

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 8

Number 8

October 1981



# LETTERS to the Editor

## Bette Davis Recovering from Crash

Dear 99s and Staff,

Bette was "promoted" to Serious Condition on August 28, 1981. On her 54th day in the hospital, she was finally able to communicate. She is sounding alert and in good spirits, knowing she has a long way to go but looking forward to the day when she can leave the hospital.

The burns that have been covered are healing well and she still has approximately 10% yet to be skin grafted. Although no longer on the respirator, she still has the tracheotomy and is minus numerous teeth.

When I asked her, during a phone conversation, what I could send to her, she replied, "A good flying book." This, more than anything else, answered our questions concerning her attitude about flying. Her flaming crash landing could very well have erased her dedication to flight. Knowing Bette, we are not surprised. I am sending my copy of *I Taught Amelia to Fly* by Neta Snook Southern. When I last saw her in June, she had wanted to borrow it. Incidentally, Neta sent a nice little note to Bette along with a contribution to the Burn Fund. I have tucked it into the book. Bette will be so pleased.

You will be pleased to learn that Bette's niece, Barbara, has recovered and left the hospital. She is scheduled to return to school after the Labor Day weekend.

There remains an urgent need to solicit contributions for the BETTE DAVIS BURN RECOVERY FUND, P.O. Box 272, Mt. Eden, CA 94557. To date, we have collected approximately \$2,500.00.

Before concluding this report, I must emphasize our appreciation to 99s in the Portland area, in particular, Dorothy Mercer of Vancouver who has helped so much and to the Northwest Section, whom I understand collected over \$500 at their Fall Section Meeting for Bette.

99s are wonderful and I continue to be so very proud to be one.

Sincerely,  
Jean Stroobant,  
Alameda County Chapter  
Southwest Section  
Burn Fund Administrator

## Information Wanted on Women in Aviation, 1930-1939.

I am currently doing research for our museum's third publication on the subject of women in aviation in the United States. This volume will cover the period 1930-1939.

Would you please put a notice in *The 99 NEWS* asking for anyone who has information on that era to drop me a line? I would prefer that they write before sending any material so that I could send them franked labels for mailing and they would not have to pay postage, and also to avoid duplication.

Thank you for any assistance you can give me in this project.

Sincerely,  
Claudia M. Oakes  
Assistant Curator  
Aeronautics  
Room 3310  
National Air and Space Museum  
Smithsonian Institution  
Washington, DC 20560

## Appreciation Expressed

On June 6th, a member of the Sacramento Valley Chapter, Jean Patrick, was killed in an aircraft accident while attending an air marking at an airport just east of Crescent City, CA.

It was a long and very emotional day for those of us that attended the air marking.

I would publicly like to thank the people of Crescent City and the Community of Gasquet for their kindnesses and help during this difficult day. Many hours were spent by these wonderful people searching for the aircraft and seeing that we were taken care of.

We found out later that two of the women who were so kind to us were pilots and were not Ninety-Nines because there were not enough in that remote area to form a chapter. As a small token of our appreciation, we would like to see that these two fantastic ladies receive subscriptions to *The 99 NEWS*. Please find our check enclosed.

Best personal regards,  
Barbara Goetz  
June Devine  
The Sacramento Valley Chapter

## Member Suggests Formalizing 99 Hospitality

Here you are, stranded in East Nowhere with a line of thunderstorms blocking your way and intensifying. No way, says Flight Service, are you going anywhere this afternoon. What now? The nearest motel is miles away and/or very expensive.

Almost any local 99 would be happy to come to your rescue, but you are reluctant to call a total stranger.

If there were a formalized network of 99s willing to offer their spare room or family room floor and sleeping bags to other 99s stranded or simply passing through, it would benefit us all.

Naturally a few ground rules would be in order, such as:

1) Service should be reciprocal. You use the service, you offer it to others.

2) If you have a house full of relatives or chicken pox this week, you should be able to refuse or refer to someone else.

3) Users shouldn't expect to be entertained, waited on, or transported, other than to and from the airport, perhaps.

It could definitely not be used as a vacation facility — only as en route stop-over or bad weather refuge. Perhaps a 1 or 2 night limit.

5) Maybe a standard fee, say \$5 should be contributed to the hostess to defray her costs. Naturally some locations will be more used than others, and this would help even things out. If hostess doesn't want to accept the donation, she could send it to the AE fund.

6) Many of us are too busy to be the world's best housekeepers. Don't expect too much!

The fun of talking flying with another pilot, meeting new friends, helping someone out, and extending your own network of people to call on would make it worth the effort for us all.

As a new 99, I've been impressed by the cordiality of my fellow female pilots. I feel certain that many of us would welcome such an arrangement.

What do you think?

Sincerely,  
Amelia T. Reiheld  
(All-Ohio Chapter)



# the 99 news

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**ON THE COVER:** Pictured in front of a painting of Amelia Earhart's airplane on a hangar at St. Augustine Airport, Florida, are Florida Crown members Irene Kramar, Chris Hill, Sheri Little, Helen West, Frances Broughton, Alice Evans, Dorothy Sumara, Anne Jarvis and Cindy Rainey.



## OCTOBER

**OCT. 6-10 - AOPA 26TH ANNUAL CONVENTION AND INDUSTRY EXHIBIT**, featuring the Plantation Party. Aviation seminars, training programs, exhibits, entertainment. Orlando, Florida. For information please call (301) 952-3947.

**OCT. 9-10 - MIDDLE EAST SECTIONAL**, Ramada Inn, Wilmington, Delaware. Hostess: Delaware Chapter.

**OCT. 9-11 - WIS-SKY RUN**, Wisconsin Rapids, Wisconsin. Race Kits \$3 from: Lois Truchinski, 1010 East Griffith, Wisconsin Rapids, WI 54494.

**OCT. 9-11 - MID AMERICA ULTRALIGHT RALLY**, Perry, Oklahoma. Camping, flying, exhibitions, contests (cross country, spot landing and bomb drops). First prize \$500. Sponsored by Perry Aviation Boosters with Monarch Flying Machines and Midwest Microlites.

**OCT. 16-17 - WESTERN CANADA FALL SECTION MEETING**, Landmark Inn, Regina, sponsored by Saskatchewan Chapter. Events to include installation of officers; speakers panel on careers in aviation with Rosella Bjornson, Dee Brasseur and Lynn Shaw; and Saturday evening banquet celebrating Saskatchewan Chapter's 10th Anniversary.

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

**OCT. 24, 25 - MONTEREY COUNTY AIRSHOW** at Salinas Airport featuring the Blue Angels. Co-sponsored by Monterey 99s.

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

**OCT. 31 - FOURTH ANNUAL CENTRAL MISSOURI STATE UNIVERSITY ALPHA ETA RHO FALL FLY-IN**, Warrensburg, Missouri. Breakfast and various other activities to be held throughout the day. Skyhaven Airport. Info: Tony Brewer, Rt. 6, Box 236, Warrensburg, MO 64093. (816) 747-6398.

**OCT. 31 - OHIO SMALL RACE**, O.S.U.'s Don Scott Field, Columbus, OH. (November 1 raindate). Impoundment at 9:30 a.m., race begins at noon. Race kit \$3.00. Contact Tom Harper, 2866 Zollinger Rd., Columbus, OH 43221, (614) 475-1310.

## NOVEMBER

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

**NOV. 7 - HIGH SKY DERBY**, Midland, Texas. 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. 6393, Midland, TX 79701.

**NOV. 15-20 - "WORLD WAR II AVIATION: A CLOSER LOOK"** being presented at the Smithsonian Institution, Washington, D.C. Features the outstanding aeronautical staff of the National Air and Space Museum along with guest experts who offer a different perspective on how the major air forces of the world came into being and how quantum jumps in aviation production and performance were achieved. For reservations, contact Selected Studies, A&I 1190A, Smithsonian Institution, Washington, D.C. 20560 or call (202) 357-2475.

## DECEMBER

**DEC. 1 - DEADLINE FOR CHAPTER PROJECTS INFORMATION FOR The 99 NEWS.**

**DEC. 6 - ANNUAL WRIGHT DAY DINNER**, 6:30 p.m., Alameda Plaza Hotel, Kansas City, Missouri. Guest speaker: NASA astronaut, Steve Hawley re: Columbia Space Shuttle Program. Sponsored by Greater Kansas City 99s. Reservations: Jean Riddle 816-836-1118 or 913-648-0264 before 11/29.

**DEC. 12-13 - HIGH SKY SKIERS U.S.A.**, Steamboat Springs, Colorado. 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.

## Safety Education

# Weight

# and Balance

by Marilyn Miller

International Safety Education Chairman

When was the last time you really sat down and figured a weight and balance before take-off? Do you always figure you know how much you can take in weight and just where to place everything? Aircraft performance and handling characteristics are affected by the gross weight and center of gravity limits.

An overloaded or improperly balanced aircraft will require more power and greater fuel consumption to maintain flight and the stability and controllability will be seriously affected. Lack of appreciation for the effects of weight and balance on the performance of aircraft, particularly in combination with such performance-reducing factors as high density altitude, frost or ice on the wings, low engine power, severe or uncoordinated maneuvers and emergency situations, is a prime factor in many accidents.

Every pilot should ascertain during preflight preparation that the aircraft gross weight is within safe limits for the intended flight considering the aircraft performance capabilities. Sometimes it is necessary to trade off number of passengers and baggage for full fuel load.

Aircraft performance characteristics adversely affected by overweight are:

- Increased take-off speed
- Increased take-off runway length
- Rate of climb
- Maximum altitude capability
- Operation range
- Maneuverability
- Controllability
- Stall Speed
- Approach Speed
- Landing Distance

Every pilot should consider how these would affect the aircraft in an emergency situation.

The operational weight and balance limits for each aircraft are contained in the aircraft owners or flight manual. To assure aircraft controllability during flight, the aircraft must be loaded within the design weight and center of gravity limits.

A forward c.g. limit is specified to assure that sufficient elevator deflection is available at minimum speed as for landing. The aft c.g. limit is the most critical during flight maneuvers or operation of the aircraft. Aircraft stability decreases as the c.g. moves aft, and the ability of the aircraft to right itself after maneuvering will also decrease. The aircraft will be highly unstable in gusting or turbulent air, making altitude and directional control extremely difficult.

It may be necessary to shift loads if the c.g. does not fall within the allowable limits.

The actual location of the c.g. is determined by a number of factors under control of the pilot:

- Placement of baggage and cargo
- Assignment of seats to passengers according to each individual's weight
- Fuel load. Selective use of fuel from various tank locations during flight.

Take care. Take time to do it right!

# Tax

## and other vital information

by Sylvia L. Paoli, General Counsel

Action was taken at Convention in Boston recently on several items of importance to the membership regarding the legal and tax status of the organization. I will try to summarize these briefly and invite you to write or call me if you have questions or wish additional information. Your U.S. section governors have also received more detailed information and can be of some help to you.

First, please be aware that the formation of chapters and sections is authorized and governed by International's Bylaws, which provide, among other things, that section and chapter Bylaws may not conflict with any governing instrument of The Ninety-Nines, Inc. A simple means of meeting this requirement is a provision in your own Bylaws that "in case of conflict, the Bylaws and other governing documents of The Ninety-Nines, Inc. control."

Of concern only to the U.S. sections and chapters with a 501(c)(3) tax exempt status is a note that if your section has a GROUP exempt status, then you should be making GROUP reports annually on Form 990, one for your section, and one combining all the information of the chapters in your section. Each chapter must, therefore, provide the section 501(c)(3) chairman with an annual financial report AND an authorization to be included in the group report. Forms have been sent to your governors for use in doing this.

The Board voted to have all correspondence, applications, and tax reporting forms sent to Headquarters for approval, BEFORE mailing to the IRS, to be effective immediately. This, too, applies to U.S. sections and chapters involved with the 501(c)(3) status. Do not file any tax papers before having them approved.

Finally, for chapters and sections sponsoring flying events for which they secure insurance through Susie Sewell, please follow her instructions explicitly regarding waivers of liability.



# ON THE WITH

# JANET



by International President Janet Green

*I am standing upon the grass beside the runway. Nearby a small single engine plane starts up. She moves slowly down the taxiway to the end of the runway. After a check and warmup she rolls briskly down the runway. She is an object of beauty, strength and purring determination as she passes. Her wheels leave earth as she joyously leaps into the air. I stand and watch her climb eagerly skyward, becoming smaller and smaller until she is a little speck on a white cloud. Someone at my side says, "There, she's gone!" Gone where? Gone from sight, that is all. She is just as large, with her brightly painted fuselage and gleaming wings, as she was when she left my side. She is just as able to bear her load of living freight to her destination. Her diminished size is in me, not in her. Just at the moment when someone at my side says, "There, she's gone," other eyes are watching her coming and other voices taking up the glad shout, "There she comes!!!"*

*and that is dying.*

— Sara Longino Dickinson

Recently two good friends, and outstanding Ninety-Nines, have gone to New Horizons. They succumbed not to gravity while in flight but to cancer. Ali Sharp was Northwest Section vice-governor and governor elect. She typified a perfect 99 — an enthusiastic flyer, outgoing personality, dedicated worker and

handsome person. Mary Clark of the North Central Section also lost her battle with cancer. Mary was a former director, a Powder Puff Derby winning co-pilot, charter member of the Lake Michigan Chapter and a loyal 99.

Rather than brooding about the loss of our good friends, we should rejoice having known them. How fortunate we are that their lives paralleled and enriched ours. The world is happier because of them. Often when we learn that someone has made a Last Flight, it is too late for flowers. I'd like to suggest several memorials. A supply of beautiful memorial cards designed by Gene Nora Jessen is at headquarters. A donation of any desired amount may be sent to headquarters in memorium. A card is immediately mailed to the family and one to the donor. A living memorial may be made by a \$50 donation to headquarters with instructions that a tree be planted in the park area by the entrance. The tree will be of a nice size and an in-ground metal plaque will be placed at the foot of the tree giving the name of the tree, date and in whose memory it has been planted. Of course, one can always make a contribution to the Amelia Earhart Scholarship Fund.

These last two suggestions are memorials that live daily in 99 activities, merging past into present and future, and our friends are gone only from our eyes. It is always appropriate to remember The Ninety-Nines in your estate planning so that your memorabilia or donation will always be a part of the Ninety-Nines and your life will continue to touch and enrich the thoughts and actions of others.

## HEADQUARTERS HOTLINE

**HALL OF FAME HONORS OLIVE ANN BEECH.** Wichita's Olive Ann Beech was enshrined in the nation's Aviation Hall of Fame at Dayton, Ohio in July. This was the second top honor in less than a year for the Beech Aircraft Corporation Chairman and co-founder who was cited "for her more than 57 years of outstanding contributions to the development and progress of worldwide general aviation." In December, she became the only woman to receive aviation's highest honor, the Wright Brothers Memorial Trophy. Her husband, Walter Beech, was enshrined in 1977. The Beeches, along with Charles and Anne Morrow Lindbergh, are the only couples in the hall.

