

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 8

Number 5

June 1981



Letters to the EDITOR

Information Requested on Pauline Randolph, 1920's Stunt Pilot

I am enclosing a letter which I am in hopes you can do something about through *The 99 NEWS* to try to help this family settle their estate. I can't remember the name, although I did know Mary Wiggins (deceased) who did stunts in the movies and no doubt in Hell's Angels. Time surely erases so much that later is needed.

I do enjoy the *NEWS* and to see the great things the girls are doing today — and, of course, the shuttle was something! I am eagerly waiting to see our girls get up there, too, and do their "STUFF."

Thank you for all you can possibly do to help Rose.

*Warmest regards,
Bobbie Trout,
Charter Member*

Dear Ms. Trout:

There is a member of our family by the name of Pauline Randolph that did wing walking (stunt riding) on a double wing airplane in the '20s. She lived in New York, Chicago and California during that time.

Joan Alyea (Spanish Peaks Chapter) mentioned a few movies that were made around then: "The Perils of Pauline" and "Hell's Angels." I thought she might have been one of the girls in them.

(1) Who were the girls in these movies?
(2) If there is anything you may know or have concerning Pauline, please send it to me.

(3) If you know where she is now or where her family is, please let me know.

Our families lost contact in the late '30s. It is urgent that I make contact again due to an estate that is now pending.

*Thank You,
Bernetta Rose
2104 W. 32nd
Pueblo, CO 81008
303/542-5152*

Mary (Mae) Haizlip, winner of the World's Speed Record for Women is pictured with the designer of the aircraft used to set the record, James Wedell, at the presentation of the trophy by Major (now General) Doolittle (left) in 1932.

International Federation Concept For 99s Proposed

After reading letters directed to Letters to the Editor in the recent 99 *NEWS*, I am tempted to ask "Where were all of you when we presented the idea of a Federation concept for the 99s at Albany?"

The concern was apparent after our trip to Australia that there must be some changes made in the structure of the organization. This was proposed in the form of the Federation concept as a starter.

I do not think that the International Organization should be expected to carry non-U.S. members free of charge; however, I do not think that we should lose sight of the fact that without them we are not truly international.

There is an equitable way to solve this matter, and I think if members would come to convention with an open mind this could be solved. I have been in correspondence with Janet Green and hopefully she has been working with the International Board and perhaps we can be given some firm ideas on how this problem can be resolved.

*Marilynn Miller
Scioto Valley Chapter*

Delaware Chief of Aeronautics provides information of wire marking

I noted with interest the article on Page 6 of your January-February 1981 edition regarding wire marking by Mary Jo Voss. Needless to say, I am an avid follower of your organization's projects and well aware of your important contributions to aviation worldwide.

We feel here in Delaware that we have an excellent aviation support program geared to serve all of our friends who fly. Notably, this state has no aviation taxes with the exception of fuel tax which is refundable on request.

Over the past six years, we have provided at no cost to the FBOs runway lighting systems, including threshold and tri-color

Vasi, beacons, windsocks and mounts, unicom radios, taxiway markers and lights. In addition, we provide all spares as required.

Our Delmarva Power and Light Company has been most cooperative in removing power lines that we determine hazards to flight safety. The cost for removal is split between the FBO, state and power company. The Tana Wire Markers are installed by the power company at no cost and are provided by the state.

We recently completed installation of ATC-610J Flight Simulators in five different schools and colleges having aviation programs. We feel this program has provided the young people with an incentive to become more involved with a very important phase in their aviation learning process.

Finally, we are very proud of the Delaware 99s who really contribute to aviation progress at all levels.

I trust the information I have provided will give your organization a better feel for some of the programs that state aeronautics offices are providing to grass roots aviation.

*Sincerely,
Rayvon Burleson,
Chief of Aeronautics*

Photograph forwarded to 99 Headquarters

Enclosed is a photograph that might be of interest to your readers.

The occasion was a fine banquet in new Orleans where I was presented with the Shell Trophy by Major (now General) Doolittle, at that time an executive of the Shell Company.

The trophy was for my World's Speed Record for Women which stood unbroken for seven years. The other person in the photo is Jimmy Wedell, designer of the airplane which I flew, a Wedell-Williams Racer. The year was 1932.

Wishing you and your staff continued success, I am

*Sincerely,
Mary Haizlip*



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The 99 NEWS

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On the cover: Colorado 99 Babette Andre used to be afraid to fly. Now she's teaching others the skills of piloting an aircraft. Read her story on page 18.



Calendar

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 14 - MINNESOTA POKER RUN from Flying Cloud (FCM) to Willmar to New Ulm to Mankato to Flying Cloud. Each person in plane gets a hand (\$5/5 cards). Sponsored by Minnesota Chapter 99s. For info: Joan Summerfeld, 9995 Oak Shore Dr., Lakeville, MN 55044.

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 20 - ANNUAL POKER DERBY sponsored by the Greater Winnipeg 99s. St. Andrews, Manitoba. Raindate: June 27th.

JUNE 27, 28 - TAHOE-TRUCKEE AIRSHOW at Truckee, CA. Lake Tahoe 99s assisting.

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. Fire works 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. Limit 60 planes. Contact Mary Gardanier, 1828 Miels Ave., Kalamazoo, Michigan 49001.

AUG. 15 - DENSITY ALTITUDE CLINIC at Wendover, Utah-Nevada. In cooperation with the SLC FSDO Accident prevention Program. Contact Sidney Sandau, 801 394-1577, for information.

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.

AUG 30-SEPT. 3 - AMERICAN BONANZA SOCIETY 13th ANNUAL CONVENTION AND INDUSTRY EXHIBIT, MGM Grand Hotel, Las Vegas, Nevada. Contact ABS: 215-372-6967.

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. 3-4 - 14th ANNUAL KACHINA DOLL AIR RALLY sponsored by Phoenix Chapter 99s. A 250 nm proficiency contest open to teams of any currently licensed pilots. Impound: Oct. 3. Race Kits, \$3 from: Polly Mumej, 6424 E. Desert Cove, Scottsdale, AZ 85254. (602) 948-2929.

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

OCT. 24-25 - MONTEREY COUNTY AIR-

SHOW, Salinas Airport, Salinas, CA.

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.

WOMEN IN AVIATION EXHIBIT OPENING

The El Cajon Valley, Mission Bay, Palomar, and San Diego Chapters of the Ninety-Nines invite you to attend the "Women in Aviation Exhibit" opening at the San Diego Aero-Space Museum, Balboa Park, Saturday, August 8, 1981, 5-7 p.m. \$3.00 per person.

Janice Brown the solar powered aircraft pilot, will be the speaker.

Reservations and Transportation — Marian Banks, 9838 E. Appletree Drive, San Diego, California 92824, 714/565-1504.

Hotel reservations may be made at the Town and Country Hotel, 500 Hotel Circle North, San Diego, California 92810, 714/291-7131. For special rates, tell them you are a Ninety-Nine.

Thanks to Los Angeles Chapter and Lynn Briggs for their contributions. Funds for the exhibit are still needed and welcome. Donors of \$250.00 or more will have their names on the entry plaque.

NOTAM

Roster Correction for Lake Michigan Chapter Chairman. The town was submitted incorrectly. Her address should read:

Helen P. (Betty) Bytwerk
15780 Bittersweet
Spring Lake, Michigan 49456

HEADQUARTERS NOTAM

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

ON THE WITH JANET



by International President Janet Green

Loretta J. Gragg has been appointed by the Board of Directors as Executive Director of the 99s. This appointment recognizes the many responsibilities that Loretta has assumed and her ability to manage an increasing number of our organizational matters. She joined us in 1966 when our headquarters was a small one room office in the Will Rogers terminal. Her duties were clerical and routine at the start but even then she worked unsupervised and it was soon apparent that she could capably handle all phases of membership records maintenance. When our own headquarters building became a reality, Loretta was its able manager. Computer concepts posed no problem to her and her familiarity with accounting procedures is making our transition to general ledger and financial statements by computer an easy one. The archives, the library, and the career data bank are of great interest and concern to Loretta, and for these projects to be successful, they must have on-the-spot handling. She hopes to have more time available to work with these projects and their chairmen. Loretta is never "bossy" but has coordinated smoothly with the changing administrations. She is the constant among changing officers. I am sure she will continue her personal growth and great service to the 99s.

When I was in Oklahoma City for the last board meeting, I remarked about how much had been added to our headquarters since the pictures that appear in the front of our history book were taken. Then, the books on our library shelves could be carried under one arm. Now there are about 300 volumes. Professional librarian Dorothy Neikamp has seen to the cataloging of our books so growth will occur in an orderly, professional way. The Houston Chapter has made it a project to keep our library growing. Books do make relatively inexpensive but very valuable tax deductible contributions to your organization. That's something to think about for both chapters and individuals.

Rita Eaves has been cataloging items of memorabilia on display at headquarters. Each item is on a page with a color picture of the article with a sign showing its identification number, a description, location, donor, etc. She is doing this project meticulously with thorough preparation and, furthermore, she takes the pictures herself. Displays are rotated and the properties are well cared for in this stable environment.

Our Glenn Buffington files are filling with well catalogued archival material. Since obtaining the laminator, many of the fragile old newspaper clippings have a new lease on life. Lu Hollander has been learning how to care for these properties and we can rest assured that she has this area under control.

Replies on our Career Data Bank forms numbered in the 60s. This is a classic hen/egg situation. The names of our members ready for aviation employment came first and now we need to spread the word to companies who have job openings. This is being done through state aeronautics commissions, GAMA, NBAA, AOPA, AEA, NATA, and aviation related companies culled from the World Aviation Directory. Being listed in this data bank is not limited to U.S. citizens. It will take time for this to be productive so those of you who are on the list must be patient. However, after our first Careers Seminar in Wichita in April, I was delighted to hear from Alabama 99 participant Bennie Peters that she was hired as a technical writer for Cessna. Although we didn't actually get the job for her, I like to think that the circumstance of our seminar played a part.

So what do these diverse things we have been discussing have in common? Loretta — library — archives — career data bank; all are facets of our Resource Center. We want our headquarters to immediately pop in mind whenever one thinks of women in aviation. History, research, and employment will one day, and we hope soon, be found abundantly at headquarters, for these represent our past, present, and future.

HEADQUARTERS HOTLINE

99 ARCHIVES RECEIVES NEW INFORMATION ON EARLY WOMEN IN AVIATION. Ron Becker, an employee of Zan Top, a freight forwarding company located on Will Rogers World Airport, walked into 99 Headquarters a few weeks ago and inquired about whether or not some material that he had on early aviators would be of interest to our organization.

It seems that Mr. Becker had at one time been assisting with a move out of the old Newark Airport Terminal Building in New Jersey. In a corner pile of trash slated for the dump he noticed several old scrapbooks. Displaying an amazing sense of history, Mr. Becker elected to save these scrapbooks himself rather than let them be tossed away forever.

He has generously brought these to our attention and allowed us to photocopy any materials of interest to us. We have found many newspaper articles pertaining to 99s and early women in

aviation that the Headquarters staff, with the assistance of volunteer Nema Masonhall, have been busily copying. We sincerely thank Mr. Becker for this marvelous addition to our archives.

HQ LIBRARY AND RESOURCE CENTER. Our aviation library at Headquarters has been alpha numerically catalogued by AE Research Scholarship winner Dorothy Niekamp, but it is still a small library (about 300 books). We would like to remind our chapters and members that books on aviation may be sent to Headquarters to become part of our growing collection. It is our plan to one day develop a Resource Center which would include our book library, a film library, our archives (our past) and career and job opportunities (our future).

Aircraft Insurance

by Gene Nora Jessen

People who do not own their own airplane but rent or borrow find themselves in the twilight zone of insurance. My own innocence once led me to give dual in a Baron upon the owner's assurance that I was covered on his policy, only to discover after the fact that he was mistaken. Luckily I didn't break the airplane, but I learned that depending upon someone else's insurance is a form of Russian roulette.

California law requires FBO's to cover renter pilots on their insurance policy. I am not aware of other states which do the same. (I apologize to Canadian and other outside US 99s for ignorance of your law.) In my own State of Idaho, some FBO's have renter-pilot liability. I would hazard a guess that almost none cover aircraft physical damage for the renter. This is expensive coverage and helps to explain why it sometimes costs more to rent an airplane in California than Idaho. What I'm saying is that the FBO undoubtedly protects his airplanes fully, but that protection is not extended to the renter.

Some of you are lucky enough to have a friend who lets you use their airplane. The owner is a named insured on the policy, and you are qualified to fly the airplane under the Open Pilot Warranty. You should realize, however, that this endorsement does not guarantee that you will be absolved in a loss. Subrogation enables the insurance company to pay the owner for the loss, then go after the "borrower pilot" for reimbursement. Before you get uptight about that, let's be fair to the company. The premium was predicated on the owner and certain

named pilots to regularly fly the airplane — not all known friends and acquaintances.

Many small companies hire pilots to transport their personnel. The airplanes used can belong to FBO's or individuals, or can even belong to an employee of the company. In each case, the company hiring the transportation is dependent upon the pilot or aircraft owner to interpret whatever insurance is in force for the flight. It may be adequate or totally non-existent.

Another who is hazily insured is the flying club member. If club members are all co-owners of the airplane(s), there's usually no problem naming each as an insured with full coverage for each owner. However, members of large clubs flying leased airplanes are usually considered renters rather than owners. (They can't be owners or named insureds because they have no financial interest in the airplane.) The airplane owners are protected but not the

club members. Sometimes the underwriter can be persuaded to write these policies naming "Blue Sky Flying Club and each individual member thereof" making each member a named insured.

The free lance flight instructor is in such a ghastly position that I, for one, quit instructing on a part time basis and do it now only through an FBO. The National Association of Flight Instructors has been trying for over a year to put together an insurance package at Lloyds of London to protect the member CFI's in a customer's airplane. So far the deed is not accomplished.

The bottom line on all these possible gaps in insurance coverage is to take charge of your own destiny. Don't depend upon someone else to take care of you on their policy. Renter pilots and others mentioned above should have their own liability and hull insurance.

READ YOUR POLICY

Legislation information

No, thanks, I don't care to dance

by Joan Kerwin

There is an old saying (even before my time): He who wants to dance must pay the piper. Like all of the old sayings, this is based on time honored truths.

However, this modern world of ours has seemed to veer away from these truths as exemplified by the bill before the House of Representatives regarding The Airport Development Aid Program (ADAP).

Among other things, HR 2643 would:

1. Permit ADAP to finance off-airport access projects, such as building highway approaches to the airport.
2. Would spend Aviation Trust Fund surpluses to pay for FAA day-to-day operations.
3. Continue to dole out funds on the basis of activity levels at an airport rather than by need.

The tune for this dance is being called by the representatives of the public for the "public good" when Congress mandated that the FAA "give full consideration to the duty resting on air carriers to perform their services with the highest possible degree of safety in the public interest." If this is in the interest of the general public and for the public good, then the general public should be paying the piper, as it is their representative who is calling the tune.

Certainly none of the above benefits the general aviation pilot.

Ground access projects, as we all know, would not be constructed at the general aviation airports. Besides, highways and roads should be financed through highway taxes.

We don't need, want nor have ever requested further regulation, testing, taxation, etc., from the FAA. We have always been satisfied to use those airways

facilities that have been installed and maintained for the airlines. (Though I must admit, my airport, DuPage, has had an ILS installed in recent years, after several fatal, weather related accidents over the years. However, I have this niggling suspicion that it was installed to quiet the natives, the general public, who are sure that one of the big silver birds is just waiting to nest in one of their homes.)

Airports which have high levels of activity don't always take too kindly to a Piper Cherokee 140 or a Cessna 172 using "their" facilities, and although they can't really refuse small aircraft landings, they certainly can make the cost prohibitive.

Therefore, they are not in dire need for funds from ADAP, and would probably be better off financially by collecting their own fees and eliminating the middle man of the government. Improvement of reliever airports with lower levels of activity could benefit more from extra funds plus removing the "nuisance traffic" from the larger airport.

Now we know who calls the tune: the Federal government through our elected representatives, ergo the general public. So who is being asked to pay the piper? The general aviation pilot, of course, through the Administration-proposed 12 cents per gallon avgas tax which is to escalate to 36 cents per gallon by late 1985. This is to ensure that we pay our "fair share" of expenses for something we didn't ask for, don't use, don't want and can't afford.

Write your Congressman regarding HR 2643. Tell him, in essence, "No thanks, I don't care to dance. I can't afford the piper."

WRITE ON!



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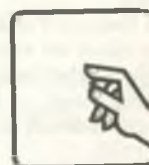
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Survey for Owned & Non-Owned Aircraft Liability & Physical Damage Group Insurance



We Need Your Help

To enable an aviation underwriter to determine a group rate on insurance for 99 members and their pilot spouses and children, please answer the questions below and send the completed form to Jeanne Kautter or Dodie Billig at Cunningham, Jeffrey & Co.

Thanks for your cooperation.

	99 Member	Husband's (Pilot Info)	Children of 99's (Pilot Info)
Age	_____	_____	_____
Ratings	_____	_____	_____
Home Base [city, state]	_____	_____	_____
Number of logged hours	_____	_____	_____
Number of years flying	_____	_____	_____
Type of aircraft normally flown	_____	_____	_____
Do you own your own aircraft?	_____	_____	_____
Type and year of owned aircraft	_____	_____	_____

Detach and Return To:

Jeanne Kautter

Cunningham, Jeffrey & Co.
"The Insurance Office"

7101 Mercy Road, Insurance Exchange Building, Suite 106,
Omaha, Nebraska 68106 / 402 393-9800

Request for Proposal

The trustees of the Amelia Earhart Memorial Scholarship Fund are desirous of receiving proposals for the Amelia Earhart Memorial Research Scholar Grant (hereafter referred to as the AE Grant).

This grant is open to all 99s who meet the qualifications outlined in the Fact Sheet and Application forms published in the September 1980 issue of *The 99 NEWS*.

Applications for the grant may be made in any academic area of specialty as previously defined in the Guidelines for the Grant. This year the trustees wish to define a special area of study for which they feel an urgent need exists and for which they would like to receive proposals. This does not mean that proposals in other areas would not be welcome.

The Request For Proposal (RFP) defined here outlines an area of historical research for which the trustees feel there is a particular need — historical research on American women in aviation for the years up to 1930.

In responding to this RFP, the research historian should feel free to implement the scope of the research as she sees fit, but the trustees feel the research should consider at least the following:

- Women pilots listed in standard reference documents.

- Pioneer women pilots not usually referenced (sources for these could include FAA archives, state newspapers and newspaper morgues, recollections of pioneer pilots, both male and female)

- Achievements of women including licenses held, aircraft flown, projects, programs, races, engineering, etc., to which she has contributed

- Attitudes of the woman pilot with respect to opportunities, discrimination, careers in aviation, etc.

- Pictures of the woman pilot

- Development of society's attitude toward women pilots during the years covered by the research

- Significant memorabilia and documents existing with respect to the individual woman pilot, including where such memorabilia may be found, i.e., what museums, and documents

- If interviews are utilized as a data source, the complete interview should be included as part of the appendix of the technical report.

- A full bibliography, including oral histories, interview, newspaper reports, primary and secondary sources should be included.

The trustees anticipate that the response to this RFP should include a budget of no more than \$10,000 and a schedule of no more than 12 months after the award of the grant.

The trustees of the Amelia Earhart Memorial Scholarship Fund shall serve as final judges for the proposals received in response to this RFP and may consult with recognized historians serving as honorary judges.

Details of preparing a response to this RFP and the qualifications of the candidate may be found in the Guidelines for Applying for the Amelia Earhart Memorial Research Scholar Grant. This may be obtained from either Dr. Jean Pearson, Chairman of Trustees or Dr. Dora Dougherty Strother, Permanent Trustee for the Research Scholar. Addresses for both may be found in the Roster. Dr. Pearson is a member of the Michigan Chapter and Dr. Strother of the Fort Worth, Texas, Chapter.

1981 Honorary Judges

Amelia Earhart Memorial Career Scholarships

Three prominent individuals, all vitally concerned with aviation, served the Ninety-Nines this year as Honorary Judges of the Amelia Earhart Memorial Career Scholarships. They perform the final screening of applicants and thus define the winners. Listing our judges alphabetically (we would not like to imply rank since all are outstanding) they are: The Honorable Margaret Heckler, Congresswoman from Massachusetts; Mr. Webster Todd, Jr. Vice-President of Frontier Airlines; and Dr. E.B. Wilkinson, Jr., President of The Flying Physicians.

Congresswoman Margaret M. Heckler has represented the 10th District of Massachusetts in the U.S. House of Representatives since January 1967. She earned her law degree from Boston College Law School and was a practicing attorney for 10 years before entering politics.

As a member of the Veteran's Affairs Committee, she proved instrumental in winning the fight of the Women Airforce Service Pilots (WASPs) for veteran status. Other coveted committee seats she holds include the Science and Technology Committee and the Joint Economic Committee.

Mrs. Heckler has repeatedly demonstrated her intense feeling for equal rights for women. She has submitted and supported legislation in this area including the landmark Equal Credit Act.

As the ranking woman Member of Congress, she is acknowledged as Dean of

Congresswomen by her colleagues. She founded and is co-chairwoman of the Congresswomen's Caucus, the chief forum on the Hill for women's legislation.

Webster B. (Dan) Todd, Jr. is Vice-President of Public Relations for Frontier Airlines, representing the carrier's 27-state system. Prior to joining Frontier he served as Chairman of the National Transportation Safety Board (NTSB); Special Assistant to the Chairman of the Civil Aeronautics Board (CAB); Inspector General of Foreign Assistance at the Department of State; and Deputy Special Assistant to the President assigned to the White House Personnel Office. For the positions at NTSB and the State Department, Mr. Todd was nominated by the President and confirmed by the U.S. Senate.

A Commercial Pilot with instrument and instructor's ratings, Mr. Todd has over 4,000 hours of flight time and, in addition to managing two fixed base operations and founding a commuter airline, he also served as Director of Engineering and Air Safety for the Airline Pilots Association, International

(AFL-CIO) in Washington, D.C.

