rustic shelter housing a direct line telephone. Whether you want to or not, you will be linked to the "Captain's Table" motel. They will send transportation for you or call a taxi or give your message to the Rod and Gun Lodge. The Lodge is a delightful place, with Old South flavor, good food and a fine marina. Boat tours are available from the Lodge.

From the airport, by taxi or on foot, you can reach the western entrance to the Everglades National Park. It is supposed to be only a half-mile distant. The Everglades is a wonderful place to visit and the flight to reach the airport over the Big Cypress Swamp or along the Thousand Islands of the Gulf of Mexico is unforgettable.

by Jeannie Ball

## River Ranch, Florida

Located 26 miles southeast of Lake Wales on the Miami Sectional, River Ranch Airport has a 5000' asphalt runway (16/34) with Unicom on 122.8. The airport is located right on the resort and transportation is available 24 hours a day to and from the main lodge.

The Ranch is set in beautiful wide-open country which left my French relatives agog. The Lodge has a rugged ranch look and the dining room is attractive, overlooking the pool and towering trees festooned with Spanish moss. The facilities offered to the guests include: riding stables, skeet ramp, golf course and a marina with rental boats. There is a rodeo every Saturday and a hayride almost every night. We would have

loved to stay the night ...

by Jeannie Ball

## St. Augustine, Florida

On the Jacksonville Sectional located 5 miles north of the city, St. Augustine Airport has 3 asphalt runways, the longest 8000'. Fuel and maintenance facilities are available. The lounges are quite comfortable and the FBO's team is helpful and friendly.

The flight to St. Augustine itself is spectacular, especially if you are following one of the northern or southern routes along the magnificent blue and white beaches of northern Florida.

I flew there in March with my French family. Taxis and courtesy cars are available at the airport, but since we wanted to visit the town, the attendant at the desk called "The Sightseeing Trains". We were picked up very promptly by a van. The total charge round trip from the airport was \$5.00 for three persons. We then hopped on the sightseeing train for a 6 mile tour of the old city, stopping whenever we wanted to visit the Castillo de San Marcos, the Fountain of Youth, San Augustine Antiquo, the Mission Nombre de Dios and having lunch in one of the many fine restaurants which overlook the St. Johns River. A terrific way to spend the day!

by Jeannie Ball



St. Augustine.



If you still haven't come across the perfect place to visit on your flying vacation this year, Verna West suggests Mt. Cook, New Zealand. She reports that "it was easy to get to; United Air Lines to Los Angeles, New Zealand Air Lines to Auckland, tour bus to Rotorua, Mt. Cook Airlines to Christchurch, and on to the Airstrip at the Hermitage, then to the Ski Plane. It was worth the whole thing!"



# Air Racing Update

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## Pilots Readyng Planes, Selves for Hayward-Las Vegas Air Race

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Hayward, CA — Fifty pilots are readyng their airplanes and fine-tuning their flight planning skills for the Hayward-Las Vegas Air Race, scheduled for May 15th. Race rules guarantee every participant an equal chance of victory by basing scoring solely on accurate navigation, correct estimation of time en route and precise prediction of fuel consumption. Sponsors and supporters, which include the cities of Hayward, California and North Las Vegas, Nevada, contend that the annual proficiency air race has no losers because all contestants, their copilots and passengers, finish with a greater appreciation of the art of skillful flight — and a weekend in Las Vegas.

The race, open to all licensed pilots, will be flown in two stages with an intermediate stop at Meadows Field, Bakersfield, California, for timing and refueling. Pilots will be informed on the evening prior to departure of mandatory checkpoints over which their flights must pass to gauge navigational accuracy.

1981's sixteenth annual air race, in addition to being used by the Hayward and North Las Vegas city governments to showcase their profitable airport operations, has attracted the support of the Hayward, Bakersfield and Las Vegas chapters of the 99s. Also cooperating with the race program will be the crews of the FAA control towers at Hayward, Bakersfield and North Las Vegas airports.

Trophies and cash prizes will be awarded at a party at Las Vegas's Imperial Palace Hotel on the evening of Saturday, May 16th. In addition, the 99s will present a special prize to the top finishing woman pilot, and the Aircraft Pilots of the Bay Area will present an award to its best placing member. In keeping with the race's notion that every participant is a winner, a special trophy will be presented to the last place finisher and every sponsor and participant will be presented with an air race plaque.

Racing pilots and passengers will be provided accommodations for Friday and Saturday nights at the Imperial Palace Hotel. The Air Race Committee welcomes all licensed pilots wishing to participate. An information kit is available for \$2.50 from the Hayward Air Race Committee, 20301 Skywest Drive, Hayward, CA, 94541. Telephone inquiries will be answered at the Hayward Air Terminal offices, (415) 783-4411.

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## Angel Derby News

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Fort Lauderdale, FL — More than 150 racers, family members, friends and officials winged their way to Acapulco for the finish of the 1981 All Women's International Air Race!

Adventurous contestants from Florida, Connecticut, the State of Washington, California, Oklahoma, Texas, Illinois, Nevada, Arizona, Canada and Mexico are competing for the \$10,000 in prize money and silver Presidente Miguel Aleman trophies waiting at the end of the trail.

Special fuel has been provided at the Punta Penasco Airport for the contestants and the Culiacan Airport has replaced the Los Mochis Airport on the official route.

Many new faces among the racers give promise of an interesting finish.

The San Fernando Valley Chapter sent contenders off from Los Angeles in a blaze of excitement — beautiful people off in a beautiful contest. Watch for winners!

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**SPECIAL NOTE:** 1981 Women's International Air Race programs available for \$3.50. Write AWIAR, INC., P.O. Box 9125, Fort Lauderdale, FL 33310.



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## Shirts 'N' Skirts Winners Announced

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A Cessna 310, piloted by Phil Reames and the Mystery Lady took first place in the Fullerton Chapter's 7th Annual Shirts 'N' Skirts Air Race on March 28, 1981. The pair flew the under 300 nm course from Fullerton, including fly-bys at Twentynine Palms and Hesperia, with an average speed of over 208 miles per hour. Second place went to Roger Hyde and Lynn Ram in a 1980 Beech Sierra, with Don and Toookie Hensley in their '75 C-172 placing third. Suzanne Jablonski and Niles Gaston took fourth place in a Grumman Tiger.

Bruce Wayne, one of the area's most well known air traffic reporters from nearby KFI (that's 640 on your ADF if you're ever trying to find the elusive Fullerton Airport) gave the starting flag to each of the twenty five racers, assisted by Evelyn Craik, Race Chairman and Dolores Charles, Publicity. Close to one hundred people attended the awards banquet held afterwards at Stox II Restaurant in Buena Park. Paul Stebleton of FAA Accident Prevention entertained us with a Joe Hughes film on wing-walking and aerobatics. We were also privileged to have Ruth Beede's daughter sing a beautiful ballad about Amelia Earhart and the 99s. A hangar party, hosted by Betty Walworth ended the day.

by Delores Charles





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1981 CESSNA HAWK XP

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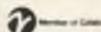
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