**LEARN-TO-FLY EFFORT OFFERS INCENTIVES TO CFI'S.** CONTACT!, the nationwide industry effort to promote flight training, offers flight instructors an opportunity for a \$25,000 cash award to one instructor who starts or signs-off a student during the next year. CFI's may submit one entry form each time they start or complete any student for an FAA airplane rating or

certificate. A winner will be selected in a drawing to be held after September 30, 1982. Details of the program are available from GAMA CONTACT! CFI PRIZE, 1025 Connecticut Avenue, N.W., Suite 517, Washington, D.C. 20036.

GAMA'S overall flight training campaign features \$100,000 in flight training awards for new starts, students and licensed pilots. Fifty names will be selected from those who fill out an entry form at participating flight schools between now and September 30, 1982. Each of the fifty will receive \$2,000 towards basic flight training or an advanced pilot rating.

**WHEN SECONDS COUNT.** Wanda Whitsitt, a Central Illinois 99, has founded a non-profit organization of private pilots called LifeLine. The organization is designed to fly medical supplies, blood, organs and health personnel to areas where needed, as well as to assist in disaster relief operations. LifeLine serves medical facilities, social service agencies and service organizations. There are currently over 75 pilots throughout the state who donate their time, their planes and their fuel to make this service possible.



# How to fit in

by Sarah Pearl  
CFIM 561435177

Flying VFR in and out of congested, controlled airports can often become hectic if proper communication techniques are not utilized. Airports are becoming increasingly traffic congested (especially on weekends, when pilots are out for good times, not panic-stricken departures and arrivals). So here is a collection of communication tips you probably learned as a student, but may have forgotten over the hours.

1. If an ATIS (automatic terminal information service) is provided at your departure or arrival airport, listen to it before contacting Ground Control or the Tower. Advise the controller that you have information "Juliet" or "Bravo", not "the numbers." "The numbers" refers to wind and runway information only, not receipt of ATIS.

2. When flying VFR, avoid an incomplete initial callup, such as, "Hayward Tower, this is Cessna 4951C, over." Include your position and request in the initial transmission, if you are reasonably assured of radio reception. This operating practice will greatly reduce frequency congestion. (AIM sect. 192/a2)

Also, be sure to have your transmission clearly organized in your mind *before* keying the mike. Transmissions filled with "uh" and "would like to request permission to..." often produce irritable controllers on busy days. Keep your transmissions short and concise.

3. Congested taxiways can be almost as hazardous as congested airways. Remember to keep your eyes open and the volume turned up while on the ground as well as in the air. This is one area where pilots seem to get especially complacent, with an occasional dinged wingtip as a result.

4. When a controller asks you a question requiring a "yes" or "no" answer, respond with "affirmative" or "negative", never "Roger." "Roger" simply means, "I have received all of your last transmission," and will not substitute for affirmative or negative.

5. When holding in the runup area prior to takeoff, always include your departure request (i.e. left downwind, right crosswind) in your transmission to the Tower. A mere "438's ready to go" is not enough. "Oakland Tower, Cessna 59438 is ready for take-off, requesting a right downwind departure from runway 27, over" is enough, and is correct. NOTE: Oftentimes the controller will

approve your departure request without clearing you for take-off. Listen for those three important words, "cleared for take-off" before you go.

6. During the arrival segment of flight into a controlled airport, if you are unable to get a word in edgewise over the frequency due to congestion, hold outside the Airport Traffic Area (radius 5 statute miles) until your transmission is received and you are cleared to enter.

7. If you are unfamiliar with your arrival airport, make your initial call to the Tower at

least 10 miles out, and include in your transmission the word "unfamiliar." This way, the controller will not expect you to know the location of local landmarks. The controller will either point landmarks out to you, or have you report "a three mile final" or "entering 45 to left downwind."

8. As a rule of thumb, whenever a controller issues you traffic, advise that you are either "looking" or "have traffic in sight." Knowing that you are aware of your sequence on approach or in the pattern makes the controller's life easier, and provides for a smoother traffic flow.

9. Once safely on the ground, do not change frequencies from Tower to Ground Control until given permission to do so. If the controller seems to have forgotten you after landing, ask for a frequency change.

Remember to include your aircraft identification in every transmission, and enjoy safe, happy flying.

---

## Aircraft Insurance

by Gene Nord Jensen

Insuring an airplane is money thrown away for some folks. Observing what some people do after they in good conscience protect their investment by buying insurance makes me wonder if it wouldn't be more fun to gamble the premium money away in Las Vegas or make confetti out of the dollar bills and let them flutter out of the airplane. My cynical self says, "They bought insurance just to satisfy the lienholder." My trusting self says, "They can't read and don't know what's in their policy."

One insured lost his medical certificate several years ago but self-righteously stated that he always had a rated pilot with him when he flew his sophisticated light twin. Legal as he may have been with the FAA, the young pilots he took along didn't come close to meeting the pilot warranty requirements of his insurance policy. Why buy insurance, then negate the coverage?

What does the contract say that you and the insurance company have agreed upon about who can fly your airplane? Are you the only person who can fly it? More than likely there's an Open Pilot Warranty which allows you and certain other folks to fly the airplane. For instance, if you fly a Cessna 182, the OPW might say you and any other private or commercial pilot with 500 hours, including 25 hours in make and model, may fly the airplane. If you put that nose wheel in the back and call it a Cessna 180, they might add a 100 hour conventional gear requirement to the OPW also. Add another engine to the airplane, make it a Cessna 421 with higher value and more than likely higher liability limits, and the company will want a higher qualified pilot. The OPW may

well increase to a demand for 3,000 hours total time, 1,000 multi-engine and 25 make and model with ME and instrument ratings.

If the pilot does not meet the Open, she can be named as an exception to the Pilot Warranty. If she's a fair distance from the basic requirement, it will cost more. If she's a mile from the Open, it could be a Lloyds risk. No matter what you need, it can probably be written — for a price. The old joke in insurance is that if the risk is bad enough, the insurance premium could rise up and meet the value of the airplane.

I have a policy in force right now for an 18 year old private pilot with a multi-engine rating and total time of 70 hours and his 60 year old father in a twin. The point is, any policy can be tailored to your needs. The tougher the risk, the higher the price.

Back to the original statement about throwing money away on insurance — disregarding the pilot warranty makes as much sense as opening up your wallet and throwing the money on the ground. Make yourself aware of the pilot requirements in your policy and withhold the aircraft from those not qualified.

One last word on pilots. Remember also that the owner or the named insured is the person who is protected, not half the pilots around town who might borrow your airplane. If your friend meets the OPW and proceeds to break your airplane, the insurance company will compensate you for your loss, then seek reimbursement from the borrower. This is called subrogation and is the reason no one should fly a borrowed or rented airplane without their own non-owned coverage.

READ YOUR POLICY!



The Phoenix Chapter presents the

# 1982 Ninety-Nine Calendar

*"Women in Aviation Careers"*

99 functions noted on an easy-to-read  
and write-on calendar format.  
You'll want to order yourself one  
and don't forget your friends and  
special occasions. ORDER NOW.



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Mail to Sandi Haag, 4034 W. Luke Avenue, Phoenix, Arizona 85019

## Legislation Information

# An Open Letter

by Joan Kerwin

Dear Senator \_\_\_\_\_,

You soon will be voting on a bill to reinstitute the Airport Development Aid Program (ADAP) and the revenue bill to support it. As a member of the general aviation community I have some facts of which you should be made aware.

1. The existing Trust Fund totaled \$4.6 Billion with more than \$3 Billion as surplus when ADAP was discontinued in the fall of 1980. (I capitalize Billion, as it is still, to me, an inconceivable amount.)

2. This surplus was accumulated by a tax on airline passengers, an air freight tax paid by shippers, a general aviation tax of 7¢ per gallon for aviation gasoline and an aircraft use tax to general aviation aircraft owners.

3. The great majority of the funds expended went to the air carrier airports with a very small percentage spent for general aviation airports. (Expenditures to air carrier airports included \$200,000 to the Atlanta airport for art work in the new terminal and an undetermined amount to Dulles for baggage facilities — neither of which can possibly be construed as safety items for which the Trust Fund and ADAP

were originally intended.)

4. Not only have general aviation airports been at the bottom of the list for improvements, but the following cuts in service to the general aviation community have been made:

- a) Elimination and consolidation of Flight Service Stations, some proposed in critical mountainous terrain where current weather for the local area is most important.
- b) Flight tests for private, commercial, instrument and flight instructors, which had been administered by FAA personnel, to be given over to designated examiners who charge from \$75 and up for the tests.
- c) Designation of written test examiners who charge from \$15 up for their services.
- d) An attempt at levying absurdly high landing fees at federally funded air carrier airports against general aviation aircraft who have the temerity to land at "their airport."

5. During the first week of the PATCO strike, general aviation was asked to curtail flights and stay out of the ATC system. They are still served at the discretion of the

controllers.

6. The administration proposes a 12¢ per gallon tax on general aviation gasoline with an increase to 36¢ per gallon by 1986 and general aviation jet fuel to increase from an initial 16¢ to 65¢ in the same time frame.

As can be seen above, services have decreased while a huge surplus has been built up. In addition the administration is calling for further funding.

The only salvation for the general aviation industry, which includes the manufacturers, fixed base operators, instructors and mechanics as well as the pilots, lies in the passage of S. 1272 sponsored by Senators Cannon and Kassebaum. S. 1272, while still calling for an increase to 8.5¢ per gallon (from the former tax of 7¢ per gallon) on all general aviation fuel, is an increase with which we can all try to live. This increase was agreeable to both houses of Congress in 1980 before adjournment and should be agreeable now, especially in the face of the Administration's call for a reduction in taxes and the promise to get government off the backs of the people.

*Respectfully,*

**WRITE ON!**



# New Horizons

## ROBERTA J. BROWN — 1948-1981

It is with deep sadness that Palomar Chapter reports that Roberta lost her life in an aircraft accident in Alaska on August 4th. She was flying a mail run from Dillingham to Kodiak in a Cessna 208, loving her flying there, and building her time toward the airline career we all thought she would have.

I first met Ro when she came to my flight school with a new private license and a desire to learn aerobatics in our Citabria. Challenge and competition were big in her life — she participated in the Pan Am Games in 1971 and the Munich Olympics in 1972, so it was natural for aerobatic meets to attract her. As a novice, she placed well in the events in which she flew, but soon decided a career in flying was her goal.

By the time we sold our flying school in late 1980, she held an ATP, all instructor ratings and had 2000 hours logged. She instructed for us, flew the 1979 Air Race Classic as my co-pilot, and worked in the chapter where and when needed. Most of all, we were friends! Those who say she died doing what she loved, missed part of Ro, who must, somewhere be saying, "But I wasn't through doing it!"

Mary Pearson

Agnes Cattell



## AGNES CATTELL

The Eastern New England Chapter has experienced the loss of yet another dear member, Agnes Cattell. The memory of my first meeting with Agnes brings to mind warmth, kindness, and a true sense of awe. Agnes could be likened to an endeared grandmother in her manner and appearance. However, it soon becomes

apparent that beneath that demure appearance beat a heart for adventure and a spirit that could soar.

Agnes Cattell learned to fly when some women start thinking about giving up driving. She earned her Private Pilot license on August 9, 1970 at the age of 68! Five years later, Agnes purchased her own Cherokee 140! In 1974 she became a member of the 99s.

A fully participating member, Agnes worked on the Education Committee, A.E. Scholarship, and a project to establish a memorial for a fellow 99 at the Boston Museum of Science.

The wife of Dr. R.B. Cattell and mother of five, she was blessed with 14 grandchildren and 3 great-grandchildren. She blessed her own 99 family with her poetry, which we were honored to include in the program for the International Banquet at Convention this year.

Her undaunted enthusiasm and kindness will continue to serve as a shining example to younger members as her spirit soars beyond new horizons.

Deborah L. Grimes

## MARY ELIZABETH CLARK

Mary Elizabeth Clark died on July 23, 1981. A resident of Jackson, Michigan, she received her private license in 1944 and became a 99 in the same year. She obtained her commercial rating in 1965. As a member of the Michigan Chapter she served as chapter chairman; chairman of the 99s International Convention at Harbor Springs, Michigan; governor of the North

Mary Elizabeth Clark



Central Section from 1968 to 1970; also served as a member of the International Board of Directors.

She was a charter member of the Lake Michigan Chapter and participated in numerous races. She was co-pilot of the team which won the PPD in 1977, also the 1963 IAR from Welland, Canada to Hollywood, Florida. She was pilot of the team which won the 1970 Illi-Nines Derby. She was a member of the founding board of the Michigan SMALL Race and served as race chairman for two SMALL Races.

Above all else, Mary was a good friend to all who knew her. For especially this quality, she will be missed by all.

Betty Bytwerk



Thelma Henderson Drew

## THELMA HENDERSON DREW

The death of Thelma H. Drew in July saddened all of us in the Sacramento Valley Chapter. Thelma was an active 99 since she joined the chapter, was our Woman-Pilot-of-the-Year in 1974, and our chapter chairman in 1975-76.

She earned her private pilot's license in 1969, her commercial and instrument ratings in 1970. In July, 1970 Thelma flew the Powder Puff Derby solo and received the low time Pilot Award. She flew the Powder Puff Derby again in 1971 with co-pilot Pat Rowe.

Last summer, Thelma and husband, Bob, built a home in Trinity Center, California and moved up there permanently. Sacramento Valley 99s enjoyed many fly-in trips to that lovely resort spot and visits with the Drews. We will all miss Thelma.

Dorothy Erickson



# 1982 Application Form

(CHECK ONE)

- ☐ Amelia Earhart Memorial Career Scholarship
- ☐ Amelia Earhart Memorial Research Scholar Grant

(Application must be complete in every respect. Any item not completed in application must be accompanied by rationale for omission. No exceptions.)