He presently serves as a member of the Executive Committee of the Flight Safety Foundation, and a Trustee of Embry-Riddle Aeronautical University.

Dr. Ephriam B. Wilkinson, Jr., an orthopedic surgeon of Memphis, Tennessee, graduated from the University of Tennessee Medical School in 1955 and has been in private practice since 1965. He has served as a Clinical Professor of Orthopedic Surgery and has authored multiple articles in journals of his discipline.

A talented pilot, Dr. Wilkinson has logged 1600 hours since his first flight in 1968. He holds a ASME Commercial and Instrument pilot rating. Part owner of two aircraft, a Beechcraft H-18 and a Cessna 182, Dr. Wilkinson proudly announces that the Cessna is the "jump plane." He took up jumping last year at age 47. His oldest son, at age 27, is a commercial pilot and a jump instructor.

Dr. Wilkinson is currently serving as President of the Flying Physicians Association.

Margaret M. Heckler



Webster B. (Dan) Todd, Jr.



Dr. Ephriam B. Wilkinson, Jr.



OSHKOSH BOUND

by Jayne Schiek

As the first week of August draws near, the skies around Oshkosh, Wisconsin, become filled with planes of all sizes, shapes and speed heading for the world's greatest aviation convention. And among those planes will be hundreds of Ninety-Nines. More and more Ninety-Nines are taking advantage of the scope of the EAA Convention to meet old friends, to make new friends and to see everything that is happening in the realm of Sport Aviation.

One of your first stops on the field after you arrive should be the Friendship Tent in the Women's Activity Area. The Friendship Tent is named after the plane in which Amelia Earhart flew when she became the first woman to fly across the Atlantic Ocean. Here the Ninety-Nine Exhibit is held and you will have the opportunity to meet and chat with Janet Green, our president, as well as many other officers of our organization. The atmosphere of the tent encourages sitting around and talking on an informal basis and gives you the opportunity to meet Ninety-Nines from all over the world. Make the Friendship Tent your home away from home at Oshkosh. There will be a message board where you can leave notes for friends, as well as find out what is happening where at the convention.

Hazel Jones, international vice president, is also organizing the Women's Forum program for this year's convention. (Hazel attended the EAA Convention for the first time two years ago ... had such a great time, she offered to help "wherever I can" this year ... so I offered her this job.)

In addition to two women pilots' meetings on Friday and Saturday, she has a terrific line-up of exciting speakers, including Marion Jayne, giving her tips on winning air races; John Ballentyne, president of the newly formed EAA Ultralight Association;

Barbara Gross presenting her Adventures with Aerospace Education; and Bob Davis, head of the Aerobatic Judging Committee giving us tips about how to watch an air show. These few speakers mentioned are just the tip of the iceberg.

On Tuesday evening, the Wisconsin Chapter of the 99s will be hosting the Ninety-Nine Get-together ... a good old Wisconsin Beer and Brat Festival. Those who have attended in the past will tell you it is an evening not to be missed. BUT you need to make reservations BEFORE Monday evening. If you are not arriving before Tuesday, be sure to drop Terri Donner a card* and have her save you a spot. Forty-nine and-a-halfers are welcome, of course!!!

What else is happening at Oshkosh? Airplanes, airplanes, everywhere ... one of the best air shows in the world every day at 4:30; marvelous entertainment at the Theatre in the Woods every evening; exhibits in two exhibit buildings; fly-bys throughout the day; non-stop forums in SIX FORUM TENTS on every aviation subject you can imagine, workshops in which you can learn aircraft covering and welding, and that is just a beginning. Oshkosh really can't be described — it has to be experienced.

The EAA Convention is the great convention it is because so many people who love aviation come together and volunteer a part of their time. "Being a part of it" is what makes your experience at Oshkosh unique. So plan to volunteer a couple of hours — it's the thing to do at Oshkosh. ... See you there.

* Terri Donner
909 W. South Park Ave.
Oshkosh, WI 54901
(address changed from the directory)
414/233-3798

Wisconsin 99 Chapter
Sponsors Third Annual

99 COOKOUT

During EAA Convention
Tuesday, August 4, 1981

Oshkosh Elks Club
Oshkosh, Wis.
5:30 p.m.

Native Wisconsin Foods

Advance Ticket Sale Only
Deadline August 1st

For reservation send \$6.00 — Adults,
\$3.50 — Children Under 12 to: Joyce
Donner, 1822 Knapp St., Oshkosh, WI
54901. Limit 150 people. Cancelled
check is your receipt. Pick up tickets at
Friendship Tent at EAA Convention.



Louise Pfoutz, All-Ohio Chapter (The Littlest Warbird — she flies a BT13 — and isn't quite five feet tall) is a moderator of the Women of EAA Forum. She's listening as Linda Hamer (Central Illinois chapter) describes how to establish a landing strip on a piece of farmland.

A group of pilots gather for a picture in front of the Lockheed in the Women's Activity Area. Most of them are Ninety-Nines ... and that's Janet Green, International President, seated in the very center.

AVIATION CAREERS for WOMEN Seminar

by Marilyn Copeland
Careers Chairman

A very successful first Aviation Careers for Women Seminar sponsored by the International 99s was held on Saturday, April 4, 1981, in Wichita, Kansas. The Kansas 99s



A large number of college students attended the Careers Seminar.

co-sponsored the event, mainly by helping with transportation and the reception on Friday evening in a 99 home.

The 100 participants began arriving from all parts of the U.S. on Thursday. At least one-third of the audience flew in private planes to attend. Most of the young women were either college students who are enrolled in aviation programs or recent college graduates who are working as flight instructors. A few college administrators also attended.

The first seminar activity was a reception featuring a bountiful buffet and wine. A very talented young couple furnished live music to add to the festivities. This particular affair offered an excellent opportunity for the participants and some of the speakers to become acquainted as well as exchange ideas on a one-to-one basis.

Early on Saturday morning, bus transportation departed for the Cessna Training Academy where Cessna hosted a delicious continental breakfast. The facilities at this training academy are excellent for a seminar of this type.

Nelda Lee, a Greater St. Louis 99, opened the program with her job description as a Senior Flight Test Engineer with McDonnell Douglas Corporation and showed a short film of the X-15 project.

An excellent panel of speakers from Cessna presented "College Graduate Opportunities in General Aviation." Alan Roskam, Director of Human Resources was the moderator. Other speakers included Fred Bright, Manager, Personnel and Training; Dorsey Carr, Supervisor, Personnel and Administration; Morris Dunlap, Sales Manager, Commercial Aircraft Marketing; and Bill Ross, Employment Manager, Wallace Division, Engineering.

The Gates Learjet portion of the program was ably handled by John Meyer, Director of Public Relations and a woman engineer for Gates Learjet. The opportunities for women in the aviation field are certainly available, but first the necessary training and education must be achieved. All of the speakers emphasized that work experience with sales and fixed base operations certainly helped in consideration of being hired for a company position.

Lunch at McConnell AFB was highlighted by some fine Air Force women discussing their backgrounds and experiences as a missile specialist, a co-pilot and a navigator

on the KC-135 tanker planes. They highly recommend the college ROTC programs for women interested in the Air Force.

Bill Robinson, Vice President, Corporate Relations for Beech Aircraft Corporation, welcomed the group to the



Joyce Case seems to enjoy talking about her career as a test pilot.

beautiful Olive Ann Beech Gallery and graciously opened the afternoon session. Joyce Case, a Kansas 99 who is a production test pilot at Beech, gave an outstanding illustrated presentation on her work. Joyce has had a variety of careers with Beech, including the introduction of the Musketeer aircraft several years ago and more recently she headed the Beech Aero Club Program.

Jean Haley, a United Airlines 2nd Officer, and President of ISA — a social organization for Women Airline Pilots — was a most inspirational and enthusiastic speaker. Jean is also a fine writer; her most recent article was in *McCall's*, February, 1980, regarding her life and ambitions to be a pilot.

Our own International President, Janet Green, spoke to the group on an appropriate subject, The History of Women in Aviation. Midway through the afternoon a short break for "tea and crumpets" was enjoyed while browsing through the collection of photos and memorabilia in the OAB Gallery.

Norma Tucker, an associate engineer and technical writer for Beech, gave the group a variety of ideas about other opportunities in aviation besides flying. She is a former professor and teacher who enjoys the challenge of a career in aviation.

Appropriately, Ann Gallagher, as our final speaker for the seminar, talked about "Goal Setting." She is the Associate Manager for the Beech Aero Club Program. Her personal experiences of what it takes to get where you want to be, were totally enjoyed by the participants.

This 99 educational project was definitely a success, not only for the young women who attended the seminar, but also for the Ninety-Nines as a public relations tool. Every organization needs new members — but to enlist new members we need new projects and programs which give them something they are interested in and will benefit from personally. The young women attending such career seminars could be the 99 membership of tomorrow.

New Ratings

East Canada

Patricia Jones - First Canadian - Class #2 CFI

Middle East

Janice Colvin - Maryland - IFR

Edna Drago - Potomac - IFR

Marcy Deckelbaum - Potomac - BGI, CFI

Ann Lawton - Potomac - ATP

Brenda Eidson - Potomac - CFI

Robin Hosenball - Potomac - CFI

New York - New Jersey

Ada Friedman - Hudson Valley - CFII

North Central

Barbara Golan - All-Ohio - IFR

Joan Reindle - Greater Kansas City - CFII

June L. Beers - Michigan - IFR

Renate McLaughlin - Michigan - IGI

Sylvia Otyпка - Minnesota - CFI

Northwest

Julie D. Lee - Intermountain - CFI, MEL, MEI

Sue Spargo - Willamette Valley - IFR

SOUTH CENTRAL

Gail Steeger - Colorado - ME

Penny Wilde Montgomery - High Sky - IFR

Southeast

Bonnie Quenzler - Florida Spaceport - CFII

Southwest

Sheri Pizl - Aloha - BGI

Amy Stevens - Aloha - CFI

Debi Burroughs - Aloha - CFII

Marian Kuzma - Aloha - CFII

Pat Davis - Aloha - MEATP

Karen Masterson - Mt. Diablo - COMM

Lola Bartlett - Mt. Diablo - IFR

Martha Illiff - Mt. Shasta - CFI

Diane Hixson - Orange County - MEATP

Pam Mahonchak - Orange County - CFII

Gabi Thorp - Phoenix - MECFI

Ann Nelson - Phoenix - CFII

Joan D'Amico - Utah - CFII

Lorraine Starzinsky - Utah - CFII

Lila Fielden - Utah - Glider-CFI

Seminar Chairman Marilyn Copeland presents gift of appreciation from 99s to speaker Norma Tucker.





We're here. Doing our job... for YOU.

At a time when others may have stopped trying...we haven't.

Like the other day on Capitol Hill. We went to Congress to state our case.
And they listened.

The administration had recommended an incredible 20% aviation fuel tax.
Had it been adopted, the tax increase would have amounted to as much as
40¢ or more per gallon and would have escalated with every rise in oil prices.

Because of our lobbying success, a more reasonable per gallon tax is now
being considered. And we're still making an all out effort to be sure that it's
fair to general aviation.

Active and concerned pilots — through support of AOPA — have just saved
general aviation over \$400 million this year.

This is just one of many accomplishments on your behalf. We authored a
change in the law that eliminated the nuisance federal-use tax on aircraft;
helped salvage the veterans flight training program; and defeated a bill that
would have increased the civil penalty authority of the FAA up to \$25,000.
But AOPA has commitments on the local level, too. Last year we were
involved in more than 400 airport problems around the country.

**Remember: We're here. Working to keep general aviation available
for everybody. Every day.**

If you're not already a member, join us. You've been enjoying the benefits of our
lobbying efforts. . . but there's much more we have to offer which is yours only as an
AOPA member. . . any one of which may be worth more than your annual dues.

**HOW ABOUT IT. . .
CAN WE COUNT YOU IN?**



Yes! I want to support AOPA's efforts on behalf of general aviation.
Please rush membership information to:

Name _____ Address _____ City _____ State _____ Zip _____
Aircraft Owners & Pilots Association
Department 14
7315 Wisconsin Avenue
Washington, D.C. 20014



WANTED:
Information regarding this pilot
and 27 other 99 charterites...

A concerted effort should be made by historians and others of the various 99 chapters in order to bestow Life Memberships to the charter members not previously honored.

There are 28 charterites in the "unknown address file" and some can no doubt be located through diligent searching. A plea can be made in the local press and magazines; someone may see the account and know of further details.

Some other ideas for searching would be

scanning old city directories, scrap books, news morgues and contacting places of past employment of these members. For instance, at one time, DOIG had an executive position with The Macy Co., BROWN traveled to Japan and wrote for NAA Magazine, WALSH taught school and COX was affiliated with Curtiss-Wright. Public records at local libraries (news-prints, obituaries, etc.) and census depositories, may also help to update the records.

NIFA Regional SAFECONS

by Pauline Gilkison

The Ninety-Nines were well represented at the NIFA Regional SAFECONS this year. Some Ninety-Nines gave financial assistance as well as helping out where they were needed.

Marty Pearce, Southwest Section NIFA Chairman, reports how their section participated in the Pacific Coast Region II SAFECON, hosted by the College of San Mateo in Concord, California. Marty, a faculty member, came to the SAFECON with the Arizona State University team.

The Southwest Section Ninety-Nines sponsors the important Top Woman Pilot Award. Governor Thelma Cull was there to make the trophy presentation to the Top Woman Pilot, Liz Crowell from San Jose State. John Earhart, (not related to A.E.),

from Palomar College, won the Top Male Pilot Award. Another major event is the Air Navigation Contest, sponsored by the Orange County Chapter. The contestant plans a given three-leg cross-country flight and estimates the fuel consumption, then flies the course precisely as planned. A volunteer checkpilot rides along with the contestant to record times over the checkpoints and total time en route. Mount Diablo Chapter coordinated the volunteers for this event.

At the end of the about perfect day the winning teams were announced; 1st place Palomar College, 2nd San Jose State University and 3rd place went to College of San Mateo. It was a great day for the Ninety Nines, too!

The law-of-averages tell us some of the 28 may be deceased, others have a name change through marriage and no doubt some have changed their locale numerous times. However, sometimes a person returns to the "homeport" after years of vagabonding.

Ruth Deerman, who initiated the Charter Search during her tenure of office as President of The Ninety-Nines, supplies us with a listing of last known, early '30s addresses, for starters:

Middle East Section

Margery H. BROWN, Chester, WV, and New York, NY

Marion CLARK, Baltimore, MD

Helen COX Cohecy, Hagerstown, MD
Sylvia Anthony NELSON, Philadelphia, PA and Rhinelander, WI

E. Ruth WEBB, Llanerch and Philadelphia, PA

New England Section

Irene J. CHASSEY, Hartford, CT

Jean DAVIDSON, Greenwich, CT

Sarah S. FENNO, Barrington, RI

Margery L. DOIG Greenburg, Danbury, CT, and Flushing, NY

Olivia "Keet" MATHEWS Mangham, Dedham, MA

NY-NJ Section

Agnes A. MILLS, Floral Park, NY

Margaret F. O'MARA, Port Washington, NY

Wilma L. WALSH, Belleville, NJ, and Maplewood, NH

North Central Section

Ruth T. BRIDEWELL, Hinsdale, IL

Myrtle R. CALDWELL, Cleveland, OH

Ruth E. HALLIBURTON, Toledo, OH

Lola L. LUTZ, Oshkosh, WI

Hazel Mark SPANAGLE, Lakewood, OH

Dorothy L. STOCKER, Chicago, IL

South Central Section

Frances FERGUSON Leitch,

Ponca City, OK and St. Paul, MN

Ethel LOVELACE, Houston, TX

Elizabeth F. PLACE, Colorado Springs, CO
Alberta B. WORLEY, Oklahoma City, OK

Southeast Section

Barbara W. BANCROFT, Anastasia, FL

Southwest Section

Sacha Peggy HALL Martin, Santa Ana and Glendale, CA

Peggie J. PAXSON, Los Angeles, CA
Lillian PORTER, Glendale and Pasadena, CA

Mathilda J. RAY, Los Angeles, CA

The surnames at charter-time (1929) are in capital letters. All listed pilots had four-digit license numbers, excepting DOIG, who held #10073.

If you find data regarding any of these founding members, please forward same to International Headquarters.

Good luck and happy searching!

By Glenn Buffington,
Friend of The Ninety-Nines

learned from that . . .

Even the pros do it

by Merry G. Robertson
Foothills Chapter 99s

Perhaps one of the more prevalent viruses affecting pilots is that one whose symptoms are characterized by a compulsion to GET THERE. This serious and sometimes fatal malady can, however, be avoided in several ways. Vaccination can be obtained through various means: from the survival of harrowing ordeals to the more pleasant method of learning from shared experiences. The most effective preventive is knowing yourself, your capabilities and those of your plane and paying close attention to other factors, such as weather.

As a student pilot, I learned early that going up at the appointed date and time was just not to be on some days. My instructor and I would sit at the airport, shaking our fists at leaden skies, squinting for a patch of blue. Soon after my first solo, I went out to fly in the practice area. Although the early spring wind was gusting at a rate of multiple knots, I climbed into the plane and took off. To my dismay, I realized that I had literally, gone over my head, and despite a feeling of embarrassment when I radioed the tower immediately after takeoff that I was coming in for a full stop landing, I knew my decision was right. The forgiving little Warrior forgave a wobbly crosswind landing, and I was glad to log a .2 that day.

Surely the most infamous turnaround in my aviation career occurred during the 1979 Air Race Classic. My co-pilot and I left Santa Monica and reached Stockton, California, the first designated checkpoint. After checking weather, we decided to forge ahead, as did most of the other racers, to our next stop, Klamath Falls, Oregon. We flew high along the west side of the mountains, and the building clouds pushed us ever higher. Some of the more experienced pilots flew low through the passes, but two South Carolina girls were not about to do a thing like this. About thirty minutes out of Klamath Falls, 11,500 feet high, we realized that we could not get down through the clouds VFR, a requirement of the race; and besides we had heard someone remark on the radio that it was snowing there. In June, yet! That was enough for us.

We diverted to Chico, California, landed and called ahead to ascertain the adverse weather conditions monitored on the radio. They were indeed unfavorable and getting worse all the time. So with our time clock still running, we scrambled back into the Mooney, flew back to Stockton and made a spectacular full-bore flyby at that airport, thus stopping the clock for us. It might be of interest to some that we set a record in women's air racing that day: our leg score was -109! (That's minus one-oh-nine. You didn't misread it.) Needless to say, we came

in last place on that race, but at least we did finish and had no regrets as to our decision to go back.

A more recent 180° was utilized this year by my 49 $\frac{1}{2}$ er husband. En route to New Orleans with our son as a passenger, going to Mardi Gras, they experienced radio trouble and stopped at Monroeville, Alabama. There is an excellent avionics shop on that field, so they left the radio there and continued for New Orleans at dusk. After a few minutes it became apparent that the remaining VOR was inoperable. Not wishing to fly into a strange airport at night, and go over Lake Ponchartrain to get there, they returned to Monroeville. Better late to Mardi Gras than never. Later, with both radios fixed, they continued their trip, which was memorable.

Picture this: we are going to the Gator Bowl this winter, and are at 8,000 feet, thirty miles from our home base over Lake Greenwood. We hear a vibration not present before. Since we are flying into IFR weather, we decide to return. I pull back the power and we glide home, after executing the required 180° turn. A subsequent check revealed that half of the bolts on the #2 cylinder had sheared off, and the others were loose.

On landing, we tie down the plane, rush across the field and catch a ride with friends who are also going to the game in a King Air. A few minutes later, we are at 8,000 feet, thirty miles from our home base, over Lake Greenwood. We are telling our friends our tale of turning back at this point. We are interrupted by the voice of the pilot, informing us that we are turning back. The King Air has lost a fuel pump. (Our own personal Bermuda Triangle.) See! Even the pros do it. Especially the pros do it.

MORAL: It is far better to be down wishing you were up than to be up, wishing you were down.

THANKS NEWS REPORTERS

To all of you who have faithfully put calendar items and new ratings on separate sheets when reporting your chapter news — THANKS! Little things really mean a lot for the editors.

NOTAM

Michigan SMALL Race
now open to men and women pilots.



"Take Five" by air to Shangri-La.

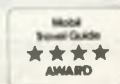
Fly in to our private airpark with its paved and lighted 4,000-ft. runway and instrument landing facilities. Check Jeppesen Charts. Call on Unicom 122.7 for courtesy van to accommodations. 24 hour fuel service. Approach Shangri-La for a "Take Five" holiday and enjoy something different each day of your stay!

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HUBBUB BAZAAR

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JEAN DOHERTY
BOX 152
SOUTHBORO, MA 01772

NOTAM

See March issue of the
99 NEWS
for
CONVENTION REGISTRATION
FORMS

NOTAM

CONVENTION PARTICIPANTS,
PLEASE NOTE

Convention package refunds will not be given unless your cancellation is received prior to July 8.

Transportation will be provided from Hanscom Field on Wednesday, July 15 until 6 p.m. Please make prior arrangements if you plan to arrive in Hanscom at any other time or you may be on your own!

We are sorry that we are unable to provide any transportation from Logan Airport. Cabs are always available, and the airport is in close proximity to the city.

NEEDED

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

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

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

1981 Convention Schedule

MONDAY 13 JULY

4:00- 6:00 Registration

TUESDAY 14 JULY

8:00 Board of Directors Meeting
8:00- 5:00 Registration
9:00- 5:00 Tour #1 and #2
2:00 1985-86 International Convention Planning Meeting

WEDNESDAY 15 JULY

9:00- 5:00 Registration
9:00- 5:00 Hospitality Room
10:00- 6:00 Hanscom Airport Transportation & Hospitality
12:00- 2:00 Governors' Luncheon
1:00- 5:00 HUB-BUB Bazaar (Chapter Sales)
1:00- 3:00 Credentials
1:00- 7:30 Industry Exhibits
2:00- 3:00 Survival Seminar
3:00- 4:30 Bill Cook's Educational Program (FAA)
5:00- 7:00 Welcome Party

THURSDAY 16 JULY

8:00- 5:00 Registration
7:30- 9:00 Breakfast for "Under 35s"
9:00-12:00 Panel Communications Session
9:00- 1:00/3-5:00 Hospitality Room
9:00- 5:30 Industry Exhibits
9:30-11:00 Educational Seminar - Lycoming (Ken Johnson)
10:00- 1:00/4-5:30 HUB-BUB Bazaar
1:00- 3:00 Amelia Earhart Luncheon
3:00- 5:00 Credentials
4:00- 5:30 Educational Seminar - Jeppesen I (B. Zielinski)
- AOPA (Dr. J. Cockrell)
6:15-11:00 Clambake

FRIDAY 17 JULY

7:00- 8:00 Continental Breakfast
7:00- 8:30 Credentials
8:30-12:30 General Business Meeting
(Reconvene at 2:00 p.m. if necessary)
9:30- 2:30 49 $\frac{1}{2}$ er Tour and Luncheon
1:00- 7:00 Industry Exhibits
1:00- 5:00 Hospitality Room
2:00- 6:00 HUB-BUB Bazaar
2:30- 4:00 Educational Seminars - AOPA (Dr. J. Cockrell)
- Lycoming (K. Johnson)
3:00 Post Convention Board of Directors Meeting
4:30- 6:00 Educational Seminars - Weather (C.L. Chandler)
Jeppesen II (B. Zielinski)
6:00- 7:00 AWTAR Meeting
6:00- 7:00 WASP Meeting
7:15- 8:30 "Silver Wings & Santiago Blue" Film (WASP)
8:30-10:00 Educational Seminar - Jeppesen III (B. Zielinski)
8:00-11:00 Boston Pops

SATURDAY 18 JULY

9:00-12:00 99 Tennis Tournament
9:00-12:00 Women in Aviation Seminar
9:00- 1:00 HUB-BUB Bazaar
9:00-12:00 Industry Exhibits
9:00- 5:00 Hospitality Room
6:00- 7:30 Reception
7:30- Plaza Banquet

SUNDAY 19 JULY

7:00 Transportation to Hanscom Field, Bus #1
7:30-10:00 Airport Breakfast
7:30-12:00 Airport Hospitality
9:00 Transportation to Hanscom Field, Bus #2
11:00 Transportation to Hanscom Field, Bus #3



Boats on the Charles River and Boston's skyline.

Convention Countdown!

by Lil LeBlanc

Now that your registration has long since been mailed, and you're tossing the last few "essentials" into your suitcase, the excitement which awaits you in Boston is beginning to take hold. Over the last few months you've read my little renditions on the array of things you *must* do while visiting, and very shortly you'll see for yourself just why the enthusiasm for this gorgeous area runs so high.

The convention schedule appears in this issue, and as you can see, it is a week of non-stop action. Maybe some of you will remark that a leisurely breakfast is no way to prepare for a busy day — well we do agree! It is for you that the **EARLY MORNING EXERCISE PROGRAM** will be held! This is a sure way to get the muscles moving while the less adventurous among us grope for our morning coffee! More details will be available at convention.

Our jam-packed schedule appears to leave little room for poking around on one's own. Everyone will, however, probably find a few hours here and there to escape, so you'll want to consider a short tour of the city, a visit to one of our innumerable fine restaurants, or a stroll through a museum. At convention, you'll be able to get information concerning mini-tours, and, the information desk will be staffed with knowledgeable people who can place a

brochure in your hand and head you in the direction of a museum or special attraction to suit your personal taste.

If, at any time in the convention you feel "lost in the crowd" (who will have *time* to feel lost?), just head for the Hospitality Suite for some old-fashioned New England hominess. Or, just look for one of the many New England Section members who'll be in attendance. Any of these people will be glad to assist you in any way, for the duration of the convention.

Right about now, as you sit on the suitcase in the ever-futile attempt to fasten the latch, we're busy putting the finishing touches on your convention. I know that I speak for every member of the New England Section, when I say **"WELCOME TO BOSTON AND CONVENTION '81!"** Each of us looks forward to extending a very warm and personal "hello" to every one of you!

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.



Bill Cook, Chief of Westfield, Massachusetts GADO and featured convention speaker, discusses his surprise topic with Evelyn Kropp, New England Section Governor and Education Program Chairman. What's the secret, Evelyn?

Cleared for Convention Takeoff!



Quincy Market, Boston

This gorgeous king-size quilt, which you must see to appreciate, has been handmade by the Western New England Chapter. It will be raffled during the convention week. Tickets at \$2 each may be obtained from the Western New England Chapter by contacting Barbara Guttormsen, 317 Chapel Street, Lee, Massachusetts 01238.





The Convention '81 Board takes a minute from its busy schedule to pose for a picture. Left to right: Bobbie Herbert; Mona Budding, Chairman; Ruth Zimmerman, Treasurer; Harriet Fuller; Lillian Emerson, Secretary; Evelyn Kropp; and Lois Auchterlonie, Co-Chairman.



The bustling city of Boston, as seen from 8,000 feet. (Note Logan Airport to the extreme top right.)
Photo by Roger LeBlanc.

(a few important Do's and Don'ts for conventioners)

- DO insure that your hotel reservations are confirmed prior to June 17!
- DO plan your arrival into Hanscom Field between 7 a.m. and 11 p.m. — lest you pay a hefty overtime charge!
- DO remember to bring EXTRA LONG ROPES for your tie-down and chocks, if you use them. (Tiedown rings are provided.)
- DO obtain a thorough weather briefing — and update it during your flight. New England is famous for its sneaky fog banks — even in summer!
- DO prepare for a week of fun, excitement, and aviation learning!
- DON'T fly on an empty stomach! Remember to bring some nutritious snacks along to appease the hunger pangs.
- DON'T use outdated charts! Be sure to obtain current sectionals and insert the latest revision in your "Jepps."
- DON'T forget that Hanscom Field sits under the Boston TCA. Contact appropriate ATC facility if you plan to fly through that airspace.
- DON'T miss this exciting convention!

NOTAM

See March issue of the
99 NEWS
for
CONVENTION REGISTRATION
FORMS



An aerial view of Hanscom Field, convention host airport. Photo by Roger LeBlanc.

1981 CONVENTION EDUCATION PROGRAM

WEDNESDAY, JULY 15, 1981

- 2:00- 3:00 P.M. **Investments for Women of the 80's**, Merrill-Lynch
- 3:00- 4:30 P.M. **Surprise Topic**, Bill Cook, Chief, Westfield, MA, GADO

THURSDAY, JULY 16, 1981

- 9:30-11:00 A.M. **Achieving Maximum Engine Life**, Ken Johnson, Manager, Customer Relations, Avco-Lycoming, Williamsport Division
- 4:00- 5:30 P.M. **IFR Departures** (Charts and the Airspace I)
Barry Zielinski, Chart Seminar Specialist, Jeppesen-Sanderson
- 4:00- 5:30 P.M. **Pilot Psychology**, Dr. Jerald Cockrell, AOPA Air Safety Foundation

FRIDAY, JULY 17, 1981

- 2:30- 4:00 P.M. **Achieving Maximum Engine Life**, Ken Johnson, Lycoming
- 2:30- 4:00 P.M. **Stress Management For The Pilot**, Dr. Jerald Cockrell, AOPA
- 4:30- 6:00 P.M. **En Route Charts and Procedures**, (Charts and the Airspace II)
Barry Zielinski, Jeppesen
- 4:30- 6:00 P.M. **Atmospheric Factors in Air Racing**, C.L. Chandler, Manager, Weather Services, Delta Airlines, Atlanta, GA
- 8:30- 9:30 P.M. **The Terminal Environment**, (Charts and the Airspace III),
Barry Zielinski, Jeppesen

SATURDAY, JULY 18, 1981

- 9:00-12:00 A.M. **Women in Aviation Careers' Seminar**
Moderator: Susie Sewell
Capt. Ann Smethurst, U.S. Air Force
Donna Gropper, ATC Specialist
Other speakers to be announced

I'd rather be FLYING!

by Babette Andre

There's something sensuously magical about landing at a mountain airport on a frosty winter morning and seeing shimmering particles of ice fog dancing in the crisp, sunny air. My two corporate passengers had about three hours of work in Steamboat Springs, so they left me at the airport with their Denver-based Continental Elevator company plane, a Cessna 182, while they went about their business.

During the following three hours I fueled and preflighted the single-engine bird and wandered about the field playing airport bum. The clear air invigorated me, making me glad to be alive and able to make a living as a freelance commercial pilot and flight instructor.

Of the various endeavors I've undertaken in my checkered careers nothing has provided more continual challenge, growth, and personal fulfillment than aviation. Its horizons are limitless, and it provides better than average career opportunities for women, plus a most auspicious male-female ratio! At the beginning of 1979, there were 798,833 certified pilots in the United States, of which 49,874 were women — a 16-to-1 ratio. Not too bad.

My two passengers for the day finished their business in Steamboat Springs a little late, but they were still ready to hop over to Grand Junction for another appointment. They finished their business there quickly, and we headed back to Denver. Another successful statewide business flight, completed in a day. For these businessmen, hiring me to fly them for the day makes economic sense.

I began flying in self-defense in the Berkshire Hills of Massachusetts. At the time, I lived in upstate New York and travelled with a freelance photographer friend who flew to assignments all over the country in a \$35,000 Piper Tri-Pacer. It struck me one afternoon, while winging over a particularly desolate stretch of Utah, that I ought to learn to land the machine which held my fate. My photographer friend did little to alleviate my fears of flying. Yes, I was afraid, because I didn't understand the aerodynamic forces which were keeping us in the air. I endured in silence moments of sheer terror, thinking I wanted only to be



near my man.

Once back home, I enrolled in a "pinch hitter" course at the local airport. All I wanted to do was learn how to land my friend's little Piper. It took an almost irrational gut-tightening effort to make it to the airport for lessons, and I was relieved when the airplane was taken out of service for a lengthy fabric recovering job. By the time it was flyable again, my personal relationship with the photographer had broken up.

The fates, however, were kind. I met another private pilot, who genuinely encouraged me to earn a license and use his plane. Another place, another man, another plane, another little airport. This time I enrolled in the complete private pilot course and went for my license with a passion, thanks to the supportive help of my new friend. By the end of my thirty-first year on earth, I was a private pilot.

I returned to my secure government job in Denver, and the next few years held encouragement and a slow entry into the world of professional flying. Working toward each new rating and certificate took conscious effort akin to working toward a college degree. The government job provided a steady paycheck and enough budget dollars to continue weekend flying. I wasn't sure where it was leading, but it didn't matter. I enjoyed each successive flight and discovery of each new horizon.

You can learn to fly either for personal satisfaction or to develop a career. But breaking into the fast-growing field of aviation requires a significant investment of time, money, and genuine hard work. While the image of the flyer may be romantic, the realities of achievement take personal commitment.

As a private pilot, you may carry passengers, who can help defray aircraft costs. As a commercial pilot, you may accept compensation for aerial work and flights within a 50-nautical-mile radius. A commercial applicant needs only 250 flight hours and an instrument rating to qualify for the license.

To get rated for multi-engine aircraft, turbojets, rotorcraft, gliders and balloons, you must take additional training and pass appropriate written and in-flight tests.

If you wish to go into aviation professionally and fly for money, you must earn the commercial certificate, which means more training and more tests. Many aviators work through the flight instructor route, which enhances understanding and helps generate revenue while gaining experience.

"A real aviation job" can take many forms. You can get into corporate flying, aerial photography, survey, banner towing, crop dusting, cloud seeding, pipeline patrol, fish and game spotting, charter, commuter and air taxi operations. The pay is generally marginal, and even low for the investment. If you have veteran's benefits, you can get the VA to pay for 90 percent of the cost after the private certificate.

Career prospects are good for the qualified aviator. Because the field is growing, you'll find opportunities will open up as you advance.

Airline jobs are plums and generally require an airline transport and/or flight engineer certificate, with a minimum of 1500 hours of flight time. The pay is good and hours are relatively short, yet it is difficult to break in, and job security is not there until you achieve a degree of seniority. I've seen highly qualified pilots spend years working on ratings and experience, and go through myriad resumes, interviews and selection processes, only to be met with continual rejections.

The airlines and commuter lines hire sporadically. Once on board a carrier company, you are subject to furlough (lay-off), which varies with the vagaries of the economy. There is little lateral transfer. That is, you cannot go from captain on one airline to captain on another ... with another company, you start on the bottom rung.

One of the more notable breaks I've had was a 14-week fill-in job for KOA radio, the Denver CBS affiliate, as the airborne traffic reporter. One of my media friends, Tony Larson, a broadcast journalist, knew I'd been pursuing an aviation career and laid the groundwork for an interview, audition and ultimate selection as a Skywatch reporter.

Being one to enjoy complex tasks, I was in my glory flying around the city with two motors, two microphones, four receivers, looking for traffic in the air and on the ground, finding street intersections, picking up 30-second cues and coming up with something coherent to say in the following 30 seconds.

The worst part of it was Rotten Ralph, the pilot assigned to training me as a multi-engine pilot. He was usually sullen and rude because he had marital problems and didn't believe women belonged in the cockpit.

During those 14 weeks, I had innumerable adventures, including assisting police in locating bad guys and spotting a hijacked airliner coming into Denver. It broke my heart when the regular reporter came back to the station, but I gained enough experience and exposure to quit my government job to fly for a living.

My flight students range in age from 15 to 67. They come from various backgrounds and have diverse motives for wanting to learn to fly. The younger ones have aspirations of becoming airline pilots. Some do it for sheer enjoyment; others are fulfilling Walter Mitty complexes; others need faster business transportation; still others combine a commercial interest with pleasure.

I'm particularly happy to see more young women enter the field. No longer must we think of becoming stewardesses; we are now pilots-in-command. I've worked with several women who began lessons for the same reason I did... to face and overcome a fear, as well as to learn how to operate the flying machine from the right seat.

One man, who was referred to me for an aircraft checkout, was a long-time flyer who had piloted airplanes I'd never heard of, and he didn't believe in all the newfangled regulations and black boxes in the cockpit. I could see he wasn't very receptive to my review of procedures and airspace, but I remained coolly professional. At the end of the session we both decided he needed more instruction with a male instructor.

"A cockpit is my cussing place," he said, "and my mother taught me not to cuss around women."

I appreciated his up-front prejudice much more than the insidious sullenness of Rotten Ralph.

There is infinite beauty and joy to share in the poetry of flight. Whether it be navigating in the Rocky Mountains in a single-engine craft, or savoring the jet stream above the clouds or gliding with only the sound of the wind whispering around your sailplane, your spirits will soar on silvered wings.

Reprinted from the August, 1980 issue of *Colorado WOMAN*.

About the Author

Babette Andre, a Gold Seal flight instructor and check pilot in the Denver area, also trains executives of Continental Elevator Company in its corporate aircraft. For the past five years she served as a part time faculty member in the Aerospace Science Department, Metropolitan State College where she conducted instrument training. Rated for Part 135 charter operations, Babette will be flying passengers and cargo for oil and energy companies and banks throughout the region this year while working on her airline transport pilot license.

Shortly after graduation from the University of California at Berkeley, Babette entered the Peace Corps for a two year stint as a volunteer community developer and teacher of English in Bafoussam, East Cameroon, Africa. She returned to the United States to teach French in Hawaii and Afro Asian area studies in upstate New York.

You can expect to see more of Babette's work published in the future, as her travel and graduate level study in photojournalism and aerospace science has qualified her as a writer for newspapers and professional and general interest publications.

NOTAM

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

Test your knowledge

When is the last time you sat down and really thought about the very basic information you should know about the aircraft you fly?

A periodic review of the Owner's Manual could be well worth your time in case of an emergency.

Remember playing Twenty Questions? Here are 20 that might be helpful to refresh.

1. What is the normal climb-out speed?
2. What is the best rate of climb speed?
3. What is the best angle of climb speed?
4. What is the maximum flap-down speed?
5. What is the stall speed in a normal landing configuration?
6. What is the clean-stall speed?
7. What is the approach-to-landing speed?
8. What is the maneuvering speed?
9. What is the red-line speed?
10. What engine off glide speed will give you the maximum range?

11. How many usable gallons of fuel do you carry?
12. What speed will give you the best glide ratio?
13. What is the octane rating of the fuel you use?
14. What weight oil is used?
15. What is the make and horsepower of the engine(s)?
16. How many people will this aircraft carry safely with a full fuel load?
17. How do you find pressure altitude?
18. Where can you find an FSS phone number?
19. What is the emergency frequency?
20. What are the minimum FAR requirements for a pilot to legally carry passengers?

These are just sample questions from a booklet published by Insurance Company of North America. If you would like the complete set, let me know.

Marilynn Miller
Safety Education Chairman

New Product



NEW NAVIGATION PLOTTER FOLDS UP

Tired of working with sun-warped plotters or the biggest piece left after the last time you sat on it? Then Jeppesen Sanderson has just the new product for you. They have recently introduced a new plotter, 15 inches long, that folds to convenient shirt pocket size. Made of non-glare plastic, it will measure true course lines and has easily visible WAC, Sectional and TCA scales. If the editor winds up on the right side of Mexico on the Angel Derby this month, you'll know she learned how to use the free sample.

New Horizons

HOWARD J. ELSCHNER

The Florida Gulfstream Chapter reports with great sadness that Howard J. Elschner, Mina's beloved husband, passed away on February 25, 1981. A 49½ year for the 30 years that he and Mina were married, he was a welcome and familiar face at Ninety-Nine events in New York, New Jersey, Florida and at International Conventions. Although not a pilot himself, he was always supportive of Mina's many efforts for the Angel Derby and the Ninety-Nines.

ANN ENGLISH

We of Houston Chapter will miss our late member, Ann English, who passed away in April after a long battle with cancer. Ann was a charter member of Dallas Redbird Chapter and joined Houston Chapter in the early '70s. Houston Chapter has decided from this date forward our yearly scholarship to young women students will be called the Ann English Memorial Scholarship Award. Those of us who knew Ann will miss her dearly and others may follow her example of devotion and love for the 99s. May she rest in peace.

High flying ladies

by Sandy Russell

Women are in Naval Aviation to stay. Once the subject of heated controversy, women are showing up everywhere in the previously all-male preserve. There are still some restrictions dictated by law and a few problems which are always present when breaking new ground, but women have largely scaled the barriers of prejudice by demonstrating that they can perform in a variety of aviation functions as well as men.

But despite the growing number of women in Naval Aviation, the phenomenon is still new to American society and continues to prompt questions from men and women, military and civilian alike:

- What kind of a woman wants to be a Naval Aviator?
- What kind of background does she come from?
- What is her motivation?
- Does it promise a challenging career?
- How is she treated by her peers?
- Can a woman be a Naval Aviator and have a successful marriage, too?
- How many women who have received their wings are still on active duty and where are they now?

Many of the same questions are asked of women who have become Naval Flight Officers, enlisted technicians and crewmen, and others who work in Naval Aviation. To find the answers we have gone directly to the source.

Women began entering the Navy's program in early 1973 when Secretary of the Navy John W. Warner announced that aviation training for women would start that spring (see *NANews*, July 1977). Eight women were selected to begin the test program, which was established to promote equal rights and opportunities for women throughout the service. Six of the original group received their Wings of Gold. In 1975, CNO authorized a second class of flight training for women and, again, six earned their wings. Eight of the graduates from those first two classes were still on active duty at the close of 1980.

Midshipman Cindy Mason's flight in a TA-4 Skyhawk of VF-126, NAS Miramar, ended the aviation phase of NROTC summer training. Her instrument pilot, Lt. Mary Lou Jorgensen, looks on as Cindy is strapped in.





Lt. Lynn Spruill was the first woman Navy pilot to carrier qualify in a fixed wing aircraft. Photo by JOC Kirby Harrison.



Lt. Karen Thornton and Ltjg. Neil Seeley of HC-6 discuss an upcoming flight at NAS Norfolk. Photo by JOC Kirby Harrison.

Ltjg. Beth Hubert, the first woman to become NATOPS, qualified as pilot in command in the A-6 Intruder. Presently attached to VRF-31, she plans to apply for the astronaut program.



Ens. Pam Duncan preflighting a T-34C. Photo by PH3 John Black.

Lieutenant Commander Judy Neuffer Bruner and Lieutenant Lin Vaught Hutton are working in Washington, D.C. LCdr. Bruner is in the legislative branch of the Deputy Chief of Naval Operations (Air Warfare), which handles congressional enquiries dealing with budget requests regarding Naval Aviation. Lt. Hutton is a detailee in the Naval Military Personnel Command, assigning aviators to their first tours after the training command.

A member of the Recruiting Command staff, Lieutenant Jane Skiles O'Dea runs the command's maintenance and training programs for its T-34Bs. She instructs prospective recruiters in the blue and white aircraft with "Fly Navy" tail markings. Assigned additional duty at Training Air Wing Six, NAS Pensacola, Fla., she also heads a quality assurance team working on 50 aircraft.

Lt. O'Dea's name tag on her flight suit reads "High Flyin' Lady," and that she is. The first Navy woman to qualify as a flight instructor, she has served in that capacity for three years — over two of which were in primary training at NAS Whiting Field, Fla., in T34Cs. She says, "I love instructing. I could become a professional flight instructor and be quite happy. It's hard work but very rewarding. I feel that, particularly in these years of a shortage of aviators, there's a great need for somebody to be doing the jobs women are doing. The Navy's hurting for pilots."

Mother of two daughters, Jane and her civilian husband have made workable family arrangements to suit their lifestyle, demonstrating that a woman can combine a career in military flying with a family.

Lieutenant Lynn Spruill, the first woman Navy pilot to carrier qualify in a fixed wing aircraft, has been quality assurance and maintenance control officer with Norfolk-based VRC-40. She recounts some changes in the role of women in Naval Aviation since she went through flight training: "Quantity, certainly, more opportunities, more mission roles, jet transition." She knows about jet transition firsthand and is qualified as a T-39 twin-jet transport pilot.

Lieutenant Rosemary Conatser Mariner, VX-5's safety officer, flies A-7s out of Naval Weapons Center, China Lake, Calif.