ATTACH  
RECENT  
2 1/4" x 2 1/4"  
BLACK AND WHITE  
HEAD AND  
SHOULDERS  
PHOTO  
HERE

Name \_\_\_\_\_ Airman's Certificate # \_\_\_\_\_

Address \_\_\_\_\_

Chapter \_\_\_\_\_ Section \_\_\_\_\_

Age \_\_\_\_\_ Single \_\_\_\_\_ Married \_\_\_\_\_ Husband's Name \_\_\_\_\_

Minor Children \_\_\_\_\_ ages \_\_\_\_\_ other dependents \_\_\_\_\_

Date Private Rating rec'd. \_\_\_\_\_ Pilot in Command hours since Pvt. \_\_\_\_\_ Date joined 99s \_\_\_\_\_

Certificate & Ratings now held \_\_\_\_\_

Scholarship would be used for the completion of \* \_\_\_\_\_

Reasons for applying (Proposed use of rating, opportunities available. Be complete! Use additional sheet if necessary.): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Present position and employer \_\_\_\_\_

Previous employment \_\_\_\_\_

\_\_\_\_\_

Husband's position and employer \_\_\_\_\_

Have you applied for another aviation scholarship this year? If so, identify. \_\_\_\_\_

*\*Applicants for Research Scholar grants may eliminate this answer since the essence of the statement will be reflected in the Formal Proposal or she may choose to provide a thumbnail sketch of the response if she chooses.*

## EXPERIENCE

Cross-Country: List five (5) flights in excess of 300 miles from home base: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Instructing (year, place, approximate hours or duration of job): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Other aeronautical experience or training, including former ratings: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Hours in single-engine non-retractable \_\_\_\_\_ retractable \_\_\_\_\_

multi-engine \_\_\_\_\_



# ELIGIBILITY FORM

(To be used by all applicants for Career Scholarships and by applicants for Research Scholar grants if the grant is to be used in connection with an advanced degree or on a "matching funds" contract.)

School from which course of instruction requested in this application would be obtained (if not an accredited school, then the name of the qualified instructor).

(Name of School or Qualified Instructor)

(Address of School or Qualified Instructor)

The following statement is to be completed by a responsible official of the school (or qualified instructor) who would give the instruction.

\_\_\_\_\_ Flight Hours @ \_\_\_\_\_/hr. \$ \_\_\_\_\_  
\_\_\_\_\_ Hours, Instructor (if separate) @ \_\_\_\_\_/hr. \_\_\_\_\_  
\_\_\_\_\_ Hours, Ground School @ \_\_\_\_\_/hr. (\*or Flat Rate Amount for course) \_\_\_\_\_  
\_\_\_\_\_ Other (describe) \_\_\_\_\_  
Less: Discount for employee if applicable \_\_\_\_\_  
Total Net Cost of Instruction (in U.S. Dollars) \$ \_\_\_\_\_

Aircraft to be used: Make(s) \_\_\_\_\_ Model(s) \_\_\_\_\_

I have examined the credentials (certificates, logs, transcripts, etc.) of \_\_\_\_\_  
and find her to be eligible and deemed fully qualified to accomplish the course entitled (full name of course) \_\_\_\_\_

I hereby certify all information stated above is true and correct.

Signed \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

(Applicant may apply for more than one course. **Complete application form must be submitted for each course.** Additional information may be submitted on an attached sheet.)

Be it known that I am a member in good standing of THE NINETY-NINES, INC., that I have been a member for the 24 consecutive months immediately prior to the date of this application, that I have logged 200 hours or more as pilot in command since receiving my private pilot certificate, and that if I receive the AMELIA EARHART MEMORIAL SCHOLARSHIP or the AMELIA EARHART MEMORIAL RESEARCH SCHOLAR GRANT (cross out one) I will complete the course of instruction, education or research for which this application is submitted within 24 consecutive months after August 31 of the year of the award, and I understand it is to be used only for the purpose or rating for which I am applying. I further agree to retain my membership in THE NINETY-NINES, INC., during this time and to keep in communication with the Board of Trustees of the AMELIA EARHART SCHOLARSHIP TRUST FUND and inform them, at least quarterly, of my progress.

I attest to the fact that my application reflects an honest appraisal of my ability to complete the rating/educational goal/research goal requested in this application.

## TO BE NOTARIZED

I HEREBY CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT:

Signed \_\_\_\_\_  
Applicant

Subscribed and sworn before me this \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_\_

NOTARY PUBLIC

My commission expires: \_\_\_\_\_

The following is to be completed by the **Chapter A.E. Chairman**

I have examined all pages of this application and any substantiating credentials I have deemed necessary, and I find them to be true and in order. I recommend this applicant with no reservations. A letter of recommendation from the Chapter Chairman or A.E. Chairman accompanies this application.

Chapter A.E. Chairman \_\_\_\_\_ Date: \_\_\_\_\_

If Chapter Chairman is the applicant, the next responsible chapter officer will write the letter of recommendation.

\*\*\*\*\*

Six copies of this application must be submitted to the Section A.E. Chairman postmarked no later than **January 15th**. A black and white glossy head and shoulders photo (2 1/4" x 2 1/4"), taken within the past two years, must be attached to each copy. Six copies of the letter of recommendation from the Chapter Chairman must also accompany this application.



# FACT SHEET

## Pertaining to the Applications for The 99s' Amelia Earhart Memorial Scholarships and Research Scholar Grants

The Amelia Earhart Memorial Scholarship application form is made a part of this 99 NEWS. Any Ninety-Nine wishing to apply for the scholarship is invited to read it thoroughly. The criteria for an applicant includes the following:

- have been a 99 in good standing for the 24 calendar months immediately prior to date of application and agree to remain a member for 24 calendar months after receiving the scholarship award
- hold a current medical certificate and biennial
- have a minimum of 200 hours pilot-in-command since receiving her private license
- have need of the award financially
- have letter of recommendation signed by the chapter A.E. chairman or chapter chairman for chapter
- must agree to complete the course and/or training within two years of August 31 of the year of receiving the award
- submit a separate application for each rating or educational goal for which she is applying

The application consists of:

- application form
- experience record
- eligibility form and letter of recommendation from the chapter
- any item not completed in application form must be accompanied by rationale for omission
- six copies of sets of these must be submitted with the original set notarized in the place provided
- without exception, one head-and-shoulders, black and white glossy photo of the applicant taken within the past two years (size 2¼" x 2¼") must accompany each application form set
- six copies of all additional material furnished must be submitted
- omit use of binders and covers

The chapter A.E. chairman will ascertain that the member's application is *complete and contains all statements* submitted by her chapter. Each chapter is allowed one applicant for every 30 members or major portion thereof. Regardless of size, each chapter is allowed at least one applicant. If there are more applicants than the quota for her chapter, the A.E. chairman will select a committee to assist her in screening the applications. This will be composed of two or three 99s or other members of the local aviation community who would have a non-biased interest in furthering aviation. This committee will screen the applicants using the following criteria:

- How realistic is her goal?
- What has the applicant already accomplished?
- How much does she need the award financially?
- Is the requested amount of funding appropriate?
- How well will she use it to advance her career?
- How wide a field in aviation will this benefit?
- How long has she been a 99 and how active is she?
- Is she worthy of the award?
- Are forms complete in every respect?

The chapter A.E. chairman will mail her quota (or less) of the applicants to the section A.E. chairman to be postmarked no later than **January 15th**. The section governor will have informed each chapter of the name and address of the section A.E. chairman in advance of this date.

An applicant who is a member of a section, but not a chapter, will request a letter of recommendation from the section governor and submit the letter, with her application, to the section Amelia Earhart chairman no later than **January 15th**.

The section A.E. chairman will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters using the criteria listed above. Each section may submit one application for each 200 members of the section or a major portion thereof to the chairman of the Board of Trustees of the A.E. Memorial Scholarship Fund to be postmarked no later than **February 15th**. The section A.E. chairman will notify all chapter A.E. chairmen of the status of their applicants by **February 28th**.

A section which does not have a chapter may itself submit at least one application regardless of size. The section A.E. chairman shall submit research scholar grant applications to the Board of Trustees of A.E. Memorial Scholarship Fund without screening. There is no limit on number of applicants for the research scholar grant either at the chapter or section level.



# FACT SHEET

## For ATE/American Flyers Career Scholarships

### Pertaining to the applications for the ATE/American Flyers Sponsored Scholarships for Ninety-Nines administered by the Amelia Earhart Memorial Scholarship Fund

In 1982 The Ninety-Nines, Inc. will be able to add a new type of career scholarship to the traditional Amelia Earhart Memorial Career Scholarship. This is a scholarship to be awarded by ATE/American Flyers (Aviation Training Enterprises and American Flyers, Inc.).

ATE/American Flyers have offered 5 scholarships of \$1,000 each. The Board of Trustees of the Ninety-Nines, Inc. has accepted this offer and the Trustees of the Amelia Earhart Memorial Scholarship Fund will administer the scholarships. Details are provided in the Fact Sheet for ATE/American Flyers Career Scholarship below.

Five \$1,000 Certificates of Credit scholarships toward ground and/or flight training at any of the nine ATE/American Flyers centers will be awarded in 1982.

These centers are located in the city areas of New York, Ft. Lauderdale, Cleveland, Chicago (3 are in Chicago at Midway, DuPage and Louis Univ.), Dallas/Ft. Worth, Ardmore (OK) and Santa Monica.

The "ATE/American Flyers Sponsored Scholarships for 99s" are administered by The Ninety-Nines, Inc., through the Amelia

Earhart Memorial Scholarship Fund.

An applicant must be a member of The Ninety-Nines in good standing and have at least a private pilot license with a current medical certificate and current biennial. No specific number of pilot hours beyond those necessary for a private pilot license is required.

The application form and accompanying material will be submitted to the member's Chapter A.E. Chairman (or Section A.E. Chairman if the member does not belong to a Section). Evaluation of the application will follow the same administrative procedures and timetable as those set up for Amelia Earhart Memorial Scholarships up to the point of final selection of winners.

Final selection of winners will be made by a committee consisting of three Amelia Earhart Memorial Scholarship Fund Trustees as representatives of The Ninety-Nines and two officers or admission directors of ATE/American Flyers.

Winners of the scholarships will be announced at the annual convention of The Ninety-Nines.

The Certificates of Credit to be used at one of the nine ATE/American Flyers centers will expire August 31, 1984. Any unused balance will not be refunded in cash and cannot be transferred to another person or group. The Certificates of Credit may be applied to ground and/or flight training and are not linked to any specific course nor will signing a contract for any specific course be required for use of the Certificates. Use of the Certificate of Credit must be made within the time stated on its face and in accordance with the normal academic and flight standards of ATE/American Flyers. A waiver of any Ninety-Nines Inc., responsibility related to the scholarships will be signed by the winner.

Each Chapter may send 3 applications or a quota of 30 percent of its total membership (whichever is greater) to the Section. Each Section may forward a quota of 20 percent of its total membership to the Chairman of the Amelia Earhart Memorial Scholarship Fund.

The criteria for evaluating the applications will include:

- Is she a member in good standing with a current medical certificate and current biennial?
- Is the application complete in every respect and does it conform to the requirements?
- How much does she need the scholarship financially?
- Are the goals of the applicant reasonable?
- How well will she use the scholarship to advance her aviation career?
- Do the goals of the applicant promote women in aviation?

Information regarding instruction available at ATE/American Flyers may be obtained by calling ATE/American Flyers, toll free, at 800-323-0808 or 800-323-6164 or writing ATE/American Flyers, DuPage Airport, West Chicago, Ill. 60185 and asking for information concerning The 99 Scholarships. ATE/American Flyers offers licenses, ratings and ground school for all fixed-wing, single and multi-engine-land ratings from Commercial through ATP.

Scholarships do not include transportation, housing or related expenses.



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# 1982 Application Form

## ATE/AMERICAN FLYERS Career Scholarship For Ninety-Nines (Sponsored by ATE/American Flyers & Administered by The Ninety-Nines, Inc.)

Name: \_\_\_\_\_ Airman's Certificate # \_\_\_\_\_

Address \_\_\_\_\_

Age \_\_\_\_\_ Single \_\_\_\_\_ Married \_\_\_\_\_ Husband's Name \_\_\_\_\_

Minor Children \_\_\_\_\_ Ages \_\_\_\_\_ Other dependents \_\_\_\_\_

Date Pvt. license rec'd \_\_\_\_\_ Member of What 99 Chapter \_\_\_\_\_

Date of medical certificate \_\_\_\_\_ Date of biennial \_\_\_\_\_

Currently active certificates and ratings held \_\_\_\_\_

Highest academic degree held, where obtained \_\_\_\_\_

Scholarship would be used for what training \_\_\_\_\_

Reasons for applying (Proposed use of training sought. Be complete! Use additional sheet if necessary) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Ultimate aviation career goal \_\_\_\_\_

\_\_\_\_\_

If employed, present position and employer \_\_\_\_\_

Previous employment (Give dates) \_\_\_\_\_

\_\_\_\_\_

Pilot time last 24 months \_\_\_\_\_ Total hours pilot time \_\_\_\_\_

Pilot-in-Command hrs. since Pvt. \_\_\_\_\_ IFR actual \_\_\_\_\_ Simulated \_\_\_\_\_

Cross-country hrs. in flights 300 miles or more from home base \_\_\_\_\_

Other aeronautical experience or training, including inactive or former ratings \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Five copies of this application must be submitted to Chapter A.E. Chairman postmarked no later than **December 15**. A black and white, glossy, head and shoulders photo (2¼" x 2¼") taken within the past two years must be attached to each copy. A letter of recommendation from Chapter Chairman must also accompany this application. Use additional sheets for information whenever necessary. Applicants may reproduce this form.

### TO BE NOTARIZED

I HEREBY CERTIFY ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT.

Signed \_\_\_\_\_  
Applicant

Subscribed and sworn before me on this \_\_\_\_\_ day of \_\_\_\_\_, 1981.

NOTARY PUBLIC

My commission expires \_\_\_\_\_





President Janet Green and EAA Director and Convention Women's Activities Chairman Jayne Schiek are interviewed by WRST-FM's Doug Hutchings. Photo by Dick Smith.



Women pilots group pose with "Lockheed 10" at EAA Convention. Photo by Dick Smith.

Hazel Jones moderates the women pilots' meeting. Photo by Dick Smith.



# OSHKOSH B'GOSH

by Hazel Jones

Oshkosh b'gosh is the trade name for overalls and they are known all over the world. For one week each year, however, Oshkosh doubles its population and literally becomes the aviation center of the world. One is tempted to say GOSH!!! Oshkosh!!!

The EAA Convention really starts the first weekend in August. It lasts for eight days and you can tell people about it, you can listen to the tower tape, and you can read about it, but to really believe it, you must experience it. It is just awe inspiring to see.

This year, as in years past, the Ninety-Nines were there. They were everywhere. All helping to make EAA the huge success that it is.

Charlene Falkenberg and Betty Jane Schermerhorn ran the simulators. This is for any pilot who would like an hour of simulator time. Their schedule was full from day one.

Jayne Schiek is the chairman of all Women's Activities. She is also the first woman to serve on the EAA board. She is everywhere helping.