Lieutenant Mary Lou Jorgensen serves as instrument instructor pilot in TA-4s and as aircraft division officer of VF-126 at NAS Miramar, Calif.

Lieutenant Commander Barbara Allen Rainey, the first Navy woman to receive her wings, and Lieutenants Chris Giza and Joellen Drag Oslund are now reservists. LCdr. Rainey, the first woman pilot in the Naval Reserve, is attached to VR-2470, a fleet auxiliary squadron at NAS Dallas, Texas.

Lt. Giza serves as assistant maintenance officer at VR-58, NAS Jacksonville, Fla., flying the DC-9.

Lt. Oslund was the Navy's first woman helicopter pilot and as a reservist now flies H-3 Sea Kings with HC-194, a support squadron at NAS North Island, Calif. Her husband, Lieutenant Commander Dwayne Oslund, is the aircraft handling officer on Belleau Wood (LHA-3). Joellen Oslund is an enthusiastic reservist and proud of her role as a "weekend warrior." She says, "We get as much flight time as the active duty side, and the expertise and morale of our squadron are very high. The Reserve manages to keep an equivalent operational tempo with generally fewer material and personnel assets." Lt. Oslund plans to remain in the Naval Air Reserve indefinitely, commenting, "I want to stay in a flying billet as long as possible. I love Navy flying."

Lt. Jean Rummel was assistant admin officer in NAS Alameda's VR-55 until transferring into the Naval Reserve in January 1981.

Lt. Catherine Gehri Mills arrived in VRC-30, NAS North Island, around the first of this year, after completing a tour in Spain.

Since the first few classes of women went through flight training, the attitudes of male students have changed markedly. Student aviators Ensigns Marjorie L. Morley and Jennifer A. Lewis agree that they faced no special problems, as women, in training at the Aviation Schools Command, Pensacola, but emphasized that a student must be highly motivated.

Ens. Lewis was in ROTC in college and says of flying, "I think it takes a certain type of person. Not everyone is cut out to do this kind of work. Growing up in a military family gave me more of an idea what to expect."

A Naval Academy graduate, Morley advises, "You really need to have the desire to fly — that's what it takes to get through training. At the Academy, there's a program which allows those interested in flying to try to see if they like it, have the aptitude for it — and mostly to determine if they don't like it. I already had a few hours in a small plane. I

High Flying Ladies (cont.)

just love to fly!"

Another student aviator, Ensign Catherine H. Osman, went through OCS, then completed a tour in Washington, D.C., before going through aviation indoctrination at Pensacola. She is training at VT-6, NAS Whiting Field, and hopes to fly helos.

Besides becoming pilots, there are other fields in aviation which are open to women officers, such as aviation maintenance, air intelligence, air traffic control, the aeronautical engineering duty officer and Naval Flight Officer (NFO) programs. A prospective NFO, Ensign Tracy A. Kugler, tells why she chose this field.

"I chose aviation in the first place because my father was a Naval Aviator, so I had been exposed to the aviation community. Its atmosphere and the personalities of the people in it appealed to me. My eyesight is not good enough to be a pilot, but I enjoy the job an NFO does — using the radar and electronic equipment and the tactical planning. Even if I could have been a pilot, I think I still would have tried for NFO."

Ens. Kugler would like to get into the VP community because she believes its mission contributes more toward preventing war than coming up with solutions after war has begun. Her advice to women coming into the Navy's flight program is: "Don't have the attitude that everyone is going to be against you because you're a woman. Do the best you can and people will warm to you because they know you're trying." She adds, "I don't view myself as a woman working in a male-oriented environment. I'm here to do my job, and this is the job I chose."

Midshipman Cindy Mason, a student at the University of Missouri, participated in a training program designed to give future naval officers a look at four of the warfare specialties available to them after they receive their commissions in the Navy or Marine Corps. During the summer between their sophomore and junior years, students enrolled in NROTC spent four weeks in a concentrated orientation program which exposes them to the submarine, surface, Marine Corps and aviation communities. Mason was one of 39 women in the aviation phase during July 1980, along with 78 men.

Students in the aviation class were assigned to ComNavAirPac, NAS North Island, and received training in swimming, aviation physiology and aptitude tests, aircraft simulator flights, lectures, presentations and films. It ended with a flight in a Navy aircraft. Mason flew in a *Skyhawk* from VF-126, piloted by Lt. Mary Lou Jorgensen, at NAS Miramar where students spent time with the fighter and attack communities and completed physiology training.

Perhaps the aviation phase was summed up best by another midshipman, Christy Spitznagel, when she said, "... now that I've experienced it, I am not about to sit down to a nine-to-five job."



NROTC midshipman during familiarization flight in the H-46 at HS-8, NAS North Island.
Photo by Phil Terry C. Mitchell

Lieutenant Junior Grade Patricia A. Denkler, VT-6, and Ensign Pamela L. Duncan, VT-2, are both instructors in the T-34C *Mentor* at NAS Whiting Field. They went through Aviation Officer Candidate School at Pensacola, and Ltjg. Denkler sums up male attitudes while she was there. "After the first month, everybody knows that you're pulling your weight, too, and just plain respect for each other takes over."

Both women have Naval Aviation in their family backgrounds. Denkler's father and brother flew F-4s, and Duncan's brother presently flies P-3s out of NAS Moffett Field, Calif.

Pat Denkler has been flying since 1975. Before joining the Navy, she had flown only tailwheel-type aircraft and had lots of aerobatics experience in biplanes. Now, she teaches aerobatics and formation flying at VT-6. She also serves as the squadron public affairs officer. She feels that this job has kept her in touch with what is going on in the Navy in general and has helped her develop the "officer-like qualities which are ever important in the Navy."

The two instructors have been well accepted by male students and have received excellent support from their skippers and peers. Both plan to make the Navy a career, as long as doors keep

opening up. From a practical standpoint, it all depends on what the future holds for women in the Navy.

Pat Denkler and Pam Duncan are two of five female aviators who were chosen to be selectively retained graduates (SERGRADs) after receiving their wings. A SERGRAD is an above average aviator who volunteers to remain in the flight training program as an instructor after graduation. The other three women in this program are assigned to squadrons at NAS Corpus Christi, Texas. Lieutenant Junior Grade Wendi Bryan is with VT-31, while Ensign Mary Freeman and Lieutenant Junior Grade Shelley Pennington are members of VT-27.

An officer selected for the SERGRAD program can expect to spend an additional 14 to 18 months in the training command instructing future Naval Aviators. With continued good standing as naval officers and aviators, male selectively retained graduates are guaranteed preferential assignment to a warfare specialty. Due to legal roadblocks that bar female service in combat units, women SERGRADS are not ensured a warfare specialty at this time. Explaining why she volunteered for the program, Ltjg. Wendi Bryan says, "I enjoy instructing, and I find it very rewarding. In



A member of the line crew spots incoming helo at NAS Whiting Field. Photo by PH3 Greg Rodriguez.

Prospective aviator Ens. Jennifer Lewis attends class during preflight indoctrination phase of flight training.



fact, it's a good opportunity for me to bide my time to see if they open up any new positions for women."

Lt. Karen Thornton, an HC-6 pilot at NAS Norfolk, joined the Navy in 1976. Her first tour after OCS was in communications at Naval Communication Station, Guam. "I thought Naval Aviation was an exciting field," she remembers, "but it was my X.O. on Guam who provided encouragement. He was a former aviator and he made it seem really within my reach. It's hard now to believe this wouldn't be my life... and the job satisfaction has been terrific."

On June 6, 1980, Ensign Brenda E. Robinson became the first black female to earn her Wings of Gold. Ens. Robinson went through Aviation Officer Candidate School at Pensacola, primary flight training at Whiting Field, and then completed advanced instruction with VT-31, Corpus Christi. She is presently assigned to VRC-40, Norfolk, and flies the C-1A Trader. Robinson hopes to become carrier-qualified in the near future.

Lieutenant Bernadette Baldy flies the C-130 Hercules at VQ-4, NAS Patuxent River, Md. Lt. Baldy was in the ROTC program at Notre Dame and received her officer's commission in 1976. She completed a three-year tour as a foreign protocol specialist in

Washington, D.C., before entering the flight program, choosing aviation because she felt it would be the greatest challenge and the most exciting field for a Naval career. She followed several members of her family into the military. Her father is a retired Army officer and her brothers are distributed throughout the military services. One brother flies SAR missions off Belleau Wood (LH-3), in the H-1 Huey, and a cousin is a P-3 Orion pilot.

As one of the first three Navy women to attend SERE (survival, evasion, resistance and escape) school, Lt. Baldy spent two weeks in training at Fairchild AFB, Wash. — five days of which were in the wilderness, and one day in a POW camp. In her class, she was the only woman and the only Navy officer. Later, in the POW camp scenario, she turned out to be the senior ranking officer. She says the experience was interesting and informative.

During her Naval career, Lt. Baldy has not encountered any ill feelings or discrimination directed at her because she's a woman. Asked what she would tell women coming into the flight program now, she advises, "Flight training is like any other aspect of life. You have to work as hard and as long as it takes to achieve your goal; in this case, that was receiving my wings."

Lt. Baldy's ultimate career goal is to hold a command position, but she adds, "I want to make a meaningful contribution to the Navy. If I can feel that I've done that, I will have reached my goal."

Many women in non-aviation billets help support the flying community. Ensign Teresa L. Ray, VT-6's assistant legal officer, is one of them. She says that three of her uncles were career military men and that is what influenced her to join the Navy — she liked the lifestyle. After graduation from college, she taught school for awhile but decided the military had more diversity. When asked if she ever wishes she had gone into flying herself, Terry smiles and comments, "No, I'm very content to be the only officer on the staff who doesn't fly. But I enjoy the aviation-related atmosphere. At OCS, the only background I got was surface, so I didn't realize how big the aviation community is until I came here."

Also assigned to VT-6, YN3 Georgina King works in the public affairs and YN2 Pamela Martenson is in charge of officers' records in the administration department. Both joined the Navy because of its education and advancement opportunities, and the fact that the military is financially secure in these times when jobs can be hard to find. "Being able to move from job to job, place to

Ltjg. Pat Denkler is flight instructor and public affairs officer with VT-6. Photo by PH2 James Carnahan.

Midshipmen practice floating with heavy flight gear during the survival portion of NROTC aviation training program. Photo by PH1 Terry C. Mitchell.



place, without losing seniority and still working toward retirement" is a big plus, says Petty Officer Martenson.

HM2 Marion E. Segerstrom works in the administration department of the NAS Whiting Field hospital. She also cites financial and medical benefits as good reasons for reenlisting, adding, "I can get a lot out of the field I'm in right now, so I'm going to stick with it."

Of the Navy's overall enlisted force of about 458,000, there are approximately 6,200 women in aviation rates. Their contributions are vital to the successful mission of the aviation community.

AA Beverly S. Dunford describes herself

as VT-6's gas station attendant, fueling and servicing T-28's before flights. She chose aviation because her father and brother are aviators. She says, "I think every female should try the military. Initially, it's only four years of your life. It has unlimited opportunities and you can go anywhere. You learn how to handle responsibility and you mature. I have to make second class petty officer first, but I would like to go into the LDO program eventually. I'll need some college, too, and I'm working on that." Her advice is, "Put your sights high. Don't let people put you down for what you want to do."

AMSAN Sheryl Wilson of HC-6 joined the Navy in April 1979. She comments on her career choice: "I like a challenge and aviation seemed to be the thing for women. I want to stick with it. Aviation is the future. The women who have problems are the ones who expect to keep their nails long and don't want grease on their hands." Wilson had previous Air Force experience and two years of college. She recalls telling a new chief when he asked how many women were in the unit, "None, until after working hours."

Echoing Wilson's sentiments, AT2 Roberta Gahn, a line supervisor in HSL-30 at Norfolk, emphasizes, "We're not women in aviation, we're people in aviation." Gahn had two years of college studying electrical engineering when she joined the Navy three years ago. She qualified as an aircrewman in July 1980.

Another of HSL-30's 12 women in aviation rates is getting out of the Navy

soon, but has used her Navy experience to good advantage. AT1 Ann Mallard is filling an E-7 billet as a phase one coordinator, and going to school studying computer science in her spare time. She says, "It was nice to find that most of my Navy schools credit could be counted toward college credit."

The integration of women into the many facets of Navy life has not been without problems. Commander John M. Quarterman, commanding officer of HM-12, Norfolk, discusses some he has encountered. "We went from 11 to 44 women within three months. It's a problem. We can't put our heads in the sand and ignore it. We had no place to house them, a shortage of small helmets, and even the small sizes were too big for some of the new women." Shoes presented a challenge, too. "Five of the women had to have Size 3 or smaller. We finally found a manufacturer through an orthopedic shoe company in Boston. Even the smallest foul-weather jackets didn't fit some of the women."

Improperly fitting flight gear for women, small men and foreign students is a problem that is Navywide, but steps are being taken to correct it. For example, Lieutenant Commander J.C. Patee, aviation medicine safety officer in TraWing-6, is involved in a project to modify the MA-2 torso harness to accommodate smaller frames. He coordinates efforts with representatives in the Naval Air Systems Command and Naval Weapons Center, China Lake. Unfortunately, such programs take time and, because such a small percentage of personnel is involved, it is expensive to have



AC1 Jannine Weiss controls aircraft approaching Lexington. Photo by Ens. Dorothy Lilly.



NROTC midshipmen participate in a demonstration flight in an H-46. Photo by PH1 Terry C. Mitchell.

gear specially manufactured for so few. The Navy doesn't have all the answers but is working to resolve the problems.

When *Lexington's* designation was changed from CVT-16 to AVT-16, it was a change in legal status as well, allowing women crew members to be assigned aboard. No other aircraft carrier has women as part of ship's company.

In January 1980, Supply Corps officer Ensign Dawn Adams reported for duty. One by one, seven other officers joined ship's company until, in July, the first of a complement of 130 enlisted women arrived. The number of enlisted women will probably remain fairly constant but, within the next year, six more women officers are anticipated.

After AC1 Jannine Weiss completed air traffic control operator's school in Memphis, Tennessee, she reported to *Lex* and became the first female to control aircraft approaching a carrier. Weiss finds air traffic control work at sea much more exciting and challenging than ashore. The pace is quicker and there are more variables at sea.

In a few months, the women aboard *Lex* have made tremendous headway, several involved in flight deck operations. ABEAA Penny Lyons, now working with the arresting gear machinery below deck, looks forward to going topside.

Recognizing that there are powerful emotions involved in the integration of women into the Navy work force in nontraditional roles, the Navy launched a workshop for women through its human

resources management program. Lieutenant Ernest Rice and NC1 Robert Brown, from the Human Resources Management Center, Mayport, Florida, traveled to Pensacola to work with small groups of women assigned to *Lex*. After those who had already spent months aboard detailed their experiences, a realistic picture evolved of what new female sailors would face. This proved invaluable, since not knowing what to expect is the biggest worry the women have.

After reporting aboard and being confronted with the reality of hour after hour of hard work to keep the ship up to standards, and cramped quarters without any frills or privacy, the women needed a place to air frustrations. The three-day workshop provided a better understanding of how human nature resists change and how tension in an unfamiliar situation is inevitable. By understanding the conditioning that shaped their outlooks, the women can then let much roll off their backs. The workshop asks individuals to question the attitudes they project and fortifies them with knowledge of Navy policy, regulations, and provisions of the law that pertain to women.

Lexington's staff has made a serious commitment to make the experiment a success. Captain William H. Greene, Jr., commanding officer, credits his petty officers with providing strong leadership, particularly the 20 or so female petty officers assigned aboard. They provide role models for more junior women and share with them their years of experience in the military

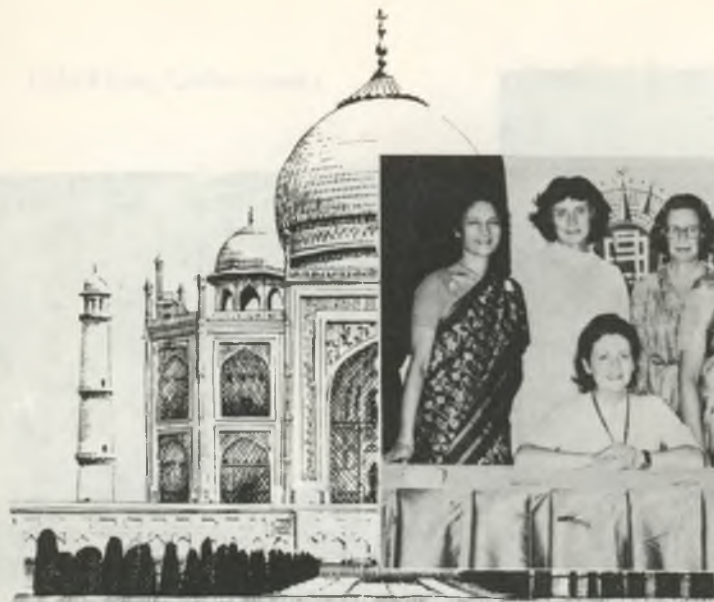
environment. "By trial and error, we're making it work," he says. "In some ways, as a command, we've had to walk on eggshells, letting people air their feelings and trying to keep the largest number happy while recognizing everyone's rights. In other ways, we have had to ride roughshod over all objections, obviate all discussions and simply require that orders be followed. We've a mission to perform, after all."

In the early days, as women began to filter into Navy life, male resistance was not especially subtle. But this soon changed to attitude of acceptance and eventually to respect as females proved themselves. Women held their own and broke down the barriers.

Today, when retention is one of the Navy's chief concerns, women aviators are excelling in staying power. Of the 45 women who received wings, 41 were still on active duty at the end of last year. Even in Aviation Officer Candidate School, the classes containing women have a lower attrition rate than male classes, according to Captain R.L. Rasmussen, commanding officer of the Aviation Schools Command.

The consensus among women in Naval Aviation is that motivation, competence, adaptability, dedication and perseverance are the key factors for acceptance and success in a Navy career. The Navy is recognizing the contributions made by women and is increasingly drawing on woman-power as a vital resource.

(Reprinted from the February 1981 NAVAL AVIATION NEWS.)



Indian women pilots. Seated: Binodini Devi, Vandana Wagh, Ujwala Gadre, Varsha Kulkarni and a guest. Standing: Mohini Shroff, Sumaiya and Rabia Futehally, Chanda Sawant and Dr. Sunila Bhajekar.

Chanda Sawant, Leah Liersch, Lynn Briggs.

Glimpses

of India

by Mohini Shroff



At the invitation of the Indian Section of the 99s and the Indian Women Pilots Association (IWPA) extended by Chanda Sawant Budhabhatti, IWPA president, a group of 27 Americans, including nine 99s, four 49½ers and three Zontians, spent three weeks visiting India in March. They soon discovered that India, with its 5,000-year-old culture, is a fascinating country.

On this tour members of the Indian Section had the pleasure of meeting Dr. Pauline Clendenning and 49½er Herbert from Kansas; Mildred Mayer from Nebraska; Dianne Cozzi from Illinois; Isabelle Hale and 49½er Robert, Arlene Schwartz and 49½er Dr. Herschel, 49½er Del Gay, Leah Liersch, Jan Gammell, Lynn Briggs and Lynn Newton, all from California. The three Zonta members were Renta Gres, Elsa Hanna Wright and Josephine Ortat, all from Tucson.

On their first morning in India, Air-India had organized a press conference at their office to meet the 99s. Excellent coverage was given both to American as well as the Indian 99s. Coffee, tea and snacks were served to all who were present.

After a hectic shopping and sight-seeing

spree at the wild shopping arcades, the group attended a first evening get-together buffet organized by the Indian Section where they had the opportunity to meet Indian 99s Chanda Sawant Budhabhatti, past governor; Rabia Futehally, governor and daughter Sumaira; Dr. Sunila Bhajekar, vice governor; Mohini Shroff, secretary-treasurer; and two Indian 49½ers. In addition there were many VIPs in attendance, including leading businessmen and industrialists who are also pilots. Despite the tiring journey and the time change, no one missed the get-together and their enthusiasm at meeting the guests was fantastic.

Bombay to Madras and on to Sri Lanka. During the leg from Madras to Calcutta, they were flown by Indian 99 charter member, Captain Durba Banerjee, co-pilot on the Boeing 737, Indian Air Lines, along with Captain Kumar, Commander of the aircraft who invited all the 99s to the cockpit. On stepping out of the cockpit in her immaculate uniform to meet her counterparts on the flight, Durba Banerjee received an ovation from the whole group. Baffled passengers failed to understand the ovation

and the cheering? A woman in the cockpit? They could hardly believe it. The very next moment questioning looks had disappeared into grinning ones, for when asked how they felt flying with a lady pilot, the Ninety-Nines confidently said, "Most safe."

At Calcutta, the group was received on the apron at Dum Dum Airport by 99 charter member Captain Saudamini Deshmukh of Indian Airlines, and Captain Yasmin of Biman, Bangladesh, along with Miss Saguna Veni, the first woman aircraft maintenance engineer of India.

From Calcutta, the group visited Khatmandu and experienced a flight to the Himalayas that was just fantastic. They also visited Varanasi, where they saw pilgrims who came from all over India to bathe in the holy waters of the Ganges and saw the wealth of the temples.

At Khajuraho they had the rare experience of seeing the exquisite specimens of Hindu architecture and sculpture of medieval India, including the beautifully carved erotic figures of day to day life of the temple builders. The craftsmen who worked for years to create these images in stone all seemed to be obsessed



U.S. Ninety-Nines touring India, Ceylon and Nepal were reunited with their Indian colleagues at a dinner function on March 9th, 1981, in Bombay. Standing are Rabia Futehally, Indian Section Governor; Isabelle Hale, San Diego; Jan Gammell, El Cajon Valley; Leah Liersch, El Cajon Valley; Mrs. Clendenning; Lynn Briggs, San Diego; Mohini Schroff, Indian Section Secretary; Vandana Vagh, Indore; Dr. Sunila Bhajekar, Indian Section Vice Governor, and Mrs. Schwartz, La Mesa. Seated are Diana Cozzi, Burbank; Chanda Sawant, Indian Section Past Governor; Lynn Newton, Balboa Island; and Binodini Devi, Indore, first woman flight instructor in India.

The group with the Prime Minister of India, Mrs. Indira Gandhi.



by one desire: to glorify and immortalize feminine beauty. One 99 was overheard saying, "I wonder what my husband has missed." Out of the 85 or so temples built around 950-1050 A.D. at the height of the medieval Hindu renaissance, only 22 temples have survived the ravages of time and man.

The crowning wonder of the world, the "Taj Mahal," the architectural gift of love built by Emperor Shah Jahan for his beloved Queen Mumtaz, came next.

Upon arrival at Palam Airport in Delhi, Capitol of India, the group was received on the apron by India's first lady commercial pilot, Prema Mathur, now a Deputy Flight Safety Manager with Indian Air Lines. She was accompanied by Binodini Devi of Indore and Mohini Shroff, who travelled 23 hours by railroad to meet the group in Delhi.

In Delhi, Chanda had organized an evening meeting for a few of the 99s with Air Marshall I.D. Lateef of the Indian Air Force. They discussed a very important point regarding the entry of Indian women into the Air Force. The tea conversation turned out to be a historic occasion. That very afternoon, Air Marshall Lateef and his staff had

discussed the above question and had made a decision in favor of us girls.

Josephine Ortat, the prolific Zontian, was the most active member at an exclusive cocktail party hosted in the home of Mr. Rajeshwar Prasad in Delhi. Josephine had specially carried a bottle of Tequila all the way from Tucson, and made "Margueritas," a Mexican drink, for the whole lot. We loved her and the drink, too.

The highlight of the Delhi tour was the group's visit to meet Mrs. Indira Gandhi, our Honorable Prime Minister, at her residence. Following presentations of gifts from the United States, Mrs. Gandhi permitted questions from the group. She was asked when the Indian women would be permitted an entry into the Indian Air Force. She quipped, "Indian women shall not be handicapped if they are qualified to enter any field." The whole group burst into loud cheers. The Indian women were overjoyed, as we have been working on this for a long time.

The last leg of the journey was to Srinagar where the group was treated to the totally different experience of living in the colorfully decorated deluxe houseboats on the

Dal Lake. Then a visit to Gulmurg and a ski spot at Pahalgam where they had a taste of a sledge ride, pony ride and sunshine. Snowballs were flung at each other, and it was a paradise valley. The shopping was incredible. The girls had their pictures taken in studios where they were dressed as Kashmiri belles with flowing garbs and exotic jewelry.

Our hats are off to Chanda who worked so hard in organizing all the meetings, parties and press conferences. She is a tireless worker and has 15 years of experience as a public relations manager behind her most fruitful career. She's quite a gal and sure is indispensable to the Indian Section.

Following a farewell dinner at the Oberoi Intercontinental in Delhi, it was time to say "bye-bye" and "come again" to the group. Chanda received a standing ovation for organizing the successful tour and the group left with warm feelings for the Indian Section and many memories, photographs and slides to remember.

Six women fly to record heights as staff of airplane charter firm

by Ken Kaye

Every pilot employed by Safe Air Taxi, Inc. is a veteran with numerous ratings, years of flight experience and a lipstick case.

Based at Fort Lauderdale-Hollywood International Airport, Safe Air Taxi is the only charter outfit in South Florida with an all-female staff of pilots.

Betty Dodds, founder, president, co-owner and chief pilot, wears not only lipstick, but also gold-leaf lapels on her uniform and a fancy digital watch.

"It's a pretty handy little gadget; it's got a stopwatch for timing an instrument approach and a calculator to figure weight and balance," said the mother of three.

Betty started Safe Air Taxi 10 years ago with one single-engine Piper Cherokee 180. She was inspired to do so after chauffeur-flying her husband, Bill, to his bicycle business stores in Indiana and Kentucky.

Today, the company operates seven aircraft, including a mighty Twin Beech 18, a seven-seat Piper Navajo, three twin-engine Piper Senecas and two workhorse single-

engine airplanes.

Betty doesn't like to advertise that the charter outfit is all female because she's afraid of being accused of reverse discrimination.

"It just worked out that way," she said. "The charter business being what it is — up and down — men tend to stay away from it because they have families to support.

"A nice thing about women is we can survive through lean months. Our pilots are contract-paid based on the number of hours they fly."

The company is planning to bring two male pilots on board when it leases a King Air 200, a sophisticated corporate aircraft.

"They come with the airplane," Betty said, grinning. "They'll be inconspicuous."

Still, Betty and her crew proudly admit their customers have learned to appreciate a woman working the rudders.

"After they fly with us, they know what good pilots we are and they say they would prefer to fly with a woman. I've never had

anyone appear hesitant to fly with us," Betty said.

All Safe Air Taxi's pilots have commercial, multi-engine and instrument ratings. They also have to pass regular flight tests by the Federal Aviation Administration to be charter pilots.

Judith Stanton, who has 4,000 hours of flying time and a coveted Airline Transport Rating, is the only single member of the crew. Although she calls herself a recluse, she said she enjoys the traveling life of a charter pilot and suffers no loneliness or boredom.

"I prefer it to office work," she said.

The other pilots include Marilyn Burch, co-owner and vice president; Virginia Britt, who organized the Angel Derby — a renowned international race for female pilots only; Dorothy Westby-Campaigne and Geni Merrill Wood.

Safe Air Taxi maintains its headquarters in a small office in the Red Aircraft T-hangars on the north side of the airport.

There is little evidence of the feminine touch there, aside from a few bottles of perfume under the coffee cup rack.

Most of its business — about 75 percent — is charter flights to the Bahamas.

But one of the outfit's more interesting gimmicks is its mystery dinner flights. For \$130 per person, Safe Air Taxi will fly passengers — usually couples — to an unknown destination within an hour's flight time of Fort Lauderdale.

The mystery location is based on whether the passengers want fresh seafood, Polynesian food, prime rib or a buffet, each of which is at a different place. The price includes round-trip fare, champagne en route, ground transportation and a return about midnight.

Like most other air taxi operators, Betty Dodds has dreams of someday turning her company into a bonafide airline.

"I think it would be fantastic to have an airline with all women pilots up in the cockpit and with all the men back there serving drinks," she said.

Reprinted from the Fort Lauderdale Sentinel.

Since this article appeared, Marilyn has sold her half of Safe Air to Dotty Westby-Campaigne, a 99 she sponsored for membership in the Gulfstream Chapter.

During their years as partners, Marilyn and Betty saw the young air carrier grow with a ticket counter at Ft. Lauderdale International and a much sought after Bahamian Certificate to three additional aircraft on the certificate. However, Marilyn adds, "I'm happy that my Seneca and C-206 helped hold Safe Air together during the lean years." Now she plans to do some traveling with husband David, retired National Airline Captain, but will remain an active Part 135 charter pilot!!



Safe Air Taxi staffers Judith Stanton, Geni Merrill-Wood, Betty Dodds, Marilyn Burch and Virginia Britt.



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99 Profiles



Evelyn Studlick

New Orleans 99 is Learjet copilot

New Orleans Chapter member Evelyn Studlick was recently hired as a Learjet copilot by Jet America Corporation. Jet America is a New Orleans-based charter company with two Learjets and six pilots. They operate a 24-hour air taxi and ambulance service, and are authorized to operate in North and South America as well as in Europe.

Evelyn attended ground school at Flight Safety last November and plans to obtain her type rating later this year. She has been flying for more than eight years and has been a flight instructor and contract charter pilot in New Orleans for three years. She capped off her seven years as a flight instructor by recommending four students for instrument ratings and one for a multi-engine rating in the 10 days before she began working full-time with Jet America. She is proud to report that they all passed their respective checkrides with flying colors.

Archaeology, flying passions for Utahan

Archaeology has been Jeanie Nitowski's passion since she was a child.

Born and raised a San Diego "Navy Brat," her pursuit of the Ancient has taken her to many of the US states and to numerous foreign lands. Nine years were spent in Michigan where she was Assistant Curator of a University Museum. During four of these years she commuted to South Bend, Indiana, to earn a Ph.D. in Archaeology from Notre Dame.

Field work has taken her to Europe and to the Middle East six times. She has been shot at, blown up, twice arrested as a spy (once by the Israelis and once by the Jordanians).



Jeanie Nitowski

She was nearly sold to a Bedouin who was looking for a third wife. Fortunately he did not offer enough camels!!

Jeanie has held a Private Pilot's Certificate since 1979, combining her flying and archaeology as an aerial photographer for a small Indian excavation in Michigan.

Currently she is employed at Interwest Aviation in Salt Lake City, Utah. She acts as photographer for the SLC Airport Authority and has part time responsibilities at the Middle East Center at the University of Utah.

Thirty-one year old Jeanie's other activities include working in her darkroom, classical music, astronomy, and stamp collecting.



Vi Blowers, All-Ohio 99, is busy putting the finishing touches on President Ronald Reagan's personal flight suit. In her spare time, she is sewing all the fabric parts of the Wright Brothers Flyer, which is now under construction at the Air Force Museum, at Wright-Patterson Air Base. When completed, it will be flown in the Paris Air Show. Vi is one of our pilots who will test fly the craft when it's ready.

Judy Wagner wins Angel Derby

Judy Wagner, flying her Beechcraft E33C Bonanza solo from Van Nuys, California to Acapulco, Mexico, swept away first place honors with a score of 28+ miles per hour above her handicapped speed. An avid competitor, Judy is a previous five times winner of this event and has also won the Powder Puff Derby. She is currently the only woman competing in the closed course races at Reno, where she has piled up numerous first place honors in Formula I planes built by her husband, an oral surgeon who is also a pilot.

Second place honors went to mother-daughter team Shirley Zillig and Bonnie Quenzler, both from Florida, flying a Piper Cherokee 235. Bonnie was co-pilot to Juanita Blumberg in the winning entry of the recent Shangri-La Grand Prix Air Race in April, and with Pauling Mallary won the 1977 Angel Derby.

In third place was Evelyn Kropp, Governor of the New England Section, flying with Jerry Gardner from Reno, Nevada in a Piper Cherokee 160.

Watch the next issue for a list of the winners and more Angel Derby picture highlights.

Fear of Flying Clinic a success

Three chapters pooled their talents and support to bring Seattle its first Fear Of Flying Clinic. With the help of Puget Sound, Greater Seattle and Columbia Cascade chapters, the clinic got off to a flying start under the direction of Van Adderson and Lorna Kringle. An active member of the Seattle Chapter as well as a Life Member of the 99s, Van became enthusiastic about presenting the clinic to her home area through personal contact with the people who initiated it in San Francisco. Lorna Kringle, member of the Puget Sound Chapter, is well known in aviation education circles and has received numerous national aviation and education awards for her efforts in this area. For the past eight years, she has held a joint appointment in Aerospace and Education at Central Washington University.

Ima looking for incidents and stories suitable for the "I learned from that" ... category. Please send to 99 NEWS.

News, Activities and Projects

EASTERN CANADA SECTION

Eastern Ontario Chapter

Betty Jane Schermerhorn now has her Class II Instructor Rating. She recently returned from a trip to Germany where she flew a CF registry plane belonging to Canadian Military Flying Club. B.J., who is on the 99s International Board of Directors, will be a candidate again this year. She is also on the Board of the Canadian Seaplanes Association, Standing Board of Flying Teachers, and 99 Representative for COPA.

Susan Frogley, a flying instructor at the Ottawa Flying Club and Ground School instructor, has accepted a position with MOT in aviation.

This chapter sponsored a seminar on Weather Safety, with speakers Andy Carswell, RASO, and Reg Philips, Accident Investigation, MOT; held April 29 at the Ottawa Flying Club. The annual Poker Run was scheduled for May 24th.

by Peggy Beeman

First Canadian Chapter

Our Aviation Seminars ended in February capping five successful years. Attendance was good and, as with each series, we continue to learn as well as dispense aviation information. Subjects such as weather, aviation law and avionics are always interesting; this year the fun side of flying was touched on with seminars on ballooning and soaring.

During March, 30 Ninety-Nines visited the de Havilland plant at Canadian Forces Base, Downsview, for a three-hour tour of the Dash 7. They also viewed a mock-up of the new Dash 8 and received an interesting talk from the engineering department on how new designs go from a thought to the drawing board to production.

Two of our members, Lois Apperley and Shirley Allen, used their expertise to present a co-pilot's course over six nights during February and March. Previously, the course has been given in conjunction with aviation conventions. This year it took place at Humber College in Toronto and was very successful. All participants were eager to learn and two of the 16 have decided to take their pilot's license. So much enthusiasm was generated that Lois and Shirley feel the course will have to be lengthened next year to 10 nights.

Spring promises great activity within the chapter — election of officers, Skywatch program (pollution observation for the

Ministry of the Environment), All-Canada Section meeting in May and a chance to try soaring in June.

by Barbara Devitt

WESTERN CANADA SECTION

Members of the Saskatchewan Chapter



Karen Rosenthal, balloonist and First Canadian Chapter member, proudly explains operation of her balloon to seminar participants.

attended the graduation of Canada's first three women to become pilots for the Canadian Armed Forces. One of them, Captain Dee Brasseur, is taking military instructor training at Moose Jaw and hopes to join the Saskatchewan 99 Chapter. Captain Leah Mosher and Captain Norah Bottomly will be based at Trenton, Ontario with Transport Squadrons.

Alberta Chapter held a spot landing contest as part of its March meeting at Oyen, Alta. They have proposed to

Captain Leah Mosher, one of Canada's first three women to graduate as a pilot in the Canadian Armed Forces, will be stationed with Captain Norah Bottomley at Trenton, Ontario, with a Transport Squadron. Captain Dee Brasseur, the third graduate, will be taking instructor training at Moose Jaw Base and hopes to join the Saskatchewan Chapter. Members of the chapter attended the graduation ceremony.



Oscar Boesch, well-known gliding enthusiast, talks about his aircraft to First Canadian 99s Margo McCutcheon, Gwen Hems, Helen Hems and Lorraine Ugolini.

designate Oyen as the airport to be used for their first airmarking project.

The Alberta Chapter has its annual Poker Run set for June 7, rain date June 14. Red Deer is the terminus. This year, advance tickets will be sold.

A series of four to six pilot seminars will be held at Edmonton commencing May 4th. Organized by the Alberta Chapter, these will focus on aviation safety.

A donation to the Amelia Earhart Scholarship fund has been made by the Alberta Chapter in memory of Norman Bailey, son of Eleanor and Bill Bailey of Calgary. Norman was killed in an auto accident near the family farm. Ninety-Nines from all over send their sympathy to the family, which includes two 99s: mother Eleanor and daughter Karen.

Canadian Rockies Chapter held their March meeting in the hot mineral pools of beautiful Fairmont Hot Springs, B.C. in the heart of the Canadian Rockies. Their April meeting was held 300 miles away from home base, at Kelowna, B.C., at a lakeside cottage, which gave the members practice at cross-country mountain flying.

The Canadian Rockies Chapter is operating a promotion booth and concession at the Cranbrook-Kimberly Airshow May 23, and is organizing its first Poker Run for June 21 (rain date June 28). A joint meeting and barbecue will be held with the Intermountain Chapter from Idaho, Eastern Washington, and Alberta Chapters at Cranbrook, B.C. June 21, following the Poker Run.

The B.C. Chapter planned a fly-in meeting to the Boeing plant in the US. The chapter's Poker Hop is planned for the lower B.C. mainland July 5th. They are also

participating once again in the "Firewatch Program," a volunteer program of patrolling from light aircraft high risk areas for forest fires. They will also operate a booth for promotion during the Abbotsford Air Show.

The Saskatchewan Chapter is assembling a slide presentation to tell the story of its 10-year history since its inception in October 1971. The chapter will present a "Flying Companion Seminar" with Lynn Shaw as instructor on May 14, and will also participate in the Moose Jaw Air Show with a display and concession June 13.

The Saskatchewan Chapter has a Poker Run and spot landing contest planned for the terminus of North Battlefield June 21 (rain date June 28). Plans are afoot by the chapter to host the Western Canada fall section meeting in Regina, October 16-17.

The governor for Western Canada, Rosella Bjornson has recently been transferred by Pacific Western Airlines to Edmonton, Alta. Rosella was Canada's first woman to be hired as a pilot to fly for a major scheduled airline and has recently completed her training to fly Boeing 737's after having served on the F-28 for some years.

by Roberta Taylor

MIDDLE EAST SECTION

Maryland Chapter

Members of the Maryland Chapter met at Lee Airport in Annapolis for their March meeting. The ladies have been busy. Barbara Porter teaches a Ground School course at the Garrison Forest School, a private school for pre-kindergarten through 12th grade, in Garrison, Maryland. Her students must be juniors, seniors or 10th-graders with special permission. They meet four days a week and periodically fly around the field in her Cessna 150. The students get a full secondary school unit for the course. Barb has had three students get their private pilot rating and one go for her instrument rating.

Harriet Zapf escorted a group of three adults and 12 youths representing the Children of the American Revolution to Glenn L. Martin State Airport where they toured the 135th Airlift, Maryland Air National Guard. They watched a new C130 take off and then toured a "tied down" C130, including sitting in the "captain's seat to fly the controls." They also toured the Air Traffic Control Tower and airport facilities.

Janice Colvin, who is Section NIFA Chairman, attended the Regional NIFA meet in Wilmington, Delaware, where she was chief line judge at the Precision Landing events. Her job was to coordinate scores with the other judges and also answer questions as to what was allowed, etc.

Maryland Chapter members are eagerly awaiting good weather to airmark Carroll County Airport, hopefully in April.

by Joan Kosek

NEW ENGLAND SECTION

Eastern New England Chapter

Mother Nature dealt her worst as the morning of March 14th dawned. Gusts up to 40 knots blew across Runway 3-21 at Minute Man Field in Stow, Massachusetts. It was a perfect day for ... hangar flying! That's just what a record crowd of 250 pilots and flying companions did at the Third Annual Aviation Seminar sponsored by the ENE Chapter.

The day got off to a flying start with a hearty pancake breakfast prepared by the Aviation Explorers Post 150. Earthbound aviators relished the hot vittles and coffee as a crab was needed just to walk across the ramp! The business at hand got under way at 11 o'clock for pilots, flying companions, and flying juniors.

The pilot seminar program hosted a variety of speakers from a hot air balloonist, FAA personnel, to a 70-year-old aerobatic instructor who is a legend in his own time! The topics varied with each speaker, but the central theme came across loud and clear; we can all live with aviation safety! Speakers for the pilot clinic included Sabbie Ludovichi, Aerobatic Flight Instructor; J. Filmore, Boston Center ARTCC; Bill Dolan, Chief Checkpilot-CAP; Kenneth A. Brown, Burlington Regional FAA; and Aeronaut Judy Hall.

Across the field, the flying companions were testing their fledgling wings at some hangar flying. They were treated to a flight through imagination from pre-flight planning to tie-down. Ninety-Nine instructors covered aspects of flight as they pertain to flying companions, or more appropriately, safety companions. Instructors were Judy Stezowski, Bev Bentley, Hut Feree, Anne Baddour, Barbara Clorite, Nancy VanLueven, and Deb Grimes. Barry Snow, a son of one of our members, also served as an instructor in the program. The participants went away with a positive feeling toward the knowledge they had gained about flying and about themselves as flying companions.

The children in attendance were not neglected at this year's seminar. A new Flying Juniors program was initiated under the direction of Lil LeBlanc. Children of all ages were exposed to the "basics" and allowed to test their knowledge and skill by hangar flying balsa wood gliders. Of course, each child was able to keep his newly acquired aircraft!

Many words of praise went to Cheri Parsons for a fine job in coordinating the efforts for a successful aviation seminar. As senior coordinator, she worked tirelessly with Carol Stites in putting together an excellent program and completing arrangements with our gracious host, Mr. Don McPherson. Mr. McPherson offered innumerable services and limitless assistance and hospitality to Cheri and all the 99s and participants. Yet the title senior coordinator hardly describes Cheri; she

turned 20 the day after the seminar! It was a job well done and a seminar enjoyed by all. Now ... on to Convention!

by Deborah Grimes

NEW YORK-NEW JERSEY SECTION

Central New York Chapter

The April meeting was held at Kamp's Airport in Durhamville, New York hosted by Bernie and Marilyn Kamp. Dan Turner of Utica Flight Service gave a very interesting update on things we all should know about flight service, after which a delicious buffet luncheon was served in the lounge.

On June 4, our chapter is co-sponsoring, along with the Albany GADO, a safety seminar at Whitesboro Central School, Whitesboro, New York at 7 p.m. On July 11, Nancy Morgan, our chairman, is co-chairing the Cicero Chamber of Commerce Aviation Day at Michael's Airport. The fourth annual fly-in breakfast will be held at Kamp's Airport on July 19. Norwich, New York will be the site of the June 6 airmarking day at Warren-Eaton Airport.

Nancy Morgan and Sue Frazee both won a three-hour flight check for their Phase I Safety Wings from the Central New York Pilots' Association Ladies' Night at Oswego County Airport. Nancy Fratti is the proud owner of N61103, a 1969 Cessna 150. Virginia Breed and 49½er Claude rode in a



A certificate of appreciation was awarded recently to the air traffic controllers at Hancock International Airport by the Central New York Chapter for the program and tour provided to them by Bruce Olmstead and Steve Simon. Accepting on their behalf is Ed Roundy, controller. Nancy Morgan, chairman of the Central New York 99s, made the presentation.

DC-3 up to 12,500-feet, where 27 jumpers did a group jump at Zephyr Hills, Florida, self-styled parachuting capital of the world, on March 28. The plane was piloted by a Phoenix 99 who recently moved to Florida.

Elaine Cost and 49½er Emil recently visited the Taylorcraft factory in Alliance, Ohio and were treated to a VIP tour of the facilities. They highly recommend this tour

to anyone who finds himself near Alliance.
by Elaine G. Cost

Garden State Chapter

Undaunted by the winter chills, rain and snow this year, the Garden State Chapter donned their parkas, raincoats, mufflers and gloves braving the elements to actively participate in a very full schedule of flying-related field trips.