Joyce Donner and her daughter Terri coordinated the activities in the Friendship Tent. They, along with Jane Kriha and Ruth Prescott, hosted the Ninety-Nine party on Tuesday night.

Our President, Janet Green, along with a host of volunteers, manned the 99s side of the Friendship Tent. Ruth Prescott also wears the hat of Oshkosh Activities Coordinator, and I think that is a glorified name for "Gofer".

Louise Pfoutz, the "littlest warbird," hosted an activity in the Forum Tent. The littlest warbird means that she flies a BT-13 in the BT-13 formation that flies over several times during the week. She is the only woman in the formation.

Dorothy "Carat" Aiksnoras, who flies for Republic Airlines,

teaches welding during the week of Oshkosh. She also filled in for the Tower Chief who was busy controlling traffic when he was supposed to be speaking in the forum tent.

The forum tent was where I spent most of the week. We had programs running all day everyday. The subjects were of interest to the women pilots and nonpilots alike. Again the 99s were there. When Connie Huffman spoke on "Flying North to Alaska" the tent was full of men and women. Rita Eaves hosted a group of women and gave them an overview of EAA and what all was available to them. Barb Gross did two hands-on activities for the youngsters of all ages and played to a full house. Marion Jayne came and spoke on "How to Win Air Races." She didn't tell all of her secrets, though! Char Falkenberg gave a program on stepping up to a complex airplane and Joan Kerwin spoke on aviation legislation. Joan held a radio interview during one of her sessions. Jane Kriha, for the second year, had a test for chart reading skills. It is a cross country flown on the ground. I figured I could win that for sure, except she removed the legend from the sectional. I saw things on a sectional I have never seen before.

Over two hundred 99s signed in at the Friendship Tent and some stayed to help Janet so she could see Oshkosh from the ground as well as from the air. We also met over 100 women who are pilots, but who are not 99s. Some had never heard of the organization before.

I think generally statistics are tedious. However, the numbers at Oshkosh are so mind boggling, I want to share some with you. There were some 225 chairman of the volunteer force and some 1,500 to 2,000 volunteers who came to help. There were 5,000 aircraft parked on the airport on Saturday. That is saturation and there was talk of having to close the field because there was no more room to park. There were 32,000 automobiles milling around on Saturday and 36,000 on Sunday. Tom Poberezny estimated about 125,000 people on Saturday and 160,000 on Sunday alone.





Amelia Earhart 1981 Scholarship winner Terri Donner discussing her job as an airport inspector for the State of Wisconsin. Photo by Dick Smith.



BT-13 pilot Louise Pfoutz (on wing) gives some pointers on this WW II basic training aircraft to 99 President, Janet Green. Louise performed in formation flights in this aircraft, powered by a Pratt/Whitney 450 hp engine, at Oshkosh. Photo by Eric Lundahl.



Janet was to speak on Sunday night and we were in such a traffic jam that she and Jayne Schiek got out and walked so as to be at the theatre on time. While I was cooling heels in the traffic, I also saw John Baker, AOPA, running to the theatre.

There were some 10,000 camping units in the area. I am not sure if this included the folks who pitch a tent and sleep under the wing of their aircraft. There were over 1,000 visitors from 53 foreign countries with Australia having the largest contingent. The "Aussies" came in their own 747 and some brought their own airplanes. What a thrill to see Qantas do three low passes over Oshkosh before returning to Australia.

EAA Operation Thirst workers, headed up by Margaret Davis, made more than 6,000 sandwiches and distributed several hundred gallons of pop and more than 150 gallons of lemonade. This is for volunteers who work on the flight line. By day 5 they had used 235 pounds of meat, 135 pounds of cheese and 250 loaves of bread. By the time Oshkosh was over they had just about doubled those numbers.

Everyone was concerned about the controllers strike. There had been some talk that if the controllers struck, it would shut down the airshow. Not so! There were 70 controllers who were visiting Oshkosh the day of the strike and all volunteered to help, if needed. It was business as usual with airplanes flying around all day everyday. The airshow took place on schedule and, save some inconvenience for filing IFR, there was no noticeable difference.

It was quite a week. It is truly the crossroads of the aviation industry and during the week you will see your friends from all over doing the same thing you are doing ... checking it all out! From the beginning to the end, it is not just a convention, it is a happening. It is truly wonderful that all aviation fraternities can work together for a week of fun, education and friendship. It is also wonderful that the 99s can and do help in various activities during the week. It's good for us and it's good for EAA.

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First Lt. Eileen Collins, an Oklahoma "Ninety-Nine," climbs the ladder to the rear seat of a T-38 Talon while her student, second Lt. Raymond Duran, finishes checking the inside of his cockpit. Collins was the first woman to be an instructor pilot at Vance Air Force Base, Okla. (U.S. Air Force photo by Connie Taylor)



# The Air Force pilot - a new image

by SSgt. Royce O. Chapman  
Public Affairs Technician  
Vance AFB, Oklahoma

The image many people have of an Air Force pilot is one of an easy-going devil-may-care "he-man" who is afraid of nothing. In the mid-1970s, when the Department of Defense opened its doors to pilot training to women, the images began to change — causing no small number of second looks.

It is now a common sight to see women in flight suits with pilot wings. At first, people were doing double takes when, in the distance they saw a pilot with long hair. Most people's first thought was "that 'guy' needs a haircut." A second look was a further surprise, "It's a woman!"

In order to become an Air Force pilot, many sacrifices have to be made. The sacrifices and hard work are the same for men and women in most cases, but, a woman who wants to fly in the Air Force

does have to make some changes.

Second Lt. Sara Jo Heath, a student pilot in Undergraduate Pilot Training Class 82-06 at Vance Air Force Base, Okla., found there were several surprises awaiting her when she entered training.

"I got to Vance and found I would have to cut about one foot of my hair off in order to get a proper helmet fit," Heath said. "Then, I found out I couldn't wear any makeup since it would irritate my skin when I wore an oxygen mask."

These were fairly minor problems that were not too important to the 22-year-old "Air Force brat." Her father is a retired Air Force lieutenant colonel, now living in North Carolina.

"My parents tried to remain neutral about me entering the Air Force and pilot training, but when it came right down to it, my dad was thrilled and my mom was apprehensive," Heath said.

Since entering training, the lieutenant has

found it is nothing like she had expected.

Heath explained, "I had visions of the training being much like college, but it isn't anything like my college days at the University of Oklahoma."

According to Heath, the training is much harder than she expected and she was surprised at how tired she is after a day of classes and instruction.

"The thing that makes it easier to handle," the lieutenant stated, "is the fact that, unlike the college environment, the instructors and other students bend over backwards to make sure you learn. Everyone is extremely nice and works together like a team."

It is the teamwork and the helpfulness Heath experiences that make the training worth it all. She happens to be the only woman in her section and she does not have a roommate. Other women in training either already have a roommate or are married.

"The biggest problem for me is one of loneliness. Sometimes when I'm at home by





Second Lt. Gayle Westbrook goes through the uncomfortable process of having her helmet liner manufactured. The custom-made liners resist "hot spots," or areas of painful pressure on the skull caused by wearing a badly fitted helmet liner. (U.S. Air Force photo by Candy Tate)



2nd Lt. Sara Jo Heath does her classroom bookwork in between training flights. Heath is a student pilot in Undergraduate Pilot Training Class 82-06. According to her, the biggest problem she faces is loneliness — caused in part by being the only woman in her section and not having a roommate. (U.S. Air Force photo by Candy Tate)



Second Lt. Dorothy Vogel receives some last minute pre-flight tips from instructor pilot Capt. Richard Tomich. Vogel entered the Air National Guard as an enlisted member. She later received her commission and was accepted for pilot training. (U.S. Air Force photo by Candy Tate)

myself, I ask what I'm doing here. There are times when I feel that it isn't worth the trouble and hard work," Heath commented.

According to Heath, now that her training has begun in earnest, the feelings of giving up don't last long. They have a way of disappearing once she comes back to the classroom for another day's training. She quickly gets involved with her training and the urge to give up is soon suppressed. Also, the prompt and willing assistance that is available at any time makes for a team she wants to be part of.

"Now that I am in training, I want my wings . . . bad," Heath explained. "The training is tough, but I want it bad enough to put up with the long hours, the times of loneliness and other problems in order to make it."

The teamwork and "one of the guys" attitude of everyone is an important factor in her wanting to make it.

First Lt. Eileen Collins was one of the first women to enter pilot training at Vance, and is one who has already made it through training. She remembers her first two weeks on station as being very hectic.

She and the other women in her class arrived at Vance two weeks early in order to

allow time for local and state news media to photograph, film and interview the first women who would learn to fly here. This created a problem then, and it is a problem even now.

"With the media doing so many interviews, some of the men in the class felt we were getting too much attention," Collins said.

After Collins graduated from training, she became an instructor pilot with the 25th Flying Training Squadron at Vance. She trains students in the Air Force's advanced jet trainer, the T-38 Talon.

"Even now," Collins said, "I have a problem with publicity. From the time my training started everyone was a part of the same team and we were all treated the same. However, when I became an IP, there was more media attention. While there is nothing wrong with publicity, I don't want to be treated any differently than any other IP."

Media attention is a problem that will follow women pilots until the novelty wears off. It is a problem that is unique to the woman pilot and whether or not it causes any hard feelings among her fellow pilots or students, the fear that it will is a problem in itself. Each pilot wants and needs to be a

part of the team. Any media attention focusing on just one individual detracts from the whole team concept.

Other problems can be found among women who are married. According to one student, there are not many husbands who are willing to relocate to accommodate the wife's career.

Second Lt. Nancy Guthrie was faced with a marital problem. After entering pilot training, friction developed concerning her job and her husband's. At that time she decided to ask to be eliminated from training and released from her service commitment. After receiving permission to be released from training, her circumstances changed and she remained in the Air Force, but she will not be a pilot.

Every individual faces challenges of one nature or another on the way to accomplishing any task and reaching any goal. Those that student pilots face are the same in some ways and totally different in others.

Despite the challenges, more than 85 women have graduated from Air Force UPT classes and more than 87 are still in training. Of those who graduated, more than 24 have

cont. on p. 18





Haverkamp comes down to earth after a parasail ride. One of the first subjects taught in pilot training is how to get out of the aircraft in an emergency and how to land properly if it is necessary to bail out. Haverkamp is a recent graduate of undergraduate pilot training at Vance Air Force Base, Okla., and will return to Vance as a T-37 instructor pilot after Instructor Pilot Training at Randolph AFB, Texas. (U.S. Air Force photo by Candy Tate)

Second Lt. Dorothy Vogel explains there is always someone available to give extra assistance in order for an individual to make it through pilot training. Vogel is a student pilot in Undergraduate Pilot Training Class 82-04. (U.S. Air Force photo by Candy Tate)



## The Air Force pilot cont. from p. 17

remained in the Air Training Command as instructor pilots. Two recent graduates, Second Lts. Lisa Haverkamp and Katherine Teeters, will return to Vance following pilot-instructor training at Randolph Air Force Base, Texas. They will then instruct students in the T-37 aircraft.

What does it take to overcome the problems that women student pilots face? For one student, the key is cohesiveness and the ability to work together for everyone's benefit.

Second Lt. Dorothy Vogel was looking for financial assistance during her sophomore year of college. She saw an ad for the Air National Guard, investigated and joined. She had always wanted to fly, but the cost of civilian flight training was more than she could afford. She applied for and was accepted into the Air Force pilot training program.

"There are problems every day of training," the 23-year-old lieutenant stated. "However, I have found that the problems are not so large as to make them impossible to overcome. The problems are usually associated with the training and there is always someone to help. The entire class works together to help each other. The instructors are also available to give the extra help it may take to get around a specific problem. There's always someone."

When it comes to problems she may face that don't involve flying, Vogel has two roommates to discuss them with. Like her, they are also student pilots and the three share a house in nearby Enid, Okla.

According to the lieutenant, her roommates are a big help, not only when it comes to studying, but also when she needs to relax and take a break.

"I've found that you have to take a little time off for living," Vogel explained. "I spend most of every day working in one way or another in order to get through training. I have to take a break from it or I become too single-minded to be effective. My roommates are a big help."

Another outlet for Vogel is friends who are not connected to the training program or to flying.

"I have to have a little variety in my life. I come from a small community and have seen so many people who have remained tied to the same thing every day. They associate only with people who are just like themselves, have the same interests and do the same things. To me, they get into a rut and never get to experience the many other things that are all around them. That's why I try to have friends that are not associated with the flightline," Vogel said.

While each of the women who are Air Force pilots are alike in the fact that they fly, the problems they face, the goals they are striving to reach and the methods they use are as different as they themselves are from each other.

Each wants to fly and many prefer military flying to commercial aviation because of the challenge and satisfaction it provides. For them, the Air Force has opened many doors to the future which might not have been open otherwise.



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First Lt. Dierdre Gillies shows her pleasure at being assigned to flying duties. Gillies graduated with Undergraduate Pilot Training Class 81-08 and will be assigned to Norton Air Force Base, Calif. (U.S. Air Force photo by Candy Tate)

Second Lieutenants Dorothy Vogel (left), Susan Hering (center), and Heidi Grimes spend much of their off-duty time studying. The three are members of the same pilot training class at Vance Air Force Base, Okla., and share a home in Enid. (U.S. Air Force photo by Candy Tate)



# Shangri-La Grand Prix Air Race

By popular request Shangri-la, Afton, Oklahoma announces it is sponsoring the second annual SHANGRI-LA GRAND PRIX AIR RACE to be held April 3 through 9, 1982. Several rule changes have been initiated permitting a greater participation by pilots nationwide to make this air race bigger and better.

You don't have to be a professional or

high time pilot to enjoy and do well in the event. Last year's third place winners had a combined flying time of 460 hours. The minimum requirement for a pilot to enter the VFR, daylight only, cross-country race is a total of 200 hours with 100 hours cross-country. Under the new rule you do not need a licensed pilot as co-pilot. You may invite your wife, husband, friend or you may

fly solo.

Each aircraft is given a handicap so all contestants have an equal opportunity to win. The race is open to all stock aircraft having non-supercharged, naturally aspirated reciprocal engines regardless of horsepower as long as the aircraft has an established handicap or may be handicapped by the Grand Prix Air Race. No special annual will be required for competing aircraft.

Prize money for this second annual air race will be \$15-20,000 with the first place winner receiving \$7-10,000. The amount of exact prize money is determined by the number of entries and will be listed in the entry kit.

The round-robin air race route will cover 7 states, approximately 2100 statute miles with aircraft take-offs starting at Shangri-la Golden Falcon Airport at 9 a.m. April 5th and flying south to Majors Airport, Greenville, Texas; then northwest to Mid-Continent Airport, Wichita, Kansas; turning northeast to Des Moines Municipal Airport, Des Moines, Iowa; east to Aurora Municipal Airport, Aurora, Illinois; then southeast to Bowman Field, Louisville, Kentucky; west to Spirit of St. Louis, St. Louis, Missouri and then southwest to Shangri-la Airport, finishing by official sunset April 7, 1982.

Participants and friends will have a full week of activities beginning on Friday, April 3, at Shangri-la. A welcome reception, aviation seminar, first time racers clinic as well as briefings will precede the April 5th take-off date. An award banquet on Friday, April 9, will culminate the week's activities.

The Golden Falcon Airpark, located on the resort property of Shangri-la, has a 4000 foot paved and lighted runway with instrument landing capabilities. In addition to offering the airpark facilities, Shangri-la located on Grand Lake O' the Cherokees in northeastern Oklahoma, provides 27 holes of golf, indoor and outdoor tennis, swimming pool, bowling and boating. The Mobile "Four-Star" resort has five outstanding restaurants for a complete resort environment.

An Entry Kit may be obtained for this interesting and exciting event by sending \$6.00 to GRAND PRIX AIR RACE, Ltd., Marion P. Jayne, 1918 W. Banbury Rd., Palatine, Illinois 60067 (312) 358-5100.

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If you win, you can apply up to \$2,000 to tuition already paid. If there's a balance left over, you can apply it to complete training, or towards work on an advanced certificate or rating! Or you can apply the entire amount for future training at a participating flight school.

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- Residents of Ohio may obtain an Official Entry Form by sending a self-addressed, stamped envelope to \$100,000 "Contact" Scholarship Entry Form, P.O. Box 7212, Blair, Nebraska 68009.
- Sweepstakes closes 9/30/82.

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



Favorite Fly-ins . . . .

## Catalina

California's Island "fly-in"

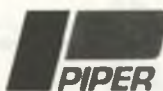
by Gwen Haynes

At 150 mph true, just 30 minutes from Orange County Airport across the blue waters is the prettiest of all the Channel Islands. Catalina is 22 miles long and its width varies from about ½ mile at the isthmus to 8 miles at its widest point. The island is accessible by boat — 2 hours from Long Beach or San Pedro, by sea plane — 20 minutes from Orange County Airport, dropping you at Avalon, the center of activities there.

Traveling by private plane, you will land at the private "Airport in the Sky," so named because they leveled the tops of two mountains to build it. There is no Tower. The pilots' lounge serves breakfast or lunch, but no fuel. There is a small landing fee. A 30-minute mini-bus ride down the mountain and you are in the picturesque and tranquil town of Avalon with the beautiful Casino (ballroom) standing guard over the harbor.

Electric cars are available for rent to putt-putt around town. There is horse-back riding along the rugged hillsides with their panoramic views and a golf course. The small but pretty beach is filled with sun bathers (and seats for those who watch them). The harbor is filled with private boats and yachts anchored out to buoys. A water taxi picks the passengers up and brings them to the dock.

You can take sightseeing bus tours; one takes you to the Wrigley mansion and Zane Grey's pueblo. Take a boat cruise to Seal



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airport, the stage coach stop (for coffee), the buffalo's grazing ground and a real Arabian horse ranch. Have no fear, they haven't lost a bus yet off the winding cliff roads.

The shops in town are quaint and reasonable and most of the restaurants are too — the cafe on the corner certainly is. Just one day of puttering around on this magical, tranquil isle works wonders on the nerves . . . and you will return.



Runway to the "Airport in the Sky."



Beachfront and Avalon Bay with the famed Casino.

Electric cars for rent in the "Plaza."



View from the Casino side of Avalon Bay.





## McErlane wins trophy in CAP exercises

Our own First Lt. Karen McErlane has won great honors not only for herself, but for the Connecticut Wing of the Civil Air Patrol! Karen was one of two Connecticut residents selected to participate in the Sarex 81, search and rescue competition, held on August 1, 1981 at Westover Air Force Base. Karen also had the distinction of being the only qualified search and rescue woman pilot from Connecticut!

During the competition Karen completed simulated search and rescue exercises. She is well versed in such activities, as just several weeks prior to the competition, Karen and her partner Maj. Robert J. Smith had successfully located an ELT signal in Air Force exercises in Danbury, Conn. Her expertise enabled her group to place among the top third of the nine states competing! Karen not only came home with a trophy and newspaper clippings of her success, but a feeling of pride and the knowledge of a job well done. Her enthusiasm could be quickly detected in the tone of her voice and the twinkle in her eye!

In addition to her flying activities in the CAP, Karen is also squadron commander of the Williamantic Unit. She commands ten pilots, eight senior members, and ten cadets. In her spare time she participates in 99 activities, of course, and is Air Safety Chairman for the Eastern New England Chapter. We are very pleased to have Karen as a member, and very proud of her, too!

Deborah L. Grimes

## Alice Hammond

The Garden State Chapter is fortunate to have as a member the personification of "99s," Alice Hammond.

Alice was born and raised in Detroit, Michigan. She graduated from Northern High School, Cum Laude and from the University of Michigan with honors.

Alice wanted to fly from the time she was a child. In the fall of 1931, her opportunity came. With a little more than sixteen hours of flight time, Alice earned her private license in November of 1931 in a Curtiss Wright, Jr., two seater open cockpit monoplane. She has since acquired her instrument and commercial ratings.

Her enthusiasm for aviation brought her to many aircraft shows in the early days. At a Detroit Aircraft Show in 1933, she met John S. Hammond II, who was also a pilot. John and Alice were married on April 18, 1936 in Grosse Pointe, Michigan. They have three grown children, John III, Barbara and Betsey who now live in Boston, Oregon and San Diego thus providing Alice and John with a perfect excuse to fly their 1965 Mooney 20E "Susy Q" all over the country several times a year to "visit the family."

Alice was a member of the Civil Air Patrol from December of 1941 through June of 1967, having served in various positions from Squadron Commander to Regional Executive Officer. She retired from the Civil Air Patrol with the rank of Lt. Colonel, Senior Pilot.

Alice Hammond



Alice was also a member of the first women's class to take the Lycoming Engine Service Course at the factory.

Her other interests include gardening and flower arranging. She is a nationally accredited landscape judge and holds a master's certificate as a nationally accredited flower show judge. She is a member of the Millville Women's Club, Wellesley-In-Philadelphia Club and a Trustee of the Millville Library.

In 1951, Alice was named one of 150 women of achievement in Detroit's 150th anniversary celebration. In 1952, she was named one of Michigan's 10 outstanding women. She was honored in 1956 by resolution from the Mayor and Council of the City of Detroit, for service. Between 1964-1968, she served by appointment of President Johnson as one of 28 original members of the FAA's Advisory Committee on Aviation.

Alice joined the 99s shortly after earning her private license. In 1932, the International Convention was held at the National Air Race in Cleveland. Amelia Earhart, who was president at the time, had just completed her solo flight across the Atlantic. Alice remembers that the business meeting was very short that year because the members were more interested in hearing about Amelia Earhart's experiences during that memorable flight. Alice remembers Amelia Earhart "sitting on a chair cross-legged in a corner talking in that lovely soft voice of hers."

Alice served as governor of the North Central Section in 1934 and as International Secretary in 1935, when the total 99 membership was a little more than 300. While International Secretary, the 99 Newsletter was born. Alice and Mabel Britton who was president at the time, were the first editors. The original newsletter bore little resemblance to the present 99 NEWS. Each month, Alice would gather the material, hire a typist to cut a stencil and run off the pages for them. Mabel would pick up the mimeographed sheets and then it was off to Mabel's dining room table for collating. After approximately 300 trips around the table, the newsletter was ready for mailing.

Alice served as International President from 1951-1953 when both 99 funds and Alice Hammond funds were limited. She was expected to visit various chapters throughout the country at her own expense. That is when Alice discovered that air fares were very inexpensive at night and remembers spending many a night sleeping on airplane seats so that she could accomplish her chapter visits.

Alice has taken part in numerous proficiency contests including sixteen Powder Puff Derbies and was the winner of the First Air Meet for Women in 1933.

## New Ratings

### Middle East Section

Marge Bryant - Eastern Penn. - ME  
Betty Jo Ault - Eastern Penn. - ME  
Carol Lippert - Steel Valley - IFR

### New York-New Jersey Section

Patricia Bizzoso - Long Island - IFR  
Diane Fisher - Long Island - ATP  
Darla Richter - Western New York - CFI

### South Central Section

Nancy Aldrich - Colorado - MEI  
Renee Sharp - Shreveport - CFI

### Southwest Section

Shirley Lehr - Sacramento Valley - CFI  
Andrea Nassimbene - Santa Clara Valley - IFR  
Pat Rowe - Santa Clara Valley - IFR  
Janet Meitus Baker - Santa Clara Valley - CFI  
Joan D'Amico - Utah - ME



# Profile

Alice came to New Jersey and joined the Garden State Chapter in 1967, where she remains an active member working especially hard as a permanent trustee for one of her favorite projects, the Amelia Earhart Scholarship Fund.

The Ninth Annual Garden State 300 was recently dedicated to Alice Hammond for her achievement in aviation, her dedication to the 99s, her pioneer spirit and above all for being a great lady.

## GINA PORTER

"Up to the age of 18 the thought of flying never crossed my mind. I was then offered a summer job as a flight attendant on an executive jet and that's when it all started. My position for takeoff and landing was the jump seat and having always been mechanically inclined, I became very interested in watching the procedures. Soon I began to understand a lot more and the pilots were super — always happy to answer my questions. One day when we were ferrying the aircraft back from New York, they plunked me in the right seat and let me have a go at keeping it straight and level. That's what got me hooked. I started my Private at St. Jean and had my license the next summer.

I decided that I would like to instruct, but the next 2 years I couldn't afford to fly very often, and so didn't get my Commercial until February 1978. After that, things moved very quickly and I had my Instructor's rating by September. I find that instructing combines very well with my job as a Flight Attendant, and also helps to pay for my own pleasure flying. I would love to do my Multi IFR but financing that is another story altogether.

The only scary incidents I have experienced have been related to emergencies on DC-10's, 707's, and 747's — nothing involving aircraft I fly myself. But working with an airline has given me lots of exciting opportunities to fly some very large equipment on ferry flights. I have also flown a 747 simulator and astounded myself by landing it without crashing. Other than that, I have to say that being able to teach people to fly, and seeing their faces after their first solo, first cross-country, and after getting their own license is an incredibly satisfying experience in itself. Learning to fly was without a doubt the best thing I've ever done for myself!"

## JUANITA (Nita) FINEMAN

Flying to me was a lifelong dream that began when I first saw those huge Pan American Clippers descend into the sea off

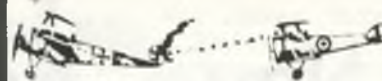
the coast of Miami. They came from romantic places, names that a small child from Chicago hadn't even heard of yet. Being a furrier's daughter we would follow the sun for a whole month each winter. By the time I was six years old, I was reading maps and helping the family navigate down Route 41 to the sunny South. By the age of seven, I promised myself that I would some day not only fly but would circle the real globe.

On my 16th birthday, one of my gifts was my very first flight — a 15 minute sight-seeing trip over Chicago in a Ford Tri-Motor. What a thrill, and I was convinced the flying was for me! I joined Civil Air Patrol was a cadet and took lessons in a Luscombe Silhouette. When the squadron sold it, I had to wait three years for another flying opportunity. During that time, I worked and started saving for my flying fund determined to continue at a later time. Sidney Fineman, who was my greatest aviation booster even when we first met in high school, encouraged me to get back to flying. He always had said that I had my head in the clouds, and my feet on the ground, and it was through our beautiful relationship and his faith in my ability that gave me the confidence to fly again. A short time later we were married and it was not long afterward that I received my private license and became a very proud Ninety-Nine.

Sid was a proud 49½er until his death in 1973. We had two wonderful sons, Glen and Mark. Both are flying enthusiasts. Glen has his private license and flies a Cessna 150. When our sons went away to college, I also returned to school and received my bachelor's degree in education and geography.

In the early 1960's, while working on my instrument rating, I became the proud owner of "Small Fly," a Piper Tri-Pacer which I still have. In addition to flying, I enjoy flower arranging, baking, and playing piano and organ. During my working day, I am the receptionist at the Chicago Botanic Garden in Glencoe, Illinois, and next to our airplanes, I find the garden most beautiful.

Being a Ninety-Nine for the past 28 years has been most important to me for it is through our outstanding organization that I have been motivated to continue flying, to renew friendships and to continue to grow as a person. For two years, 1972 and 1973, I served as chairman of the Chicago Area Chapter. From that time until the present time, as Vice-Governor of the North Central Section, it has been a most rewarding experience working with all of you as a team. It is with great excitement and enthusiasm that I look forward to flying, fun and friendship in the years to come, still hoping one day to circle the globe and meet Ninety-Nines the world over.



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## 1983 CALENDAR INFORMATION NEEDED

The 1983 feature for the 99s Calendar published by Phoenix Chapter will be *Ninety-Nines' Sponsored Air Races*. We have already notified 28 races of our intentions. All other races are welcomed to send photos and comments about their races. Anyone with a person or chapter reference for the following races please forward information:

Golden West Mini-Derby Air Race  
Gold Rush Air Rally  
His 'n Hers Great Pumpkin Classic  
(air race)

Send race chairmen's names and addresses to:

Kitty Pope, 530 South Dobson Rd,  
Apt. 271, Mesa, AZ 85202.

## 99 NEWS REPORTERS

December 1 deadline: highlights of chapter projects.

What are your chapter's favorite, newest, most fun, and most worthwhile projects?

Send us write-up and LOTS of pictures of your chapter doing it!



# News, Activities and Projects

## EAST CANADA SECTION

### Eastern Ontario Chapter

Congratulations are in order to the delegates to the International Convention in Boston for their excellent judgment — voting for Betty Jane Schermerhorn to another term on the International Board of Directors. Better known as B.J., she has got to be one of the hardest working and most dedicated 99s. The East Canada Section is very proud of her and her many achievements in aviation.



Eastern Ontario's Betty Jane Schermerhorn, shown at the microphone at International Convention in Boston, was re-elected to the 99 Board of Directors.

The girls in Boston did a tremendous job hostessing the International this year. The hospitality was superb there, but somewhat different on our return to our own city (Ottawa) where we were barred from landing at the international airport and a fair amount of the surrounding airspace due to a conference of world leaders which included President Reagan in Air Force One. We had to clear customs in Montreal, then took the long way home and thought it better to stay well out of their way if we planned on landing the Comanche without the aid of the intense security, which was mind boggling.