On a rainy day in February, we motored to the new TRACON facility in Westbury, New York. TRACON is the nerve center of the New York TCA; the vital ingredient necessary for smooth traffic flow into and



Mary Helfrick and Betty Pifer prepare for 25,000 ft. ascent.

out of the five main terminal areas: Kennedy, LaGuardia, Newark, Westchester and Teterboro. The controller-instructors gave us an informative briefing and an operational simulation of traffic situations displayed on the radar scopes in the Controller Training Center. Then, upon entering the semi-lit radar arena, we knew we were surrounded by the space age. I felt like we were on the flight deck of the Starship Enterprise. And just like STAR TREK, a problem was encountered. LaGuardia went below minimums and closed! The Captain Kirk of the Newark Approach Control scope got real busy, real fast while maintaining his composure and good sense of humor throughout this taxing period. We enjoyed meeting the faces behind the voices and left the facility with a keener understanding and respect for our friends in the Control Room.

The March winds blew us down south (South Jersey) for an interesting look at the new FAA Technical Center where aviation safety is the primary concern. Our newest chapter members, Stephanie Slavin and Michelle Lenzmeier, are both executives at the facility and were nice enough to arrange for our tour. Many important advances in aviation technology are a result of the work done at the Technical Center and we were glad to learn more about it.

The highlight of our winter events was our trip to the Physiological Training Center at Andrews Air Force Base in Camp Springs, Maryland. Our instruction began at 0745 hours ... ready or not! Our sleepy heads were crammed with facts about hypoxia, vertigo, fatigue, stress, oxygen equipment

and its use, etc., etc. We saw films and slides and were fully briefed on what to expect during our 25,000 ft. experience in the altitude chamber; WITH and WITHOUT OXYGEN. (Talk about being spacy.) Our instructors were very thorough yet entertaining speakers as well as cautious and capable protectors while we were in the chamber. We didn't lose one pilot! We also had a chance to fly a jet simulator and experience vertigo under IFR conditions. We were glad to be on the ground!

Our chapter is now working on plans for the New York-New Jersey April Section Meeting entitled THE 99s SWING INTO SPRING. This promises to be a terrific



View over Marlboro — compass rose by Garden State 99s.

weekend. We are also finalizing our plans for the GARDEN STATE 300 Flying Proficiency Contest. We'll be resuming our airmarking activities in May — sprucing up Millville in preparation for the contest. Hope to see you at the 300 June 13th!

by Betty Pifer

Greater New York Chapter

Greater New York Chapter 99s sponsored three evening seminars of Operation Raincheck, April 6, 7, and 8, at the Westchester County Airport. Judy Margulies planned the program, and Safe Flight, Inc. (Leonard and 99 Joyce Greene, owners) provided the hall and coffee and doughnuts.

The April 21st meeting of the Greater New York 99s, held at the Wings Club, Biltmore Hotel, New York City was pleasantly interrupted by General Jimmy Doolittle and Senator Barry Goldwater. It happened that the gentlemen were dining at the Wings Club and were persuaded by 99 Doris Renninger to pay a visit to the women pilots meeting in a nearby room. General Doolittle recalled recently meeting with 99 Blanche Noyes. Senator Goldwater told of the time the FAA ordered him to fly with a co-pilot because of his insurance, and he chose 99 Ruth Reinhold.

The May meeting of the Greater New York 99s will be held poolside at the Hotel Peace and Plenty, Georgetown, Exuma, Bahamas on May 25th. Chairman Ruth Wentz will be in charge, and on board for sure will be Nina Claremont, Penny Amabile, and a good turnout is expected at

this writing.

Greater New York plans a fly-in to Kingston, New York Airport, on June 13 (weather date June 14) where 99 Elisabeth Kleinhans will host a barbecue at her nearby riverside home. Hudson Valley Chapter was invited to attend.

by Eleanor Friede

Hudson Valley Chapter

The March meeting was held at Stewart Airport where an FAA representative showed slides and discussed winds aloft, wind shear, and their effects at different altitudes. We also learned how flight plans should be adjusted to take advantage of winds or avoid areas where wind shear might be a problem.

The chapter, in conjunction with the Teterboro Flight Standards District Office, is sponsoring an eight-week (one night a week) course of safety meetings to improve flying skills. Program will cover fuel, weather, instrument procedures, stall and spins, flight planning, maintenance, air traffic control and forced landings.

by Mary E. Matthews

Long Island Chapter

Curtiss Field, Valley Stream, New York was one of the many airfields on Long Island used in the '20s and '30s by famous flyers who made aviation come true. In 1979 Ruth Dobrescu and Barbara Evans of the Long Island Chapter co-chaired a large luncheon to mark the 50th anniversary of the 99s' first meeting which had been held at this airport. The chapter thought it fitting that the Valley Stream library should have a permanent record of women pilots for their files. On November 21, 1980, **The 99 History Book** was presented to the library director of the Henry Waldinger Memorial Library in Valley Stream.



LaGuardia based First Officer Bonnie Tiburzi, Greater New York Chapter member, received the Amelia Earhart Achievement Award for her significant contribution to aviation at the annual convention of the Northeast Chapter of the American Association of Airport Executives. Tiburzi was one of the first women pilots to fly for a major airline. The award was presented by Lucille Wright, a member of the 99s and the OX5 Club.

Chapter member Ruth Dobrescu recently spoke at the Long Island Girl Scout Career Day Seminar at Hofstra University. In addition to the enthusiasm from the junior/senior high school Girl Scouts that attended, three Scout leaders sat in on the discussion. All three were enthusiastic and one said, "When I think of the years I wasted not knowing there was such an exciting industry out there." She and the rest were very impressed at the opportunities that have opened up to women in this field.

In April, Ruth will be participating in the Mid-Hudson Regional Project to promote Sex Equality in Occupational Education —



Presenting a copy of the 99s History Book to Library Director Marshall Batwinick are Long Island 99s Ruth Dobrescu, Doris Abbate, Chairman Kathy Lusteg and Barbara Evans.

which is a non-traditional occupation exposition sponsored by the New York State Education Department. Ruth hopes other chapter members will join her at this interesting meeting.

Several of the girls from the Long Island Chapter were fortunate to have traveled this spring. Ronni Minnig flew commercial to Switzerland where she met the ONLY 99 in the country, Liny Bregg. Liny and her husband run a glider airport. The visibility was so poor the entire week that Liny could not take Ronni aloft for an aerial view of Switzerland.

Ruby Bostic met a female pilot for Zomiak Airlines in San Juan, P.R. who would like to join the 99s.

Nancy Davis attended a fly-in at Tyco Airport in Orlando, Florida. They landed on a runway next to the Columbia the day after it was returned to its service area from test firing on February 20, 1981. She also visited Wheels and Wings Air Museum and figuratively "crashed" a Piper convention being held in the Contemporary Resort Hotel, Walt Disney World.

Thanks to Program Chairman Pat Bizzaso, Long Island Chapter had two airplanes in their small meeting room in February. Not large enough to climb into, but large enough to enjoy with approximately a three-foot wingspan. Richard Anthony Uravitch, a project engineer with Fairchild Republic gave his time and expertise to the 99s explaining the intricacies of radio-controlled modeling. Mr. Uravitch is both pilot and modeler. He knows what it is to look out of a C-172 into the eyes of a tiny man in a tiny model at 800-

feet on final approach to a runway. As a result, he encourages other modelers to fly their radio-controlled planes at altitudes so as not to interfere with real airplanes. There is a radio-controlled model field near Republic Airport on Long Island. Model planes have a maximum ceiling in this area of 400 feet but there have been cases of pilots on final to Runway 14 advising the tower of "high flying model planes on final approach." Sounds silly when the tower advises other pilots coming into the pattern to "watch out for high flying model airplanes."

by Patricia Rockwell

Palisades Chapter

Palisades Chapter is bursting forth this spring with more exciting activities for our fast growing membership.

Saturday, March 28 found us touring Eastern Airlines aircraft, operations and maintenance at JFK. Captain Robert Moser, father of 99 Connie, escorted us through the L1011 and the A-300, graciously answering our many questions. We learned a great deal and enjoyed it all.

Hoping to pass on the thrill of flying, our chapter is sponsoring a new program for the Girl Scouts. There is an Aviation Introduction Day followed by an airport day.

Some of the activities include presentations on weather, flight planning, air safety and basic flight maneuvers.

Sharing the joys of flying is a Palisades habit. Our members have enjoyed fly-ins, a Christmas party, airmarking at Morristown, safety seminars and invited all to join us in a Poker Run we sponsored. Mustang Aviation, Essex County Airport, Caldwell, New Jersey was our terminus. To conserve precious fuel, we flew to only three other airports, Somerset, Lincoln Park, and Flanders Valley, all in New Jersey.

Pilots from all over joined us for the safety seminar beforehand and for the attitude adjustment period after the run. We look forward to seeing more of you at our next run.

by Linda K. Block

Western New York Chapter

The Western New York Chapter has co-sponsored two events with the Erie County Aviation Association. The first of these was a meeting with Max Karant of the AOPA as a speaker. The second was a dinner with Wally Peters, one of the Canadian Snowbirds, as a speaker. Both events were very well attended and pulled pilots from all over Western New York closer together in our common goals of safety and education in flying.

by Dorothy Hake

NORTH CENTRAL SECTION

All-Ohio Chapter

With June fast approaching, All-Ohio 99s are making final arrangements in co-sponsoring the Sixth Annual Buckeye Air Rally, June 19-21, at the Seneca County Airport, Tiffin, Ohio. Connie McConnell is chairman of the event. On the Rally Board are 99s Jeane Wolcott, Pat Hughes, Margret Bryant, Pat Collier and Connie McConnell. Deadline for registration is June 8. Information packets (\$3 each) are available from Connie McConnell, P.O. Box 111, Tiffin, Ohio 44883.

Those 99s who braved the ominous skies and the intermittent rain to fly to Pickaway County Airport (Circleville) for the April meeting were able to brush up on their airmarking skills. Astronauts Crippen and Young assured the gals that their markings were indeed neat and visible when they orbited overhead in the "Columbia." Thanks to 49½ers Chuck Deeds, Tom Defibaugh, Dick Taylor and George Lemen, without whose help the work would never have been completed so neatly and in record time — one and-a-half hours!!

Jeane Wolcott and Margret Bryant flew to Burns Flat, Oklahoma to assist the Oklahoma Chapter in manning a Shangri-

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La Grand Prix Air Race stop. Jeane and Margret had lots of company at their stop-over point when 39-knot winds kept 23 would-be participants on the ground.

by Mira Gearhart

Central Illinois Chapter

Illini Airport was airmarked last fall and we anticipate some further airmarking projects after the weather warms up.

The chapter is making great preparations



Rolling along are All-Ohio 99s at the Pickaway County airmarkings: (kneeling) Barb Deeds, Sandy Gordley, Lois Taylor, Jeane Wolcott and Kathy Samuelson; (standing) Lona Stewart, Marie Lemen, Leslie Casey and Rosanne Defibaugh (Photo by Tom Defibaugh).

to host the Fall Sectional at Springfield, September 11-13. Our theme is "Meet Me at Mr. Lincoln's Hometown" and we are hard at work on goodie bags, projects for raffle, and fund raising on the side including auctioning box lunches at Macomb when we had our regular meeting there in November.

We love to fly to meetings, and during the fall and winter our chapter has met in such diverse places as Lacon, Macomb, Decatur, Champaign, and Springfield, all in Illinois and Muscatine, Iowa.

by Nancy Hunter



Central Illinois paint pushers Bob West, Renee Cooley and Jean West survey their "canvas" at Illini Airport.



Central Illinois Chapter reports several recent new members. Among them are Anita Grunder and Joyce Barton, whose hubby is the FBO at Muscatine, Iowa.

Chicago Area Chapter

It continues to be a busy year for the Chicago Area Chapter. In January, the chapter hosted 80 Girl Scouts from the Moraine Girl Scout Council for a tour of the Pal-Waukee Airport. The girls were first shown a slide presentation about the Ninety-Nines and then were taken in small groups for a tour of the tower and a chance to sit in a general aviation airplane. Luckily, we were relatively free of snow this year, so the tour was feasible.

February's chapter meeting was held at Flying Tiger Line's Cargo Section at O'Hare Airport with Genny Coughlin, a Ninety-Nine who works for Flying Tiger, as our hostess. We were given a tour of their warehouse facility and operation control. The weight and balance for one of their 747s is a bit more complicated than most of us are used to doing.

Also in February, chapter members Marlene Winters and Johannah Grieco flew



Receiving her trophy for having the highest total points as a new member in the Chicago Area 1980 Achievement Awards Contest is Susan Murray.

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from Chicago Midway Airport to the Bahamas in a Piper Lance. They were accompanied by Johanna's pilot husband John, and by Allen Thingvold, an instructor from DuPage Airport.

The annual Chapter Awards Banquet in March was the culmination of the 1980 contest for our members. Twenty of our members received trophies for their work during the year in chapter activities, flying activities, ratings and courses. Nancy Haroldson, Joan Baldwin and Susan Murray took home the biggest trophies for highest total points. Also in March, we had fly-in luncheons at Janesville and Midway Airports.

Our April meeting was held at Lewis University in the Aviation Classroom, with the Lewis-Romeoville Airport Manager as speaker. Our program was on safety and weather. Our April fly-in luncheon was at Shriner's Restaurant in Fond-du-Lac, Wisconsin with over 20 people attending.

The chapter is now busy planning a Safety Seminar to be held in June at the Air Chicagoland facility at Waukegan Airport. There will be classes for both pilots and non-pilots, with a variety of speakers.

by Marjorie Sundmacher

Greater Kansas City Chapter

Individuals have played an important role in our news lately. Grace Harris, one of our most outstanding members, was recently honored by the Aviation Space Writers Association in Denver, Colorado, receiving the award for best non-fiction book of the year for her book *West to the Sunrise*. What

Marlene Winters and Johannah Grieco pictured on their arrival in Eleuthera.



a lady! Seems she can do everything.

Harold Neumann was guest speaker at our April meeting at the Downtown Airport. Harold's career spans from "Jennies to Jets." He showed slides of his famous career and reminisced about each one. We were charmed and awed by his presentation and anecdotes about his barnstorming days were priceless. He retired after 30 years with TWA as a Boeing 707 Captain flying the Atlantic. He is most definitely a legend in his own time, and we were thrilled to have him as our guest.

Plans are currently being formed to assist AOPA with the Mid-America Fly-In at the Downtown Airport on May 15-17. We will also assist at the Johnson County Executive

Airport Open House on June 14 and the EAA Fly-in in Atchison. Work also continues on a slide presentation to be used in conjunction with the SAT program. Ideas are percolating like Maxwell House coffee in our chapter these days. Look for more good things from us!

by Marie Christensen

Greater St. Louis Chapter

Governor Val Johnson held a North Central Chapter chairmen meeting at centrally located Indianapolis on March 14th, reporting a good turnout and very productive meeting. Liz Jordan (STL chapter chairman) flew over with Joy Harvey and Jan Quick. Nelda Lee and Amy Laws "back seat" flew for Val.

After that meeting, Val, Amy, and Nelda hopped on over to Dayton, Green City Airport, to attend the Sunday, March 15th combined Indiana and All-Ohio chapter meeting. Our ladies were very impressed at the dispatch/continuity with which two chapters could simultaneously conduct a meeting! (Some chapters can't do that well, by themselves!)

March 17th found our chapter celebrating St. Patty's Day touring the North County Tech. School as our March meeting program. Our host and educator, Mr. Gene O'Connell (honest!) presented a slide program about the school's operation. After that, a tour of the Aircraft Mechanic's Shop, spotlessly cleaned by the students that day, with a note on the blackboard: "Welcome, 99s." Everyone felt it was a worthwhile presentation and appreciated Mr. O'Connell's gracious hospitality. Amid all this, new member Helen Hall received her pin.

It was on March 28th that we think we out-did ourselves! Our first effort Flying Companion Seminar was a huge success due to the fine cooperative effort of so many of our members, plus the assistance from other chapters that have been the route. It is this spirit of everyone pitching in that gets the job done, leaving everyone (especially Chairman Barb Wilper) feeling very good

about it. Our collective thanks to those guys who are always helping us — the Flight Service people at SUS, who let us use their facilities, classroom, lunch room, and conducted a tour of the FSS, making the seminar possible. Just peeking in while our 21 students were pouring over sectional maps brought back a flood of memories from our student pilot days. We're looking forward to our next one with considerably more confidence, having made it through the first with such (pardon the pun) flying colors!

Nelda Lee appears to have been on the lecture circuit lately, having attended the April 3-4 Aviation Careers for Women Seminar in Wichita and then April 15-16 the University of Illinois "Woman's Day on Campus" with such great company as Washington's Jean Ross Howard and Central Illinois' Dorothy (Carrat) Aiksnoras, Republic Airline's proud Second Officer. Reports are that all participants were treated royally.

Want to have a really great time? Gather a bunch of 99s, get a couple of convertibles and join a parade! That's exactly what our gals did in response to KMOX radio



Attentive students listen to Val Johnson's explanation of aeronautical charts at the Greater St. Louis Flying Companion Seminar. (Note "student" Amy Laws.)



"Now, this is an airplane!" JoAnne Sabo gives walk-around inspection techniques.

Chris and Paul St. Onge, surrounded by 99s including Joy (Legs) Harvey who joined them after a valiant effort in the 6.2 mile L'Eggs run preceeding the "Nobody ever asked me to be in a parade," parade.



personality Jack Carney's invitation to everyone within earshot to take part in his April 11th "It's Great to be an American — It's Great to be a St. Louisian — Nobody Ever Asked Me to be in a Parade" parade! Twenty-four hours before the parade, our illustrious WX Bureau boys promised not to rain on this parade. Of course, come Saturday morn, it was pouring! Undaunted, many of our 99s showed up and, by the time it was our turn to move the precip had stopped, tops were dropped and our crew enjoyed the attention and applause of onlookers as they drove the pale blue cars the route of the parade. Interestingly, as soon as our bit was finished, it clobbered up and rained again. Somebody was looking out for us! Fantastic time had by all and lots of great publicity for the 99s.

Our April meeting was held at Monsanto Co.'s hangar with Monsanto's Avionics Chief, Jud Abernathy, holding forth as guest speaker. His talk on navigation from ancient Roman times to the present, even into the future, provided a lot of thought provoking information that was very much appreciated, giving us the benefit of his years of experience in the field.

May 30th is "grunt and groan" day as we will again tackle the airplane wash fund raiser at Weiss Airport. Y'all come, hear?

by Jan Pocock

Iowa Chapter

It was a typical blustery March day when we gathered in Sioux City for the memorial ceremony for our fellow Ninety-Nine member, Carolyn Rowney. Carolyn was killed in a glider accident May 28, 1980. It was gratifying to see that so many family members, friends and 99s were able to attend. Jeanne Bedinger of Sioux City flew with Carolyn in the last Powder Puff Derby and was instrumental in selecting her memorial. It's a lovely crystal free form figure called "In Flight" by Evans and is on display in the passenger waiting area of the Sioux City Municipal Airport. Do stop in and see it.

by Gloria Harmon

Lake Erie Chapter

Lake Erie Chapter has been busy with winter meetings. The January meeting was strictly social, being our annual charter dinner. Once again, Annette and John Fedor were gracious hosts for the formal dinner at their home in Pepper Pike.

Guest speaker at the February meeting held at Cuyahoga County Airport was our own Rosemarie Mintz, who spoke of her trials and triumphs as a corporate pilot.

Ruth Sitler hosted the March meeting at Akron Muni when speaker Tom Rohlfling gave a detailed discussion about aircraft insurance. Although not a pilot himself, Mr. Rohlfling is an aviation underwriter and a manager for policy design and development for the aviation field.

A new member is Marlene Brewer from Richmond Heights. Charlene Fee has

moved to Oswego, Illinois and Margaret Wellington has moved to Carlisle, Pennsylvania.

by Marg Juhasz

Michigan Chapter

Michigan Chapter's April meeting at the Pines Country House Restaurant in Owosso, Michigan featured an official FAA Safety Meeting. Speaking on air safety from the controller's viewpoint was 99 Kathy Vargo who works out of Flint Bishop Airport. Her presentation was outstanding. Members had an opportunity to question Kathy on specific items of puzzlement to them in the controlled environment and received clear factual answers as well as numerous examples and anecdotes of interest. Our chapter is fortunate to have members like Kathy who are deeply involved in aviation careers and always willing to share their knowledge and experiences at meetings. In keeping with our theme of continuing education with emphasis on safety, Chairman Mary Anglin expressed a desire to conduct a minimum of four such programs at regular meetings each year.

Members are really getting in a lot of travel these days considering the soaring fuel costs. Lois Goodrich and family flew to Osage, Missouri for a weekend at the Tan Tara Marriott Resort. Margaret Napierala visited Lakeland, Florida for the airshow and made a hit when registering considering the low number on her Private Pilot Certificate. Babe Ruth flew South African Airways to Johannesburg and toured



Lake Erie Chapter members and friends gather outside Wadsworth Airport following their meeting and pancake breakfast.



Ruth Sitler serves as hostess at Lake Erie Chapter meeting in Akron, with Tom Rohlfling, speaker, and Rose Ray, chapter vice chairman.

South Africa for two weeks. She made it a point to visit with 99s there. Toni Babcock and June Beers flew to Dayton, Ohio; Toni visited relatives and June toured the Air Force Museum. Kay Chamberlain and husband flew to Florida in their Arrow for the abdominal surgeon's meeting and had a nice visit with friends there. One member really had a fantastic April. Renate McLaughlin didn't go anywhere special but she did become the proud owner of a C-172RG!

Chapter members were on hand to host an FAA Safety Seminar in Fraiser, Michigan where John Lawrence (GADO 20) spoke on getting the bird ready for spring flying after this long cold Michigan winter. Member Valerie Nicholson made a presentation highlighting the chapter's recent involvement assisting the AOPA in judging the US



ATC Kathy Vargo shares safety tips and experiences with fellow 99s at the April meeting in Owosso, Michigan.