From our chapter to Oshkosh this year was a good representation — several girls with their own aircraft including a couple of float planes, and of course B.J. Schermerhorn instructing in the ATC 610 simulator. She is soon off to the Northwest Section Meeting in the U.S.A.

Eastern Canada Section Meeting is being held in Montreal, Quebec, September 11-13 at the Meridien Hotel. We are expecting a good turnout despite a nationwide postal

strike at a crucial time in the organizing stage.

by Peggy Beeman

## WESTERN CANADA SECTION

Newly elected officers for the Western Canada Section include: governor, Kate Merry (B.C. Chapter); vice-governor, Roberta Taylor (Canadian Rockies Chapter); secretary, Karen Klein (Alberta Chapter); and treasurer, Nancy Rand (Alberta Chapter). Nominating Committee: Karen Bailey (Alberta Chapter) and Audrey Webster (Canadian Rockies Chapter). Past governor, Rosella Bjornson.

### Alberta Chapter

The Alberta Chapter held a successful Poker Run in Central Alberta, June 7th, with participants coming from Alberta, Saskatchewan and British Columbia.

The chapter sponsored several flying companion seminars throughout the province this summer.

A series of aviation seminars put on by the chapter included the topics: Pushing the Weather; Disorientation; Aviation Accidents — how can the pilot prevent them? TRSA — Terminal Radar Service Area; Fitness and Flying; and The Pilot and the Weather.

by Roberta Taylor

### Canadian Rockies Chapter

The first annual Poker Run Air Rally sponsored by the Canadian Rockies Chapter June 21, was a resounding success with 241 poker hands played, and sixteen aircraft participating. This was the first time a Poker Rally had ever been held in the mountainous terrain of the B.C. interior region. First prize was a trip for two anywhere in Canada on Pacific Western Airlines. Sixty other prizes were also awarded.

The chapter participated in aviation education projects for children this spring by hosting groups of school classes on airport tours, and visiting classrooms to give talks and demonstrations on general aviation and aviation careers. Some of the classes were taken on aerial tours of the city.

The chapter is also involved in a campaign directed at the Canadian Ministry of Transport to have air regulations amended to change the borders of the sparsely settled territory to include British Columbia's rugged, mountainous interior region, except for the Lower Mainland (Vancouver)

area. This amendment would make it mandatory for pilots to carry survival equipment in that area. The chapter is also asking that basic survival training be included as a mandatory part of the private pilot course in Canada.

A fly-out meeting to Kalemalka Lake, B.C. was planned by the Canadian Rockies Chapter. This was a 300 mile trip each way to the lakeside home of chapter member Audrey Webster and her husband, George. It was a joint meeting with members of the Cranbrook-Kimberley Flying Club and flyers in the Kelowna, B.C. region. The family fly-out included camping.

by Roberta Taylor

### Saskatchewan Chapter

The chapter participated in the Moose Jaw airshow and held its chapter meeting at the Canadian Armed Forces Base, Moose Jaw, last summer.

A Poker Run was held June 21, using North Battleford as the terminus. On October 16-18, the Saskatchewan Chapter will host the fall Western Canada Section Meeting at Regina, and this will also be a celebration of the chapter's birthday.

The chapter held a successful flying companion seminar with 22 guests registered.

by Roberta Taylor

## MIDDLE EAST SECTION

### Eastern Pennsylvania Chapter

It has been some months since we were heard from — but we start this report with the best possible news — AN AIRPORT HAS BEEN SAVED!!

Pennridge Airport, managed by Marge and Jack Bryant, was sold to a developer and due to be closed for building, when along came a white knight in the shape of one of Marge's students who has bought it from the developer, asked Marge and Jack to continue to run it, and plans to build a hangar for his newly acquired King Air. There is great rejoicing throughout the area, not only because the Bryants would have been much missed by students, customers and friends, but also because too many airports have been disappearing under the bulldozers and here is a reversal, however slight, of that trend.

The 16 members of our chapter who attended the International Convention in Boston extend our thanks to the New England Section for the fine job they did in planning and coordinating all the various activities offered to the attendees. Everyone





Sally Smudski and Robyn Zadrozny with the Steel Valley's display at the Allegheny Airfair, Pittsburgh, Pennsylvania.

we talked to in other chapters seemed to agree with our members that it was a fine convention except for the business meeting. This was generally felt to be rather undemocratic particularly in the fact that we were only given the budget information (and some of us not all of that) as we entered the meeting room, which of course, precluded any study of the budget before voting on it. Since the budget money is supplied by our dues, the membership has an interest in being able to study it carefully before voting. In addition to the one member who made it to the microphone, many others wondered why the question of international dues had not been addressed as required from the 1980 convention.

More and more we have been enjoying our "Lunch With the Bunch" on the last Wednesday of the month, because it gives us a chance to meet with those of our members who are airport managers, flight instructors, or other airport workers to whom Saturdays are one of the busiest days of the week. During the summer we have been fortunate in holding meetings and lunches at the home of members with swimming pools. During the last few months we have airmarked several airports; our Pennies a Pound at Mercer County Airport was very successful; and in October plans are for either an airplane rally or a poker run. Perhaps some of you from another chapter can join us at Turner Field for that on October 17th.

by Louise Sacchi

## NEW YORK - NEW JERSEY SECTION

### Palisades Chapter

Connie Moser, CFII, obtained a job as a commuter pilot with Holiday Airlines flying Navajos out of Newark International Airport . . . loving every minute of it!!

Pam Sheeler has been working on her multi-engine rating out of Monmouth County Airport this summer. She has flown

to Martha's Vineyard and also to the seashore casinos at Atlantic City.

Clarice Bellino, vice-governor of the New York - New Jersey Section, has made frequent trips out to the islands in Long Island Sound to enjoy sunbathing on quiet beaches . . . a favorite spot is Fischer's Island.

Susan Matiko, new Palisades member, flew in a Beech Sundowner with another female pilot to Oshkosh . . . 17 hours round trip. She has received a new position in the Phillip Morris Company Aviation Department at Teterboro Airport.

Chapter Chairman Valerie Dempsey had her first parachute jump at the end of July. She plans to continue skydiving. (Personally speaking, I prefer flying with an airplane wrapped around me, but "Good Luck and Fly Safe!!!")

by Clarice Bellino

### Western New York Chapter

Sue Cino recently received her private license. Sue has worked with the Western New York Chapter while working on her rating and will be attending Hawthorne College in New Hampshire this September in an aviation curriculum.

The Western New York Chapter has successfully completed two days of plane washings. The treasury is growing due to a variety of fund raisers held over the summer.

Safety seminars, runway markings, and shopping trips are planned for the fall.

by Dorothy Hake



Western New York Chairman Pat Kneiss roasting hot dogs sold by chapter members at a local Aviation Day.

## NORTH CENTRAL SECTION

### Chicago Area Chapter

Our August Chapter meeting has become an annual event. For nineteen years Eva White has been our hostess at her lovely home at Naper Aero, a group of homes with their own air strip located southwest of Chicago near Naperville. Our business meeting was held in the Whites' hangar where our new officers were

installed. They are chairman, Gail Wenk; vice-chairman, Arta Henson; recording secretary, Bobbie Raske; corresponding secretary, Mary Panczyszyn; and treasurer, Marjorie Sundmacher. After the meeting we were all invited to stay for lunch and a swim in the pool.

Our fly-in this month is a dinner at the Sky Harbor Restaurant in Peoria. The controllers strike has limited our flying lately as Chicago Center is unable to handle all of the IFR traffic that it usually does, so we are all hoping for good weather whenever we schedule a meeting or fly-in.

by Marjorie Sundmacher

### Greater Detroit Chapter

The Greater Detroit Area Ninety-Nines invite all pilots to participate in their fifth annual Treasure Hunt, Saturday, October 17, 1981, at Owosso Airport. All pilots and all type aircraft are welcome to enter this fun event. Entries close October 9, 1981.

The Treasure Hunt will test your navigation skills as you open each progressive clue to your next check point. You will be greeted at the check point and given your next clue. The Hunt will begin and end at Owosso with a banquet Saturday evening at the Pines. The Pines is just off the field; no ground transportation will be necessary.

For your Entry Packet, send \$1.00 to TREASURE HUNT, 6854 Cedarbrook, Birmingham, MI 48010 or call (313) 851-1963. If you require accommodations at the Pines, call (517) 725-5164. Rain date is Sunday, October 18, 1981.

### Greater Kansas City Chapter

With an interesting speaker assured, the Greater Kansas City Ninety-Nines are stepping up plans for the annual Wright Day dinner next December 6. It is not too early to begin sending out publicity releases inviting the general public to hear Astronaut Stephen Hawley.

Dr. Hawley, who was selected by NASA in 1978, is a native of Kansas. He received a Bachelor of Arts degree in physics and astronomy from the University of Kansas, and a Doctorate in astronomy and astrophysics from the University of California in 1977. In August 1979, he completed training making him eligible as a mission specialist on future space shuttle flight crews.

Astronaut Hawley will speak to us on his experiences in becoming an astronaut and the future of America in space.

Through the generosity of Grace Harris, our chapter will sponsor two screenings of the award-winning John Denver film, "The Higher We Fly." It's a 50-minute film and will be shown free to the general public on September 20, at Richards-Gebaur Air Base. This is part of our Air Age Education program and we hope for a good turnout.

by Jayne Blust

### Greater St. Louis Chapter

Thanks to the hospitality of the Greater



St. Louis Business Aircraft Association, 14 of our members attended their July luncheon meeting and were treated to an excellent program. Mr. Joe Algranti from NASA in Houston had films and commentary about the training of space shuttle pilots in the modified Gulfstream II aircraft. He also had movies that were taken from lift-off to touch-down on board the shuttle, with comments by the pilots when the movies were shown at their press conference immediately after the shuttle returned. Being allowed this "inside" view of the mission was almost as thrilling as watching the actual landing the first time and considerably more enlightening. We were delighted to be their guests.

Our installation luncheon on August 29th, as guests of Loretta Slavick at Sunset Country Club, has two variations from all the others we've enjoyed at this lovely location. Our newly elected vice chairman, Donna Stallings, will be unable to assume that job due to ill health, so our other candidate, Martha Norman, very graciously agreed to carry on for her this year. We sincerely hope Donna continues to improve and will be able to serve us next year.

Also, this meeting was selected to celebrate our 40th Anniversary as a chapter in the 99s. Different members were assigned a decade to reminisce about for the benefit of our newer members to get an idea what we've been about, and just for the fun of it, for the rest of us!

There is no doubt that in the coming year our new chairman, Audry Casper, will have to guide us through! We feel we've entered the traffic pattern and are about to turn downwind in our plans for, we hope, a sensational convention in St. Louis next August. Convention Chairman Laura Sellinger and all committee chairmen are humming along putting things together and the assistance we've received from other North Central chapters has been outstanding. As publicity and P.R. chairman for the convention, I'll try my darndest to keep you all up to date and thereby entice the best attendance ever at our "Gateway to the West" city.

by Jan Pocock

### Indiana Dunes Chapter

Spring and summer have been busy times for the Indiana Dunes members. The Annual Aviation Clinic was held in South Bend, Indiana in April and, as the previous ones, was very successful. Christine Murdock as chairman did a tremendous job and everyone especially enjoyed our special guest, Vern Jobst.

May 9 was a red letter day for the chapter. We celebrated our Fifth Anniversary at a luncheon at Strongbow's Restaurant in Valparaiso, Indiana. Sixty-nine persons attended including five of the original founders of the chapter: Charlene Falkenberg, Barbara Jennings, Diana Austin, Tina Davis and Nancy Hagans. We were also honored with twenty-eight visitors

from the Chicago Area Chapter; several from the Indiana Chapter; North Central Governor, Valera Johnson; International Director, Betty Jane Schermerhorn along with husband, all the way from Ottawa, Canada; and Barbara Lutz, Accident Prevention Specialist for GADO #18 out of South Bend, Indiana.

Nine of our members participated in the Illi-Nines Air Derby with Walt & Char Falkenberg placing fourth and Ray and Sue Mohnssen placing fifth. June's meeting was a day to remember. The rains came down and they came down. Many, many inches fell in a few short hours and before the meeting was over at Lansing Municipal Airport, Lansing, Illinois, the airport was closed due to being covered with more than a foot of water on every square inch.

July found us holding our sixth annual Indiana Dunes Air Rally with Ellen Herring capturing first place. Besides the monetary prize, beautiful plaque and rotating trophy, Ellen has the privilege of being the chairman of the 1982 Rally.

August at a pool & picnic party at the home of the Falkenbergs, the installation of officers was held. Officers for 1981/82 are: Carol Zander, chairman; Sue Mohnssen, vice-chairman; Linda Mattingly, secretary; and Pat Magon, treasurer. A beautiful chairman's 99 pin was given to outgoing chairman, Charlene Falkenberg.

The Annual Achievement Award Luncheon is scheduled for September 26 at Michigan City, Indiana with Sue Mohnssen as chairman. This is one of the highlights of the year for us as we now reap the harvest of all the hard work, fun and flying we have done during the past twelve months.

Carol Zander and Charlene Falkenberg attended the Convention in Boston, and many of the Dunes members visited EAA during the week of their convention. Charlene Falkenberg, with Betty Jane Schermerhorn as co-chairman, supervised the simulators for pinch hitters. Charlene presented a forum on Wednesday, and Barbara Gross presented her Air Age Education Workshop twice during the week.

by Charlene Falkenberg

### Michigan Chapter

Yes, the bird on the hat is really an accent to the outfit! And, Race #21 pilot Nancy Walters and co-pilot Susan Dyer of Royal Oak, Michigan took the Best Original Matched Outfit award at the twenty-sixth Michigan SMALL Race. This event took place on August 15th at Kellogg Field, Battle Creek. The ladies wore blue jump suits symbolizing the sky and fluffy white vests . . . you guessed it . . . clouds. And the bird perched on the hat, besides making it easy to locate each other at all times on the field, represents freedom of flight. Needless to say, this outfit drew many smiles and lots of attention at the event that was delayed several hours due to the weather. This 99 crew from the Michigan Chapter flew their

first race in a PA-28-181 sponsored by "The Sky's The Limit," Dr. Wayne Dyer. They also walked off with trophies for Best Performance by an All Woman Crew combined time less than 500 hours. Besides being enthusiastic racers and new members in the chapter, our fashionable private pilots have accepted committee posts in the new administration. Nancy will be ways and means chairperson and Sue will handle meetings and programs. They are fine additions to Michigan Chapter and we welcome their participation.

by June L. Beers

### Quad City Area Chapter

Our July meeting was a progressive dinner in Monmouth, Illinois hosted by our Monmouth 99s and friends. We were entertained at three different homes: the Riley's, the McClintock's and finally dessert around the Pratt's pool. This was followed by an interesting talk and slide program on the 1980 Stearman Fly-In at Galesburg by its originator, Jim Leahy. A fun time was had by all.

Plans are being finalized for a fund-raising dance to be held Nov. 7 to help finance our "simulator" project. Several of us are also going to try to attend this year's Stearman Fly-In at Galesburg along with attending N.C. Sectional meeting in Springfield, Illinois, September 11-13. Judy Pobanz will be giving a talk to the A.B.W.A. on "Women's Careers in Aviation" in September also.

Our congratulations to Tara Harl-Odom on all of her new ratings, including her CFI. She will be working as a CFI at Straley's at the Davenport Airport.

by Judy Pobanz

### Scioto Valley Chapter

Topping off its summer activities, the recently chartered Scioto Valley Chapter set up a display at the Morrow County Airport "Air Fair" on August 22, to let the public know what the 99s are all about. Its members assisted throughout the day with

With "sky" blue jumpsuits, fluffy "cloud white" vests and birds atop their hats, Nancy Walters and Susan Dyer walked away with the Best Original Matched Outfit award at the Michigan SMALL Race.





spot landing and bomb drop contest judging at the invitation of Berneta Mosher, chapter member and a sponsor of the all-day event. Another chapter member, Bev Giffin, and her husband, Walt, displayed their Thorp T-18 home-built during the activities.

Chapter Chairman Marilyn Miller and Dottie Anderson took second place in the Michigan SMALL Race at Battlecreek on August 15, losing out to first place by a mere two seconds.

Also this summer the chapter held its first annual picnic, appropriately enough on the banks of the Scioto River, with 24 joining in the pot luck, plus boating excursions provided by Vice Chairman Norma Bethel.

by Lee Loffer

### Mt. Shasta Chapter

Red Bluff weather had cooled from a record setting 121° to a comfortable 95° as Mt. Shasta Chapter hosted the Palms to Pines Racers on August 14. Several local women entered including Ginger Strange, Donna Taylor, Lee Agnew and Grace Rodriguez. The excitement was building when several 99s met to wax Ginger and Donna's wings (a C-182) to a racing shine.

Timers began clocking around noon and finished up at five in the afternoon. After the race, a barbecued chicken dinner was served at a park on the Sacramento River. Some 99s enjoyed boat rides on this lovely stretch of the Sacramento. Early Saturday morning the racers were off to Independence, Oregon.

Also on Saturday, Dianna Hoban, Colleen Cassidy and Martha Iliff attended the Travis AFB airshow. The Air Force had some awesome static displays including the C-5A, C-141, and various fighter aircraft. There were some "earth-shattering" flybys. The exciting Blue Angels and the graceful Canadian Snowbirds were favorites.

by Martha Iliff

## NORTHWEST SECTION

### Idaho Chapter

Recently the Idaho 99s were challenged to some fun air competition with our local Ponderosa Aero Club and the aviation fraternity, Alpha Eta Rho, from Boise State University. With great pride I must share the good news! Four out of six trophies in the Power On/Power Off landing competition went to the 99s. Congratulations to Jodie Hisaw, Bev LaBrie, Karen Marchbanks and Tammy Stevens.

The August meeting was held in McCall, Idaho. McCall is located in the mountains on the edge of magnificent Payette Lake. After all scheduled business was past tense, sailing and camping was enjoyed by some. Next to flying through the blue skies of Idaho, perhaps sailing through the blue waters of McCall is best.

Our special Congratulations go out to Idaho 99, Joyce Blankenbaker of Ontario, Oregon who was recently installed as



Idaho 99s Karen Marchbanks and Tammy Stevens (seated), Jody Hisaw (standing, 1st left), and Bev LaBrie (back row, 2nd from left) captured four out of six trophies in a fun flying competition with Alpha Eta Rho aviation fraternity.

## CHAPTER NEWS, ETC.

International Flying Farmer Dutchess.

Coming up for Idaho 99s is Aviation Career Day Jamboree in conjunction with the Silver Sage Council of the Girl Scouts, October 16 and 17.

Idaho 99s wish to express their heartfelt sympathy to our Northwest Section (Williamette Chapter) in the recent passing of our Vice-Governor Aline Sharp.

by Mary Curtis

## SOUTH CENTRAL SECTION

### Colorado Chapter

Chapter Chairman Nan Gaylord helped structure the Colorado 99s into accepting the challenge of providing a unique service to Denver area residents. Accepting the large commitment to conduct a Flight Without Fear class took courage, time away from other projects and required much energy. We feel very good about our success and would like to share with other chapters our excitement.

We didn't know what to expect when members of United Airlines and Colorado 99s first took to the planning stages. Through our combined efforts, we were able to successfully prepare, administer and accomplish our goal of providing a service to persons who have a fear of getting on an airliner and spending time in the air. Time passes very quickly when you are having fun at 30,000 feet, but for those who are apprehensive about leaving the ground, time stands still as the tension grows.

Flight Without Fear class included reduction of fear through behavior modification techniques. Class topics centered around the why and how of flight, meteorology, aircraft maintenance, pilot qualifications, nutritional benefits to pilots and passengers and air traffic control procedures.

Health foods and beverages without caffeine topped the list of refreshments served during the fifteen minute break. Each

class period provided a stimulating, fear reducing, confidence building session.

Colorado 99s participating in the first session were: administrator, Charlene Lawrence; moderator, Carol Leyner; Babette Andre, Pat Knox, Diana Williams, Linda Stark, Sharon Finch, Nancy Aldrich, Nancy Tharp, Susan Rhodes, Anita Hesson and Barbara Hobson. Treasurer Linda Schreffler handled our financial obligations. Dr. Neel Johnson and Captain Bob Snyder co-ordinated the United personnel.

Preplanning sessions, trial runs and much discussion on the parts of United personnel and members of 99s preceeded the initial class session. Since this was our first attempt at holding classes, we also shared



Colorado 99s and United Airlines personnel join together in a pre-planning session for their Flight Without Fear seminar.



Colorado member, Nancy Aldrich captures the attention of Barb Hobson, Pat Knox and Carol Leyner as Captain Snyder and Linda Stark look on.



observations and evaluated each of the seven sessions of approximately three hours each.

We look forward to our return this fall as plans for session number two are under way. You can actually feel the enthusiasm and vitality that was built and now continues to grow among the Colorado 99s. We are truly confident that we are providing a unique service to people in the Denver area.

As Leonardo da Vinci once expressed: "For once man has tasted flight, he will walk with his eyes turned skyward, for there he has been and there he longs to return."

by Barbara Hobson

### El Paso Chapter

Boston International in July was great, great, great!! The 99s attending from El Paso congratulate the 99s who coordinated the events, and the weatherman certainly cooperated while we were there. Our group took a boat trip to Provincetown on Cape Cod the last day for shopping which put that final touch on our trip!

Four plane loads of 99s and 49½ers had an exciting fly-in to the Columbus Stockyards gravel (2400 foot) strip in New Mexico in August. Following our race over early one morning, we walked across the border to "Pete and Tilley's" restaurant in Palomas, Old Mexico for a "combination plate" breakfast. What fun! Another early morning fly-in is planned for September to the MacGuire's ranch strip.

Installation of new officers for El Paso 99s will be the evening of September 23 at the Iron Tender. We are all enthusiastic about another active year in the 99s with incoming Chairman Freda Young!

South Central Section Meeting in Santa Fe in October will see many El Paso Chapter 99s in attendance. We are all looking forward to this one — close to home and sounds like Santa Fe has planned an exciting time for all!

by Lynn Stover



An Archer 180 carried this plane-load to El Paso Chapter's fly-in to Palomas, Mexico. Shown are Bill Kirkwood (EAA 125), Marsha Mascorro, outgoing Chairman Lynn Stover and 49½er Aksel Stover.

### Golden Triangle Chapter

Golden Triangle held its officer installation dinner on August 18 at JoBeel's Restaurant. Carol Wheeler, Fort Worth Chapter and South Central Section Secretary, installed Mary Wheelock as chairman, Dottie Hughes as vice-chairman, Beverly Stephens as secretary, and Judy Bruce as treasurer.

by Beverly Stephens

International Airlines. We are all rightfully proud of her as a representative of women in aviation. The poker run, after an earlier trial for members only, was a huge success. Participants were given clues and had to determine from the clues to which local airport they had to fly and pick up their cards. At the last airport, Montgomery County in Conroe, a yummy fried chicken lunch in the middle of a hangar awaited us. The run was spiced up by a giant traffic jam

## CHAPTER NEWS, ETC.



Diane Titterington-Mercer, charter year chairman, poses in front of Houston Norths' display board at the Aviation Week event at Greenspoint Mall, Houston.



Duane Robinson, Texas International first officer and Houston North 81-82 chairman, stuffs her face at Montgomery County Airport during the last stop in the poker run sponsored by Houston North.

### Houston North Chapter

As the Houston North Chapter enters its third year it leaves a contrail of exciting activities behind it. Mary Trusler finished out her year as chairman by attending an airshow at Cleveland, Texas. She and fellow 99 members fattened the chapter treasury by selling 99 coloring books and model airplanes.

Duana Robinson, recently elected chairman, began her year attending a poker run sponsored by Houston North. Duana is 26 years old and a first officer with Texas



Paula Bowman admires the "airplane potty" she received as a door prize during Houston North's poker run.

Houston North members Roni, Mary and Olivia sell 99 coloring books and airplanes at Cleveland Airshow.





at Livingston Airport, where, due to a rain-softened taxiway, planes were parking on the runway. One poor member circled for 25 minutes before giving up and flying to the next pick-up point.

Other activities have included a question and answer panel with area controllers and a display at a shopping mall which was highlighting an Aviation Week. The ranks of Houston North have grown in the past year and we all anticipate another busy and active season.

*by Marcia Sullivan*

### Nebraska Chapter

Nebraska 99s turned out in full force at 10:00 a.m. on June 6 to airmark the Minden Airport hangar. After a quick cup of coffee, Airmarking Chairman Nancy Alley, with the help of husband, Butch, immediately began chalking out the letters on the hangar roof. They were soon followed by a passel of painters and an hour later, the roof was sporting bold yellow letters.

The Minden Airport Authority and the local newspaperman were much impressed. The following Wednesday, the Nebraska 99s airmarking story covered the top half of the front page of the Minden newspaper.

All Nebraska airmarkings (with the rare exception of a runway centerline) are on rooftops. The group has gotten quite adept at scaling metal buildings (though a few of us opt for ground crew duty)! The professional letters are a credit to the 99s' talent, versatility and dedication to air safety!

*by Sharon Meyer*

### Oklahoma Chapter

July and August were convention times for our members; nine to the International 99s; Lucille Pregler, Arlene Walkup and 49½ers to the International Flying Farmers in Calgary. Then Rita and Leonard Eaves and new Oklahoma member Cathy Crosby and husband to the big EAA affair in Oshkosh.

Long Beach 99s, Gene FitzPatrick (WASP) and Betty Faux were in to the FAA in OKC for the Designated Flight Examiners course. Had a reunion dinner of sorts with 99/WASPs Ruth Jones, Skip Carter and Nema Masonhall.

Our August meeting was a wind-down one. After the sectional, three international conventions and the Okie Derby, we were ready for a dinner meeting. Dru and Bill Jones were our hosts at the Walnut Creek Country Club in OKC.

In September, installation of chapter officers was held at Gibson Aviation's grass strip at El Reno, Oklahoma, where James Gibson cooked steaks. The theme was "Bon Voyage — your dream vacation." Members were asked to dress in costumes reflecting their dream vacation.

*by Nema Masonhall*

### San Antonio Chapter

San Antonio Chapter recently had their



Nebraska 99s complete the last letter on the Minden Airport hangar roof.



Nebraska 99 Sally Van Zandt saved the day! The spilled paint ran down her leg — rather than down the roof. Pictured at clean-up time are (clockwise from left) Sally Van Zandt, Eleanor England, Nancy Alley, Betty Edison, Carol Magarin, Mildred Meyer and Nancy Minard.

Margaret Cosby at San Antonio Chapter's soaring party, Castorville, Texas.





annual summer picnic at the home of Margaret Cosby in Boerne. All members, 49½ers and friends attended and had a wonderful time.

Weather finally decided to cooperate on a Saturday and the chapter went to Castroville, Texas, for a soaring party. Everyone had a wonderful flight up to 3000 and 4000 feet except our chairman, Laura Richter. When her turn arrived all the thermals had dissipated; she got to 300 feet.

Installation of officers and new 49½ers will be at Fort Sam Officers Club, September 12th, when we hope to be joined by Austin and Coastal Bend members.

by Mary Ann Greer

### Shreveport Chapter

The second Tuesday morning of each month, we are having a Question and Answer Meeting at our trailer. (We love it.) We are starting with the book, *Proficient Pilot* with all attending taking turns reading aloud. Then discussion, rereading, arguing and really getting the hang of this flying stuff. Very informal and informative. Anyone interested may attend. We have sworn not to withhold a question because someone might laugh and wonder how we got our private license. Ask and you are sure to get an answer . . . probably more than one.

Most of the chapter and their 49½ers enjoyed what was supposed to be a fly-in to Dottie Port's lake house at Lake of the Pines. IFR put us in our autos for a "drive-in," but the food and company was goooooood!

The chapter has been given a Volks homebuilt two place airplane partially assembled (no engine) by Mr. Rick Coleman of Ruston, Louisiana. Forty-nine and a half-er Ben Voss, and FAA Maintenance Inspector Eddie Barr of GADO 11 went over to Ruston and brought it back to us in Eddie's pickup truck. Marian Piper graciously donated hangar space for us to store it until we can sell it. We plan to take the best bid over \$1,000 to earn money for our '82 Fall Sectional.

As for chapter honors, Evelyn Snow was

appointed Accident Prevention Safety Counselor for FAA. Helen Hewitt was asked to be a Flight Examiner for FAA, but had to refuse due to personal commitments. She was quite honored and really hated to decline. Helen was also written up in the *World's Who's Who of Women*.

Barbara Ringold, outgoing chairman, gave A PARTY to celebrate her entry into SHV's ranks of past chairman. All food was prepared by Barbara and it was fantastic. Her 49½er, Larry, handled the drink department and the same can be said of it. Every active member and 49½er was there. Even Amy Pilkinton came up from Thibodaux. Barbara has been a great chairman. To show our appreciation the chapter presented her with a flight computer. Our thanks also went out to Larry. Hard to have a good chairman unless the husband cooperates.