Michigan Chapter's March meeting features an outstanding slide presentation on Civil Air Patrol Activities by Col. Robert W. Paulson, Wing Commander, Michigan CAP.

Precision Flight Team competition in Battle Creek. Member Renate McLaughlin participated in the event.

In February 1980, Michigan Chapter 99s, AOPA and Michigan Aeronautics Commission became very deeply involved in protesting the closing of Runway 5/23 of Flint Bishop Airport. It's been a long year and many letters and meetings have brought some positive results. At our April meeting, Mary Anglin circulated a letter from Dean C. Nitz, state program officer, indicating the closure of 5/23 was objectionable from an air traffic control and airspace utilization standpoint. The action would have created delays for takeoffs and landings, reduced operational efficiency and airport capacity and caused significant pattern changes resulting in adverse impacts on aircraft operations and air traffic control operations. As many members frequent and work out of this facility we were delighted at the news.

by June Beers

Minnesota Chapter

Minnesota Ninety-Nines are looking forward with great anticipation to April 1,

otherwise known as D.D. Day (Daffodil Delivery Day).

Weather permitting, D.D. Day will see 35 Ninety-Nines delivering daffodils all over the state of Minnesota for the American Cancer Society. Departing from the Anoka County Airport, our pilots are scheduled to touch down at 40 airports with more than 300,000 daffodils!

A great deal of time and effort have gone into coordinating a project of this magnitude to assure its smooth operation and success. Cooperation has been at an all-time high between Ninety-Nines Clara Johanson, Rita Orr, and Liz Langeslag and the members of the American Cancer Society. The sale of the daffodils emphasizes the spirit of hope in the fight against cancer.

by Mary Hudec



Michigan Chapter 99 Valerie Nicholson discusses the 99 organization at the FAA Safety Seminar in Fraiser, Michigan.

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NORTHWEST SECTION

Fall Section Meeting Planned

The Greater Seattle, Mount Tahoma and Western Washington Chapters of Northwest Section are keeping busy as plans roll ahead for the Northwest Sectional to be held at the Seattle Hilton on August 27-30, 1981.

Guest speaker for the Saturday banquet will be Ernest K. Gann, noted Northwest author of books such as "High and the Mighty," "Fate is the Hunter," "Hostage to Fortune," and "The Antagonists," which recently ran as the TV Special, "Masada." He will be sharing some of his flying experiences with us at this soon-to-be-sold-out event. There will also be special music by a Northwest harpist and 99, Joy Andreasen.

Early bird registration costs are \$65.00. After July 1, they will be \$70.00. Write to Mary Kirk, Registration Chairman, at 4401 72nd Ave. W., Tacoma, Washington 98466, for registration forms. FOR FUN IN '81 SEE SEATTLE!

by Ellie Cansdale

Intermountain Chapter

Our chapter will soon have its own A&P

mechanic. Merylin Traynor of Spokane has already obtained her Airframe license, and in the very near future will earn her Powerplant license. She will then be eligible to take the FAA test and become a licensed A&P. We are very proud of the only female in her class.

Congratulations to Captain Kelly Hamilton, USAF, who graduated with honors from a KC-135 training program and now is in charge of her own crew.

Terry Omans was recently elected secretary of the Washington Pilots Association Inland Empire Chapter. Lygie Hagan will be flying to Oklahoma City for the Amelia Earhart Memorial Scholarship Trustees Meeting in April.

North Dakota Chapter

The North Dakota Chapter of the Ninety-Nines held a meeting at Grand Forks, North Dakota on March 21, 1981 which was attended by 24 members and guests from the Aviation Department of the University of North Dakota. The chief mechanic from the University of North Dakota Aviation Department spoke on engines, with particular emphasis on the use of low lead gasoline. He further explained the details of an annual inspection.

The April meeting was held at the home of Gwen Vasenden at Fertile, Minnesota with nine members and two guests in attendance. A film entitled "Weatherwise II — Go or No Go," furnished by the Fargo

GADO office, was shown.

by Kay Vogel

Oregon Pines Chapter

The Oregon Pines Chapter of Ninety-Nines celebrates its first anniversary this May. The 1979 Palms to Pines Air Race sparked the formation of this new chapter. Mary Roscoe and Betty Griffith, charter members, participated in that event. At their overnight stop in Red Bluff, California, Eva McHenry of the San Diego Chapter suggested that since there was a Palms Chapter at the start of the race, there should be a Pines Chapter at the terminus in Independence, Oregon.

That fall Mary and Betty began to talk up the idea to women pilots in the Independence area. A group of women in nearby Salem wanted to join the Ninety-Nines, but were unable to attend week-day meetings of the Willamette Valley Chapter. In November several Independence and Salem women met to discuss the formation of a new chapter to include women pilots in Marion and Polk Counties.

Sally Plumley, then chairman of the Willamette Valley Chapter, was instrumental in helping the new group to organize. Several members of the Willamette Valley 99s came to an organizational meeting in

March 1980 as sponsors. Officers were elected and a name chosen — Oregon Pines. The charter was approved in May.

Charter members of the Oregon Pines live in Salem, Independence, and Monmouth, Oregon. Mary Roscoe, chairman, is an Erco Coupe owner and veteran of the Palms to Pines Air Race who learned to fly before she had a driver's license. Betty Wittmer, co-chairman, flies a Piper Dakota and writes aviation book reviews and articles for regional aviation publications. Jane Roach, secretary, pilots her Cessna 150 from her home at the Independence Airpark. Treasurer Evelyn Lorence also lives at the Airpark, where she flies a Grumman American and Emigh Trojan.

Lisa Buswell is an air taxi pilot and instrument flight instructor with Val Airways in Salem. With 3100 hours, she is equally comfortable in a Piper Navajo or her own 1946 Luscombe. The chapter's membership chairman, Ann Littrell, is an instrument-rated flight instructor with Flying Machines, Inc. in Independence and a partner in a Piper Archer. Barbara Wayne is a private pilot, enthusiastic Ninety-Nine, and resident of the Independence Airpark.

Judy Houdeshell flies a Cherokee Cruiser. Betty Griffith participated in the Palms to Pines Air Race as a student pilot in a plane sponsored by her husband (an FBO). Marilyn Hayhurst, Betty's daughter, flew her husband and children to Arizona last year. Valerie Kauffman edits Val Airscripts, a local aviation newspaper published monthly. Arta Glidewell, who flies a Cessna Cardinal, has moved to eastern Oregon. Patience McArthur is a private pilot whose Beechcraft lures her to the sky. Frieda Bunting, an established Ninety-Nine, transferred her membership to become a charter member of the new group.

Joey Miller, now an instrument-rated flight instructor, later transferred to the Oregon Pines from the Willamette Valley Chapter. Jo Schrank, a Cessna Cardinal pilot, joined the group. Karen Duvall, owner of Aircraft Commerce Ltd., an aircraft brokerage, has also joined this chapter.

Activities this last year have included air-marking at the Independence Airport, helping at the terminus of the 1980 Palms to Pines women's air race, and selling the infamous "chicken shirts" which picture a goggled chicken with the inscription "Fresh Oregon Flyer."

Several members participated in the Petticoat Derby in Albany, Oregon last summer. For the April 1981 meeting, the chapter co-sponsored a meeting with the Polk County, Oregon Pilots' Association to hear a representative from the Portland Tower discuss air traffic procedures at this metropolitan airport.

This has been a year of fun, of camaraderie, and of pride in being Ninety-Nines.

by Valerie Kauffman

Willamette Valley Chapter

Willamette Valley's April meeting was

held at the Corvallis Airport, with Bill Clark from National Aviation Insurance as guest speaker. He gave a very informative talk on insurance for pilots.

Willamette Valley 99s are sponsoring a pinch-hitter course for non-pilots which will be held in Corvallis, Eugene, Roseburg and Lebanon.

by Mary Ellen Hobin

Wyoming Chapter

How the West Moves ... Wyoming 99s flew to Sheridan, Wyoming, April 25-26, 1981, where they assisted in the Rocky Mountain Transportation-Expo by selling tickets to a crowd of 16,000, providing information, etc. Highlight of the weekend was the interesting dinner speaker, Al Worden, Col., USAF, Retired, Apollo 15 astronaut.

by Shirley Everett

SOUTH CENTRAL SECTION

Colorado Chapter

Co-sponsored by the Colorado Pilots' Association, Alpha Eta Rho Fraternity of Metropolitan State College and the Colorado Chapter of Ninety-Nines, an Aviation Safety Symposium was held in cooperation with the Federal Aviation Administration in March. The theme was on the impact of inflation on safety and growth of General Aviation.

In April, combining talents on the part of the Colorado Ninety-Nines and representatives of United Airlines, the first of the projected series of classes in a course called "Flight without Fear" took place. Members of the chapter served as planners, moderators, and speakers and provided various performances in total class management. United Airlines provided the technical expertise and the facilities. Charlene Lawrence was administrator and Carol Leyner moderator for the first session.

The Spring Sectional conflicted with NIFA, but that didn't keep the Colorado group from being represented. Anita Hessin and Mary Adams spent five days at the National SAFECON event in Monroe, Louisiana. Charlene Lawrence, Kitty Hach, Diane Williams, Nan Gaylord, and Linda Schreffler flew to Oklahoma City.

Grace Mayfield, who was an All-Ohio member before moving to Colorado in the late '40s, recently received life membership.

by Barb Hobson

El Paso Chapter

By the time this 99 NEWS is published, the Angel Derby will be over. We are so excited that there is an entry from El Paso! Team #2 in the Angel Derby, Marilyn Cragin and Michelle Miller, received a nice contribution from Amigo Airsho, which is the big event to be held in El Paso on May 23-24. They also received a check from the El Paso Chapter for 100 gallons of aviation fuel.

We are keeping our fingers crossed for them!

Following El Paso Chapter's Flying Seminar for El Paso Public Schools on April 4th, a Ground School Scholarship was awarded to one of the students attending the seminar — Gretchen Olson, a sophomore at Coronado High School. Gretchen expressed a desire to become a commercial pilot and we will be applauding her progress in the next few years. The Flying Seminar covered the basics of flying, and free airplane rides were given to those attending, compliments of the local EAA Chapter 125.

El Paso chapter had a great turnout for the Weather Safety Seminar members presented for the public at International Airmotive on March 5th. Assisting with the seminar were Bob Bowen, FSS, and Ron Swierski, GADO. El Paso 99 Jan Scott did an excellent job coordinating this event.

Four El Paso Chapter members attending the Oklahoma City "Run of '81" are Stella Teran, secretary of El Paso 99s, Louise Austin, and two of our newer members, Didi Shaffer and Estelle Kirkpatrick.

Big news in El Paso is the Amigo Airsho in May! The Confederate Air Force and the Eagles will be performing, and the El Paso Chapter will be hosting the VIP Party on the 22nd. We are very proud of Sandi Melvin, El Paso 99, as she is executive director of Amigo Airsho, which we hope will be an annual event.

Lois Ziler, El Paso 99 from Sierra Blanca with a degree in Aeronautical Engineering from Purdue, gave a very informative Plane Maintenance lecture to members in April,



Lois Ziler, El Paso Chapter member, shows Estelle Kirkpatrick, new El Paso 99, hints on plane maintenance at a recent lecture.

Marilyn Cragin and Michelle Miller, Angel #2, receive contributions from Sandi Melvin, executive director of Amigo Airsho, and Lynn Stover, El Paso Chapter chairman. (All are members of El Paso Chapter.)



showing maintenance a private pilot is allowed to perform on aircraft.

El Paso 99s welcomed two new members in April — Nancy Knaus and Marsha Mascorro! Our Airplane Wash is still scheduled for June 13-14 at El Paso International Airport.

by Lynn Stover

Fort Worth Chapter

The Fort Worth Chapter, with expert help from the Lubbock Chapter, recently conducted its first "Sky Pals" seminar. Fort Worth members invited the Lubbock team (Angela Boren, Patsy Cantrell, Virginia Patterson, Linda Peterson and Delores Key) to bring their slides, graphs and expertise on conducting classes for interested non-licensed flying passengers to Fort Worth.

Thirty applicants signed up and came prepared with sectionals and plotters for the scheduled Friday evening session followed by a wine and cheese party and a five-hour Saturday session.

After the seminar, which included an airplane "walk-around," the students gave a positive reaction to the flying information received. The Fort Worth seminar chairmen, Juanita Waddell and Carole Wheeler, and members concluded that not more than 15 students would be a more workable size for imparting in-depth information.

by Henrietta Pence



Checking over the airplane for the "Sky Pals" seminar are Ft. Worth 99s Anne Cozart, chapter chairman; Juanita Waddell; Carole Wheeler; and Henrietta Pence.

Houston Chapter

Houston Chapter Vice-Chairman Mike Alexander and Secretary Peggy Campbell visited Ridgemont Elementary, Fort Bend School District, for Career Week in January 1981. Both Mike and Peggy talked to two classes of kindergarten children about flying. The children were amazed that "ladies" really do fly airplanes. It has become one of Houston Chapter's projects to go each year to the schools and tell all about flying and the 99s.

Joy Parks and husband Butch are opening their almost new airport on June 1st. They have worked for the past year getting the grass strip ready for moving in their flight school. The airport is located about five miles west of Houston. Good luck

to you both. Airport name will be "Westheimer."

by Peggy Campbell

Lone Star Chapter

We were very thrilled to receive the charter for our new chapter on February 16th. We had our "celebration" dinner the following Saturday evening and our first official meeting on Saturday, March 14th at Jennifer Stewart's home.

Since four in our chapter are also members of the Tarrant Aero Association, we were asked to participate in College Aviation Day held at Arlington Airport on March 28th. This was a get-together for six college aviation clubs as well as for general aviation participants. We were asked to make the signs for parking and registration as well as furnish all the mustard and relish to go with the free hot dogs. Though it was overcast and winds were very high and neither the plane nor balloon rides could be given, the turnout was excellent as well as the program, which included Hazel Jones' husband Royce. Mr. Henry L. Newman, former regional administrator for the FAA and now a consultant to AOPA, was the keynote speaker. Mr. Jones, as well as Mr. Newman, spoke very highly of the 99s in their presentations and we were delighted to be able to "spread the word" all day to these young people, particularly the young ladies who are now working on their private pilot's license.

We are looking forward to attending section in Oklahoma City as a new chapter participant.

by Pat Moore



Mike Alexander with her Compass Rose explains to children how we can find our way through the sky.

Peggy Campbell talks about different kinds of airplanes to Houston kindergarten class.



Oklahoma Chapter

It's been a busy April for the Oklahoma Chapter. Our chapter had a static display for the 99s at Tinker AFB's 40th Anniversary Open House. Helping Rita Eaves man the booth were Pauli Baxt, Dru Jones and Nema Masonhall. Norma Vandergriff's son, Gary, flew a T-43 (Civilian 737) into the TAFB for the doings. Gary is stationed in Mather AFB and the T-43 he flies serves as a flying school for the training of navigators. Then, it was off to Burns Flat to assist and man the second stop of the Shangri-La Grand Prix Air Race. Those manning this race stop were Nancy Smith, Norma Vandergriff, Ben Baysinger, Phil Howard, Charlene Davis, Gwen Crawford and Jan Million. Also, Tex Wickenhouser (Greater St. Louis), Jeane Wolcott and Margret Bryant (All-Ohio) loaned their expertise.

Dana Gibson represented the 99s at the Quail Springs Shopping Mall Spring Fashion Show. On the 10-11th, Nancy and Phil went to Stillwater to assist in the US Precision Flying Team Competitions along with SWO 99s Arlene Walkup and Nancy Roberts. Terri Trenary won first, her husband Phil was second and Cyndy Otis took third.

On the 24th, Norma Vandergriff will have made her eighth presentation to high school students on Careers in Aviation. She's quite good at it, too.

by Nema Masonhall

Omaha Area Chapter

Omaha Area welcomes Anne Wegner from Scribner, Nebraska, our newest member. We also have a new 66, Meroe Brady from Omaha, under our wings. With several prospective members on our list, we hope to be increasing our flock very soon.

Even though we have been busy lately preparing for our annual safety clinic in April, some of our members have found time to speak at outside activities on behalf of aerospace education. Jeanne Kautter conducted a class for a local high school on weather and how it affects flying. Because of the great response by students, her session was video taped for presentation to other classes. Rosemary Block and 49½er Dean Kruger addressed a pilot seminar on basic pilot review sponsored by Iowa Western Community College where Dean is the chief flight instructor. Jeanne Kautter and Kathy Person, both CFIs, spoke to Zonta on "Women in Aviation in the '80s." Their presentation included a film on the history of aviation. Topics of discussion included 99s in the profession of flying, future opportunities for women in professional flying, how a license is obtained, and the addition of ratings to the license. We, as pilots as well as 99s, feel the great importance attached to educating the general public on the true facts of flying and general aviation.

April 15th is not only marked the date that income tax returns were due but also the date that Omaha Area held its annual general aviation airmen refresher meeting. A crowd estimated at between 150 and 175

was on hand at Omaha's new flight center located at the University of Nebraska.

"Flying Follies," a film about the early attempts toward the successes (and very funny failures) of powered flight, started the evening off. On a more serious note, a representative from the U.S. Air Force Aerospace Physiological Unit at Offutt Air Force Base spoke on flight physiology, and an area pilot presented a local ATC update from a pilot's perspective.

Our special thanks to Al Milana, Accident Prevention Specialist at the GADO office in Lincoln and Jerry Greenberg of the UNO flight center for all the help they gave us. We know that it takes the support of all concerned to make general aviation as safe as possible so we do appreciate all the "non-99s" who participated in this year's clinic. Without their involvement it would not have been a success.

by Kristi Horn

SOUTHEAST SECTION

Southeast Section Meeting

The Spring Southeast Section Meeting of the 99s coincided with the Dogwood Festival in Atlanta, Georgia April 10-12.

Some news of interest announced at the business meeting was that Jerrie Cobb was nominated for the Nobel Peace Prize. Her efforts in the Amazon among the Indians is known to the 99s and this nomination recognizes her accomplishments and hard



Joining International President Janet Green (center) at the Spring Sectional are Southeast Section officers Ellie Odorico, vice-governor; Judy Hall, governor; Carolyn Pilaar, secretary; and Bonnie Quenzler, treasurer.

work. We were all happy to meet her two years ago at the last spring meeting in Florida.

Reports from chapters and committees kept us all up to date on the section's goings-on. Bonnie Quenzler, section treasurer and member of the Florida Spaceport Chapter, showed us the winning trophy from the

Hostesses for the Southeast Section meeting.



Shangri-La Grand Prix Air Race.

Guest speaker at the banquet Saturday night was aerobatic pilot Debbie Gary Collins. She emphasized reasons why some folks consider learning aerobatic maneuvers, the advantages of knowing and feeling the capabilities of your airplane, and the satisfaction she has found in instructing and flying in air shows. Her sheer joy for flight was obvious.

A surprise during our stay between shopping and sightseeing was to spot over 30 hot air balloons rising over our hotel in Atlanta. The race was one of the scheduled events of the Dogwood Festival. We gathered on the balcony and watched the flames light and the gas roar as the balloons crossed a path directly over our hotel.

The spring section meetings, fly-ins, air races, and rejuvenated spirits should have us in the blue before long.

by Patsy Zeringue

Alabama Chapter

Mary Bibow has agreed to serve as the Ways and Means Chairman for the Alabama Chapter. And just in time, too, because the luggage tags are here! Thanks to Margie Pohl for finding the right printing company and to Claudia Conn and Miriam Pullins for their art work, the Alabama

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Chapter has a sure money-making idea — beautiful luggage tags! The luggage tag displays a blue compass rose and the words "Come Fly With Me."

How can you obtain one or more of these beautiful necessities? Just mail your request, along with \$3 for a single tag or \$2.50 per tag for an order of two or more tags, to: Mary Bibow, 4671 Vintage Lane, Birmingham, AL 35244. Now that spring and summer travel seasons are in the not-too-distant future, let's all get 99s luggage tags on our suitcases and spread the word about 99s as we travel!

Flight safety is important to the Alabama Chapter members. Bennie Peters gives a short safety talk at each meeting. February 20th found Marie Carastro, Rhoda King and Margie Pohl attending a three-hour FAA safety meeting in Montgomery.

Ruby Dickerson, Renee West and Rhoda King qualified for their FAA Phase 1 Flight Wings over the past few months.

Ruby Dickerson went right out and dazzled the instructor with her expertise and successfully passed her Biennial Flight Review. Alabama Chapter Chairman, Margie Pohl, inspired by Ruby's performance, likewise went out and passed her BFR, also with flying colors.

by Rhoda King

Kitty Hawk Chapter

The Kitty Hawk 99s and the N.C. Petti-coat Pilots, another organization of women

pilots, flew into New Bern, North Carolina Simmons-Nott Airport, all armed with brushes, rollers and painting talents. The occasion was to paint "NEW BERN" on the taxiway in front of the tower, located near the new aircraft parking ramp.

The three-foot by 20-foot letters had been prepared by the Wayne Community College Aviation Department that has been working with the Kitty Hawk Chapter for each of their previous airmarking projects. The students do a super job and get credit as a class project for their efforts.

The importance of this work cannot be overestimated, but the appreciation of all in the aviation community is gratifying. It only takes one time for an electronic aid to be down for maintenance to find some pilot who asks, "What field is that?" or "Am I still ON COURSE?"

by June Rodd

New Orleans Chapter

The New Orleans Chapter again presented a special award to a student at the Greater New Orleans Science and Engineering Fair. The winner, Cherie Bridges of Gretna, Louisiana, completed an in-depth study of the physical laws governing the flight of hot-air balloons. Her project was selected by chapter member

Evelyn Studlick, aided by local television weather-caster Mike Herrera, from among eight aeronautical entries. Cherie was presented an award of \$25 and a belt buckle from the Smithsonian Air and Space Museum at the April meeting of the New Orleans Chapter. Members Mary Donahue and Evelyn Studlick had planned to fly Cherie to the meeting held in Slidell, but high winds and forecasted low-level turbulence forced them to postpone Cherie's first light plane ride and flying lesson.

by Patsy Zeringue

Airmarking New Bern Airport are Kitty Hawk Chapter members June Rodd, Sandy Hollingsworth and Esther Fordham.





Cherie Bridges of Gretna, Louisiana, was given a special award by New Orleans 99s at the Greater New Orleans Science and Engineering Fair.

SOUTHWEST SECTION

Aloha Chapter

On the weekend of August 15-16, 1981, the 12th Annual Apuepuelele flying proficiency contest for women will be held. Sponsored by the Southwest Section's Aloha Chapter, the event tests the skills of the pilots in estimating the amount of fuel and flying time required to cover a prescribed course. The course is not revealed to the participants until the briefing prior to starting time. For further information, write to Lindy Boyes, Chapter Chairman, 2525 Date Street #3501, Honolulu, HI 96826.

In June, the Aloha Chapter will host its Annual Anniversary Banquet. Dates and times to be announced.

by Beth Terry

Bay Cities Chapter

Celebrating 49 years of success and eagerly looking forward to the 50th anniversary in 1982 ... that is Bay Cities Chapter. Sunday, March 22nd found 18 members, several prospective members, families, and numerous guests gathered in the spotless hangar personally scrubbed and donated by Ed Therrien, owner of an aircraft ferry service. Balloons, streamers, puffy cotton clouds, cardboard rainbows, and an artfully painted window told all that we were happy to be nearly a half century old. A lovely Navy biplane proudly occupied one corner of the hangar inviting nostalgic pats and the fleet out on the ramp helped give the feeling of the good old days, thanks to Milo Tichacek, a strong supporter of Bay Cities activities.

Abigail Wagg, chapter chairman, together with her committee headed up by Joyce Hibbard put together one of our most enjoyable gatherings to date. The unstructured informality of the hangar party lent itself to an easy and enjoyable opportunity to visit among the members as well as to approach the special guests who joined us. Taking time out from working with their publishers were Marie and Elgin Long. Elgin, a captain with Flying Tigers, was the first man to fly solo around the world over both poles. He has won the Gold Air Medal as outstanding navigator in the world, holds six world and national records

and has received the Institute of Navigation Award as the world's outstanding practicing navigator. Together with Marie, who is his press agent, schedule keeper and enthusiastic supporter, Elgin is researching Amelia Earhart's disappearance. Their book will be out this fall. Other delightful guests included members of Golden West, Redwood Empire and Sacramento Chapters and a charming 1929 Ford pick-up in mint condition brought by prospective member, Deatra Giannini and husband Jerry.

Many thanks to everyone for their hard work and support. Here's to our 50th next year!

by Rose Sharp

El Cajon Valley Chapter

The March 2nd meeting was held at All-American Flight Center in El Cajon with guest speaker, Lee Sergott of the San Diego Police Department. Mr. Sergott is a pilot for SDPD and gave a talk on airport security and safety of aircraft, recommending that pilots lock up their airplanes. New chapter secretary, Frankie Clemens, and new chapter treasurer, Doris Hinzo, were announced.

The "Fairest of the Fair" from the city of El Cajon along with San Diego Chapter member Sharon Guerke paid a visit to All-American Flight Center to learn more about careers for women in aviation. They were greeted by owner Connie Davis and learned more about a flying club and its flight standards and career opportunities.

Hooray for Jacumba Airport in East San Diego County, expertly marked March 21 by 99s Frankie Clemens, Cay Hatch, Eleanor Richardson, Doris Ritchey, and Roadrunners Eileen Kreuzer, Doris and Chuck Taylor! According to Frankie, it was a beautiful day for airmarking and a picnic at her place.

Congratulations to CFI Robin Vickerman now teaching the finer banks of aerial flight at AAFC! And we're proud of Lisa Lewis, a new member, for her CFI achievement!

Welcome back to member Lynn Coulthard who spent two months traveling by plane to Lima, Peru; then by plane to Cuzco and Machu Picchu; by train to Titicaca, Bolivia; then plane to Santiago, Chile; on to backpacking and hiking with her daughter to the volcanic regions of Chile; on to Argentina, Lima; then home to San Diego. She was graciously received in

A few of our guests joined Bay Cities members for their annual group photo taken in front of the mint Navy biplane at the Bay Cities Hangar Party.



Lima by Member at Large Georgia Wurster who is an active pilot soon to be transferred with her husband to South Africa.

by Syria Jane Zoch

Fullerton Chapter

A runway of a different kind will be on the minds of chapter members as we prepare for the Fashion Show for Aviation Expo '81. Fifteen members modeled last year in the event which takes place at a local shopping mall and would you believe they invited us back for an encore? Although one member kept muttering that it would be easier to take a check ride than walk out in front of all those people, we're really looking forward to doing it again.

by Delores Charles

Gavilan Chapter

Early in January, Gavilan Chapter Chairman Jean Blake answered a NASA request for female volunteers age 55 to 65 to engage in a Space Shuttle Re-entry Tolerance Bedrest Test. The screening process of an interview, preliminary physical exam and a briefing resulted in diminishing the number of applicants from about 200 to 20. These women were given an orientation over a two-week period which included a Lower Body Negative Pressure Test, blood samples and brief rides on the large NASA centrifuge at 1.5, 2 and 3 Gs. Finally, Jean was selected as one of nine women who lived in the Human Research Facility at NASA-Ames at Moffett Field, California for the duration of the test in April. The "real test" was the 10-day period at bedrest.

by Jean Blake

Lake Tahoe Chapter

Our annual Hot Dog Stand at the Airshow in June replenishes our bank account, enabling us to contribute to the AE Scholarship Fund, NIFA and the Computer Fund.

Something other chapters may want to look into for the summer is a Density Altitude Clinic. An FAA sponsored clinic was held at Nevada County Airport, Nevada City, California last July. May Haskell, chairman, enticed a few local 99s to venture down into the 90° OAT at the Sierra foothill location to determine how close we could come to our estimates of taking off over a 50' obstacle on a high density altitude day. Although none of us brought home one of the three trophies awarded (we erred on the side of safety) we did come home to cool breezes with a greater appreciation of our

ircraft performance in density altitude conditions. An interesting sidelight of the trip home was catching glimpses of the 100 mile annual Trevis Cup Endurance Ride from Lake Tahoe to Auburn, California in progress below.

Long Beach Chapter

The California State College at Dominguez Hills Air Fair had 86°F. weather on Sunday, April 5, 1981. This brought out thousands of people. Long Beach Chapter looked very official with its table and bulletin board explaining 99s for those who came by on their way to the helicopter ride offered year-by. Jane McNeil was in charge of the display and did a fantastic job of representing Long Beach Chapter. Helping her were Betty Faux, Ella Pattison, Sharon Crawford and family, and Margaret Callaway. Many pilots, both men and women, stopped by the display as did curious non-pilots. It was a good opportunity to tell the public a little bit about the Ninety-Nines and our interest in women in aviation.

This year's recipient of Long Beach Chapter's \$500 scholarship was Debra Danielson who had just earned her ATP rating. She had to wait a few days until her birthday before being awarded her ATP rating Certificate because she was too young! Debra is a young, resourceful, determined and dedicated-to-a-career-in-aviation woman who is already at work promoting women in aviation. We wish her the best in furthering her career. Already her achievements are remarkable.

Ella Pattison, who teaches fifth grade in airport-noise-conscious Torrance, California, is hoping to influence some of her students to favor aviation and the airport. As part of a fun unit on aviation, Ella is giving plane rides to those students who want to go after school. There have been six enthusiastic participants, with at least eight others waiting for improved weather so that they can have their turn.

Newest member of Long Beach Chapter is Kerry Lee O'Leary. Kerry is a 17-year-old high school student who earned her Private Pilot license as soon as she was old enough.

Long Beach Chapter display board at Dominguez Hills Air Fair.



Kerry plans a career in aviation and washes airplanes at Torrance Airport to help pay for her flying expenses. She also works part time for a local FBO. Ninety-Nines and aviation are in good hands with enthusiastic young people like Kerry.

by Ella Mae Pattison

CHAPTER NEWS, ETC.

Monterey Bay Chapter

The March chapter meeting featured a tour of Salinas Flight Service's Automatic Weather Data System. A flight service official discussed and demonstrated the computer capabilities of the system with regard to weather and flight plans.

Monterey County AIR TOUR '81 — the Monterey Bay 99s will provide an aerial tour and barbeque for County officials on May 2. Aircraft will take off from Salinas Airport and return to the pilots' park on the field.

A motorized hang glider (Pterodactyl) demonstration by Jack McCornack of EAA will be given at Salinas Airport with a picnic at SOPA Park afterwards. The Monterey Bay 99s have extended an invitation to SOPA (Salinas Owners and Pilots Association) and MPAA (Monterey Peninsula Airmens Assoc.).

On May 22 a recruitment dinner for prospective 99s will be held at Bobbie Garin's house. The 99s film "For the Fun of It" will be shown.

Kay Harmon and Lynne Kastel will show the film, *General Aviation: Making the Difference*, at a 7:00 a.m. breakfast meeting of the Salinas Kiwanis Club on April 17.

Our chapter chairman, Sandy Pratt, made the finals of the Amelia Earhart Scholarship competition.

by Lynne Kastel

Mt. Diablo Chapter

"Get Acquainted Night" was a serendipitous experience. Do you remember the fairy tale, "The Three Princes From Serendip"? According to this fairy tale, the three princes set out to seek their fortunes. They discovered something else of great value instead. Ever since that time, the faculty of finding valuable or agreeable things not sought for has been called "Serendipity".

Our Mt. Diablo Chapter had a serendipitous experience during the March 3, 1981 "Get Acquainted Night" which was a very

Attending Mt. Diablo's "Get Acquainted Night" were Bev Demko, Lake Erie Chapter; Sharon Kethchum, chairman, Mt. Diablo Chapter; Sylvia Barter, scholarship chairman; Nancy Arthur, guest; and Adele Bachman, vice-chairman.



successful event. We had a super turnout from our own members plus eight guests. We set out to get to know our guests and to make them feel very welcome. So, we shared flying experiences, information and answered questions. Suddenly we realized that we were also getting to know each

other — our own members, better. We're now planning to have "Get Acquainted Night" several times each year.

by Pat Stephan

Mt. Shasta Chapter

Our chapter is growing with 5 new members. Our last meeting was finished with a fascinating film, "The Confederate Air Force", shown to us by Dick Tews. Also, it looks now like we might have several of our members flying in the Palms to Pines Air Race in August: Barbara Boot and Johnnie Lynn; Lee Agnew and Grace Rodriguez; Martha Iliff and Coleen Cassidy; and Ginger Strange and Donna Taylor.

by Donna Taylor

Orange County Chapter

The Orange County Chapter held another successful Flying Companion Seminar on March 27-28 at the Anaheim Education Center in Anaheim. Seventy-two 'Companions' were enrolled with eighteen 99s from the chapter assisting in the program. Carol Nielsen and Leslie Bush organized this particular seminar which had something a little different from others we have held. Instead of taking the participants to the airport for the pre-flight section — two planes were towed from the airport to the Education Center. Special permits were required and special perseverance needed for the two-hour trek.

Several members of the chapter have provided a Life Membership for Nell Brown who has been a member of the 99s since 1947 and a member of our chapter since 1965 when she transferred here from Chicago.

by Gwen Haynes

Phoenix Chapter

In April, Phoenix Chapter welcomed Jimmie Hall to our membership. Concessions and airlift at the Desert Sportsman Pilots Association Airshow served a lot of lemonade and flew 232 passengers. The weekend was quite profitable and \$200 of the earnings was donated to the American Aerobatics Team for whom the airshow was held. The 1981 Kachina Doll Air Rally Committee Chairmen met and committee sign-ups began. Phoenix members were shaken at the SW Section Meeting (nearby earthquake).

At the May Business Meeting Phoenix Chapter collected old towels and sheets for Jerrie Cobb to distribute along the Amazon. Bylaws to change vice-chairman officer duties were voted on and an accident in-

vestigator reinforced the importance of preflight. Early May brought another White Knuckles Clinic with 56 inquiries and only 40 capacity. More clinics are planned.

In late May, Phoenix had another chapter first — an airborne progressive dinner at five Sun Valley airports. One course was served at each airport: hors d'oeuvres, salads, vegetable casseroles, BBQ chicken and desserts. Each participant brought a dish to their home airport plus paid for their main course. This new experience was exciting and well received.

The summer will be spent planning a Fear of Flying Clinic for that part of the public apprehensive about flying on the airlines. It will be similar to the San Francisco clinic with professionals directing eight sessions. A ninth session will be an optional flight for those who wish to take and finance it.

We are selling lots of items: 1981 Ninety-Nines Calendars — now \$3, Airplane Wind-chimes, Rally Mugs, Fly With Me pins, Arizona Charms, Aviation cartoons — cards and posters, A.E. Stamp/Envelope, Coloring Books, and Angel Derby Patches. The 1982 Ninety-Nines Calendar is taking shape and we hope to get it out earlier this year. Watch for it and send your suggestions to Nancy Crase, 5201 N. 19th Ave., Suite 111, Phoenix, AZ 85015.

by Kitty Pope

Sacramento Valley Chapter

Forty-three attended Sacramento Valley Chapter's recent Flying Companion Seminar.

"You've taken the fear out of flying."

"The enthusiasm shown for flying encourages me to think I might be able to learn to fly myself."

Comments such as these were indications of a successful seminar.

On March 15, the chapter had a Gin Fizz Brunch and Monte Carlo to raise money for an aviation scholarship. It was well attended and a substantial scholarship will be awarded in June.

Dinner at the Officer's Club preceeded the March meeting which was held at the Silver Wings Museum on Mather AFB. The Sacramento Chapter has been instrumental in the development of the "Women in Aviation" display.

Santa Paula Chapter

For one reason or another, the Santa Paula Chapter has not been heard from since December, 1980. This report is written to assure everyone we are still alive and growing by leaps and bounds.

In November we visited the Radar Facilities at the Point Mugu Naval Air Station. Eight members had an exceptional evening, with the Navy personnel answering all our many questions. It was a little slow so they invited us back on some weekend or during a big rainstorm when they said it really would be busy!

Betty Cuney was in charge of our January activity. It was an overnight Fly-in to Death Valley Monument — and as fate would have

it the weather soured and the fly-in became a drive-in! The three members that drove, chaperoned by their husbands, were Betty Cuney, Ruth Buirge and Virginia Lane. They left on Friday night and moteled at Lone Pine. The next day, needless to say, the weather was perfect. They were joined by Lucille Litsheim and her husband Jerry who were able to fly there that morning. Betty remembered, "The weather was perfect as the sun cast its first golden rays on snow-capped Mt. Whitney."

Furnace Creek, their destination, sits 211 feet below sea level. Lucille Litsheim remarked that it was weird watching the altimeter drop below "zero" as you approached the airport. All who went were very much in awe of the vastness and isolation of beautiful Death Valley and a trip for next year is being planned.

A trip to California City was planned for March. Norma Williams was in charge of the flight planning. This is a place of good food, sky diving and glider activities. Everyone enjoyed a glider lesson and said they were all treated wonderfully well. Those lucky enough to have gone were Virginia Lane, Sue Cederquist, Bambi Clark — a new prospective member, Sherry and Tom Moore, Evelyn and Frank Perry, and Heidi Bunting.

Sue Cederquist, our chapter chairman, is a new instructor as of last November and to date she has five regular students, one of whom is 99 Sherry Moore. Sherry took her Commercial license training from Sue and passed with flying colors just last month. Sue passed her Multi-Engine in March.

by Gwen Dewey

Tucson Chapter

Arizonans got together when Tucson 99s were hosts and provided transportation for a fly-in and picnic arranged for Phoenix 99s at the Pima County Air Museum on a breezy Saturday in March. Among the many historical aircraft the group inspected there is a sister ship to the one Amelia Earhart flew.

The visitors were welcomed at Tucson International Airport by Tucson Chairman Barbara Harper and Edie Greenberg, Helen Murphy, Norma Wilcox, Jean Servaas, Dottie Powell, Jayne Hunter, and 49½ers Ray Newhouse, Nate Wilcox, and Harold Greenberg.

by Jayne Hunter

Phoenix 99s attend a fly-in hosted by Tucson Chapter members.



Utah Chapter

Wilma Nichols and Julie Pfile competed at the Copperstate Aerobatic Contest, Mesa, Arizona. Julie flew her Pitts Special to win the first place trophy in the Advanced Category. Julie and Carol Clarke have also completed the requirements to become International Aerobatic Club National Judges.

Debi O'Connor has been spending many hours in the air, unfortunately not as pilot, but as the nurse on the University of Utah Medical Transport Flights.

Linda Anderson, who recently transferred from San Diego, has become the mother of a new son, and has passed her Instrument Written Exam.

by Carol Clarke

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Winning contestants in the Shangri-La Grand Prix Air Race are pilots (seated) Juanita Blumberg, Jean Speckman, Patricia Keefer, Dot Etheridge, Margaret Ringenberg, Edna Gardner Whyte and

co-pilots (standing) Bonnie Quenzler, Fred de Beaubien, Ken Keefer, Diane Kelly and Kelly Bryan.

Grand Prix Air Race winners announced

Winners of the Shangri-La Grand Prix Air Race and \$10,000 first prize are Juanita Blumberg, Orlando, Florida, and Bonnie Quenzler, Merritt Island, Florida. They flew a Beechcraft Baron.

There were 33 entries from 18 states that competed for \$20,000 in prizes, plus trophies and gifts. Takeoffs began Monday, April 6 from Shangri-La Golden Falcon Airpark. Deadline to complete the race course was sunset Wednesday.

Aircraft were impounded upon landing for inspection Friday and Saturday, and computerized scores were announced at an awards banquet on Friday evening at Shangri-La.

Both winners are experienced air racers; this is the first time, however, as a first place winner in a major air race for pilot Juanita Blumberg, mother of four and president of Acme Glass Co. She was competing against her husband, who had entered the race on another team. She is a licensed private pilot with multi-engine and instrument ratings and more than 1300 hours' flight experience.

Co-pilot Bonnie Quenzler won the 1977 Angel Derby Air Race and has placed in the top six of that race five times. She is a certified flight and ground instrument instructor with a commercial pilot's license; multi-

engine and instrument ratings; and more than 1500 hours' flight experience.

Second place and \$5000 went to Jean Speckman and Fred de Beaubien, both of Garden City, Kansas, flying a Piper Cherokee 6. This was the first major air race for both pilots. Jean will be the stop chairman for the Air Race Classic at Garden City, Kansas in June.

Third place went to Ken and Pat Keefer, husband-wife team from Barrington, Illinois. They flew a Piper Twin Comanche. Fourth place went to a solo pilot, Dot Etheridge, of Greenville, Mississippi, flying a new Beechcraft Duchess, and fifth place to Margaret Ringenberg, Grabill, Indiana, with co-pilot Diane Kelly, Fort Wayne, Indiana, flying a Cessna 182N. Sixth place went to Edna Gardner Whyte, Roanoke, Texas, flying with Kelly Bryan, Fort Worth, Texas. Their aircraft was a Piper Cherokee 180.

The 2100 nautical mile race followed a course from Shangri-La to Tyler, Texas; Burns Flat, Oklahoma; Roswell, New Mexico; San Angelo, Texas; Laredo, Texas; Waco, Texas; Monroe, Louisiana, and returned to Shangri-La. At the Monday morning pre-race start briefing, the weather briefer announced the outlook would be three beautiful days of flying the race route; however, there was an outside chance of IFR weather on Wednesday. Unfortunately, that "chance" did occur and two aircraft were unable to finish by official deadline and five aircraft elected to stay overnight at non-designated airports.

Marion P. Jayne, president and organizer of the Grand Prix Air Race, Ltd., the first national long distance cross-country air race open to men and women pilots, said the enthusiasm among the pilots, general aviation, news media, etc. has been tremendous. She was proud to say all

contestants flew the race route well, and to her knowledge, this was the first major air race every contestant flew the instructed airport procedures with no incorrect fly-bys.

The purpose of the race is to develop and sharpen pilot skills and increase the knowledge of pilots with weather, cross-country navigation and fuel management. The race also emphasizes the capabilities of general aviation aircraft to accommodate travel to smaller airports in an efficient manner.

Start and finish of the race was the Golden Falcon Airpark, located on the resort property of Shangri-La, sponsor of the race, with \$20,000 prize money. The airpark has a 4000' paved and lighted runway with instrument landing capabilities. Shangri-La resort is located on Grand Lake o' the Cherokees in northeastern Oklahoma. It has a 27-hole championship golf course, indoor and outdoor tennis and swimming pools, bowling and boating. Also available are five restaurants, each with a distinctive dining atmosphere. Shangri-La was recently awarded the Mobil four-star award for the fifth straight year.

Shangri-La site for Air Race Classic finish

Shangri-La resort has been selected as the finish line for the Fifth Annual Air Race Classic, an all-women's cross-country air race. First prize is \$5,000.

Takeoff is June 26 from Jekyll Island, Georgia, and the race route is north to Greensboro, North Carolina; northeast to Lexington, Kentucky, Galesburg, Illinois, and Sioux Falls, South Dakota; southwest to Sidney, Nebraska; southeast to Garden City, Kansas, and ending June 29 at Shangri-La, a total of more than 2,300 miles.

Upon landing at Shangri-La's Golden Falcon Airpark, race aircraft will be impounded for post-race inspection. An informal social function is planned that evening.

Pilot debriefing and scoring is to be completed June 30 at Shangri-La, with winners announced that afternoon, and awards presented at a July 1 banquet.

The Air Race Classic is the second major cross-country air race for Shangri-La this year. The Grand Prix Air Race, April 6-8, for both men and women, was headquartered at the resort. Winners of that race and \$10,000 cash from a field of 35 entries, are Juanita Blumberg, Orlando, Florida; and Bonnie Quenzler, Merritt Island, Florida.

"Facilities at Shangri-La are so marvelous, and there are so many things to do, we decided to leave free time so our group can take their pick of resort activities," said Pat Jetton, vice president of the air race.



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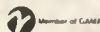
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