The tower at Downtown Airport had to close (temporarily, we hope) due to the controller's strike. RAPCON being sweet as pie and bringing us all the way in on approaches. We also have FSS on field so we are not hurting one bit.

by Mary Jo Voss

## SOUTHEAST SECTION

### Foothills Chapter

The Foothills Chapter sponsored a Safety Clinic at Greenville, TECH College in the spring of '81. Featured guest was C.L. Chandler, Chief Meteorologist of Delta Airlines, who spoke on Pressure Pattern Flying.

On June 6, the chapter ran a poker run to raise money for the 1982 Southeast Sectional Convention, which we will host.

Foothills members Carolyn Pilaar, Gary Wheeler, and Merry Robertson participated in the 1981 Air Race Classic. Greenville, S.C., our hometown, holds the distinction of being the only city in the nation sending five pilots to this race this year.

An August picnic highlighted our summer activities.

Carolyn Pilaar participated in the World Precision Flight Team Championships held in England in August, as the only woman member (ever) of the U.S. Precision Flight Team.

Eleanor Sankey now serves on the Greenville Airport Commission, the only woman member.

by Merry Robertson

## SOUTHWEST SECTION

### El Cajon Valley Chapter

Way back in June! We car pooled from All American Flight Center to attend the June 1st meeting at Montecito School in Ramona. Chapter member Judy Ross was the hostess announcing guest speaker, Lenny Green from Air Attack Ramona, California Department of Forestry, regarding fire fighting methods in our area. The slide

presentation and meeting were well worth the drive!

In July members cooled off at Lynn Coulthard's pool and August 4th ECV members held Installation of Officer's Dinner at the Elks Lodge in El Cajon. Chairman Connie Davis was mistress of ceremonies with new officers, Eleanor Richardson, chairman; Jane Zoch, vice-chairman; Frankie Clemens, secretary; and Doris Jinzo, treasurer being sworn in for 1981-82 term. A silver plaque honored Helen McGee, now Helen McGee Haranka, and her new husband, John, who were married in June and spent time honeymooning from Washington to Alaska! Congratulations to both! Also ECV member, Kathy Bavis and Dale Ruhmel were married in July up in the airspace over San Diego! Congratulations, Kathy! And we are very proud of Pam Jackson, 1981 Pilot of the Year! Pam is living in Minnesota but returned to attend the dinner.

Attending were some members of the new Mission Bay Chapter and guest speaker, Sgt. Roger Griessel, of San Diego County Sheriff's ASTREA Program. He presented a slide program depicting the flight operations in assisting in searches, rescues and sheriff backup to ground patrols. We thank him for an enlightening program.

Outgoing ECV chapter chairman, Connie Davis, was presented with a pen/desk plaque thanking her for her service, dedication and an outstanding contribution to this chapter. Connie has achieved new ratings, endeavors, contributed to aviation safety and has remained the same gentle person I have had the honor to know since joining the 99s. We are looking forward to another year with all members, new officers and roadrunners participating to make ECV Chapter productive and fun!

San Diego Chapter member Betty Wharton was mistress of ceremonies at the opening August 8, 1981 of the Women in Aviation Exhibit at the San Diego Aerospace Historical Center. Deputy Mayor Bill Mitchell read a proclamation honoring women in aviation; and William Immenschuh, president of San Diego Aerospace Museum, accepted the exhibit as a permanent contribution to the museum and the people of San Diego. San Diego Chapter member, Eva McHenry cut the blue ribbon marking the official opening of this fine exhibit. Present were charter members Betty Gillies, Bobbi Trout, Melba Beard and Lynn Briggs of the San Diego Chapter. Thelma Cull, SW Section governor, Thon Griffith and Barbara Goetz were also there along with Janice Brown who flew the Solar Challenger, members of Long Beach Chapter, Imperial So-Lo, San Diego, El Cajon Valley and others as well as women Navy pilots, Palomar Chapter, SD Chapter Clipped Wings and many other women pilots and friends of aviation. It was the presence of all attending that made the opening a memorable event and one which makes me proud to say that I belong to such



Enjoying Barbara Ringold's cocktail party are 49½er Dan Snow, Helen Hewitt and Marian Piper.



a fine organization as the 99s! This exhibit is to be shared by all interested and fascinated by the world of flying!

by Syria Jane Zoch

### Gavilan Chapter

Early in July, seven planes piloted by Ninety-Nines flew to the Nut Tree in Napa County, California with thirteen passengers. The occasion was a reunion of

date is October 31 and entries close October 15.

by Lynne Kastel

### Phoenix Chapter

Welcome aboard to new Phoenix 99, Jeanna French who joined us in May.

Many Phoenix members escaped the summer heat for vacations in cooler areas. Enough of us remained behind to keep the chapter going and to plan fall activities.

## CHAPTER NEWS, ETC.

the women who had recently completed the NASA Shuttle Passenger Selection tests. For most of these women in the age bracket 55 to 65, this was their first flight in small aircraft.

Ninety-Nines enthusiastically supported Gavilan Chapter Chairman Jean Blake in making this flight possible. Pilots were Barbara Gentry, Gloria Caliri, Karen Burgoyne, Mary Ann Heller and 49 $\frac{1}{2}$ er Andy, Jean Blake with co-pilots Ginny McRae and student Eleanor Atencio, Gavilan Chapter, Ruth Theriault and Peggy Ewert of the Santa Clara Valley Chapter.

### Monterey Bay Chapter

As in past years the Monterey Bay 99s had one of the most popular booths at the Hollister Air Show on July 18 and 19. Geneva Cranford, Ann Ulrey, Harriet Brin, Ruth Huston, Sally Plummer, Geri Chappell, and Joanne Nissen served hundreds of hamburgers to the hungry throngs. Approximately \$600 was raised for the chapter.

The August potluck at Joanne Nissen's kicking off the new year was a rousing success. Joanne's house was the ideal setting — the house sits on a sheep ranch overlooking the beautiful Salinas Valley at the foot of the Santa Lucia mountains. The festive gathering was a mixture of eating, socializing, and plan making for the coming year.

The chapter sponsored a dinner in conjunction with the Monterey Peninsula Airmen's Association (MPAA) on August 27 at the Rancho Canada Country Club in Carmel Valley. The honored guest and speaker was Dr. Morton Grosser, author of *Gossamer Odyssey: Triumph of Human Powered Flight*. Dr. Grosser, a pilot, aeronautical engineer, and member of Paul MacCready's Gossamer team, showed slides and a film of the development of the Gossamer Condor, Penguin, Albatross, and Solar Challenger.

The 6th Annual Salinas His and Hers Great Pumpkin Classic air race is on and race kits are now available. To obtain one, send \$3.00 to Judy Allwardt, P.O. Box 5494, Salinas, CA 93902. The race course is 200 miles M.O.L. (more or less) and will be revealed the evening before take-off. The

At June's business meeting over 60 people including SW Section Governor, Thelma Cull, and special guest retired FAA GADO Accident Prevention Specialist, Charlie Rutledge, enjoyed an Italian banquet. Special service awards were presented to Charlie and Phoenix 99s Stacy Hamm, Joan Larson, Ann Newcombe, Kitty Pope, Shirley Rogers and Jan Brown (friend of 99s). For relief from the heat, Joan Larson and crew headed north to Holbrook in June for the last airmarking of the season.

Following an overflowing Flying Companion Clinic of 40 at Deer Valley in May another class was offered in June at Sky Harbor, Phoenix. A small classroom allowed 17 this time. Two more Valley classes are planned for late October and early November. We are very pleased with the response and results of this aviation community service. Success stories include a Bellanca owner's wife who went from desperate to starting on her Private license. Another participant was overwhelmed to finally understand the context of FAA Safety programs. Still another used the class as a self-sought Fear of Flying aid. She went from nightmares and terror on airliners to relaxation after learning why airplane wings are split.

In July some Phoenix 99s cooled off in Boston at International Convention. The Bostonians are commended for their well-organized, smooth operating, and fun convention. A chapter Membership Requirements Study Group headed by Martie Pearce reviewed some possible alternatives for submission to general membership in the fall. Planning and organization continued on the Kachina Doll Air Rally, 1982 Calendar, Flying Companion Clinics, and Fear of Flying Seminar.

In August the chapter headed to the cool country again with Lois Ward's annual traditional picnic in Prescott. About 25-30 folks enjoyed BBQ beef, many salads and desserts, and home-made ice cream. No picnic is complete without rain and we had a spectacular thunderstorm but it didn't dampen our spirits or interfere with our fly-in participants.

Six Phoenix 99s flew in the Palms to Pines Air Race. Veterans Cathy Nickolaissen and Pat Moreland placed ninth. New to the race were 2 Phoenix teams: Liz Kraemer &

Janna Shea, Pat Stover & Clydene Hauprich. Cathy and Pat entered the Pacific Air Race in September winding up at Snowbird for Fall SW Section meeting where they joined Chairman Carolyn Chard, etc. At the September Business Meeting, Cliff Swigard presented Linda Watts, Arizona State University Aerotech student, with a \$500 Notasha Swigard Scholarship for 1981-82. Our Pacer Mark II Simulator is still aiding 99s with currency, proficiency, and new ratings. Many Phoenix members have chapter vests now. They helped us look more professional at this year's Kachina Doll Air Rally, October 2 and 3.

We have lots of aviation items for sale, featuring our all new 99s Calendar for 1982. It's available now and features Women in Aviation Careers. See ad this issue, AND it's cheaper this year! We have 3 sizes of airplane windchimes and various cartoon posters, cards, and the like for sale also.

by Kitty M. Pope

### Sacramento Valley Chapter

At our Woman-Pilot-of-the-Year Banquet in July, the award was given to two of our gals: Jeanette Fowler and Mary E. "Corky" Cronin. Our annual swim party and pot luck in August was held at Shirley Lehr's home, where planes taking off runway 20 at Sacramento Executive Airport flew just over our heads as we sat in the hot tub. We were fortunate to have many new and prospective members join us that evening.

by Dorothy Erickson

### BOOK REVIEW

Fowler, Ron. **Flying Precision Maneuvers in Light Airplanes**. New York, Delacorte Press/Eleanor Friede, c1980. 10.95 ISBN 0-440-02598-2

Each chapter discusses a particular precision maneuver by breaking the maneuver down into its separate parts and demonstrates how each part of the maneuver can be used as a separate drill.

The maneuvers tend to follow each other in a logical sequence, using techniques previously developed in a new manner, i.e. 720 steep turns followed by chandelles followed by steep spirals.

All maneuvers are well diagrammed and many are illustrated by photographs at key points in the maneuver. At the end of each chapter is a blank page for pilot notes for review purposes.

The author is a flight instructor at Valencia Community College in Orlando, Fla., who has called on his experience as an instructor to develop this syllabus for pilots who wish to improve their skills.

by Dorothy Niekamp





Hors d'oeuvres in the hot tub for Sacramento Valley Chapter, enjoyed by Isabel Warmoth, Jeannie Dunlap, Shirley Winn and Thelma Cull.

### San Fernando Valley Chapter

August 14 & 15 found many of us doing one of the things we enjoy most — competing in an air race. This time it was the 12th Annual Palms-to-Pines Air Race from Santa Monica, California to Independence,

— Barbara Persons & Joan Taylor; Second Leg — Linda Johnston & Shirley Thom; Spot Landing Contest — Liz Dinan & Melinda Lyon.

Now, I would like to take this opportunity to write about some people who are very important to the SFV Chapter — our airport tower personnel . . .

During these times of shrinking air space and fewer controllers on the job, it is indeed comforting to know that the San Fernando Valley Chapter members are lucky enough to enjoy having almost a full complement of terrific controllers in their tower at Van Nuys Airport.\*

This past July, after being selected as the Western Region representative, VNY competed with towers from ten other regions in the U.S. and was chosen the "National VFR Tower of the Year" for the calendar year 1980. The competition was based on eight different categories, some of which were: productivity (567,005 operations), service to users and professionalism.

Mr. J. Lynn Helms, Administrator of the FAA, will be in Van Nuys to make the

**Speakers Bureau.** Because of the widespread closing of airports and lack of community awareness of the importance of airports in the economic health of the community, several members of the Santa Clara Chapter have begun to visit and speak to organized clubs and politically aware groups in the valley.

The message of General Aviation, 99s and pilots groups was taped and put on cassettes, co-ordinated with slides and movies to show to Rotary, Kiwanis, women's clubs, Elks and local political groups.

The speakers are ready to answer almost any question asked of them and to fill any time slot as a well informed member of the aviation community.

Verna West spearheads the speakers bureau, ably aided by Peggy Ewert, Connie Gould, Pat Davis and Mayetta Behringer.

**Boston.** Seven members of The Santa Clara Valley Chapter attended International in Boston.

Pat Roberts and Vera Arnold flew to convention commercially, but picked up Pat's new Mooney in Texas on the way home to California. Verna West also flew in on a commercial flight. The other four members flew across country in their own planes, Willy Gardner and Olive Olivera flying Olive's Bonanza, stopping in New Orleans on the way, Stella Leis in a Warrior II and Andrea Nassimbene in a 172. Andrea stopped in Jackson Hole on the way back to California to do some camping and Stella visited her son in Tucson, Arizona. All agreed it had been one of the very best conventions ever.

**Flying Companion Seminar.** The Santa Clara Valley Chapter has completed another very successful Flying Companion Seminar.

Linda Power, chairman, and Andrea Nassimbene, co-chairman, working with Janet Hitt, FAA Accident Prevention Specialist (and a 99), enrolled 74 eager companions.

Jerry Shreve, San Jose State University Aeronautics Professor, again offered the facilities of the school and his expertise to make this one of the best of the seven seminars offered thus far by the Santa Clara Chapter.

Those 99s who helped were Willy Gardner, Jeanne Ceccio, Mayetta Behringer, Debbie Cunningham, Peggy Ewert, Betty Hicks, Lois Letzring, Stella Leis, Evelyn Lundstrom, Janet Meitus Baker, Olive Olivera, Ruth Theriault, Marilyn Orloff, Carrie Felts, Kathie Malone and Pat Davis.

**Navy Moffett Air Show.** The Santa Clara Valley 99s were asked to set up a booth at the Navy Moffett Air Show. The intent was to acquaint the public with the 99s and their role in the community.

Two projectors were set in the booth and were run continuously for the two day

## CHAPTER NEWS, ETC.

Oregon. There were 39 planes participating and of that total, 11 planes representing the SFV Chapter. We had a great time with all our friends along the way — and we even had tailwinds!!

And to further our reputation as the "racing-est" chapter in the area, here are the winners from the SFV Chapter: First Place — Delores Pynes & Dorothy Walker; Second Place — Audrey Schutte & Tina Holmes; Third Place — Liz Dinan & Melinda Lyon; Fourth Place — Coralee Tucker & Misti Vreeland; Twelfth Place — Linda Johnston & Shirley Thom; First Leg

presentation of the award on September 25, 1981.

The SFV Chapter of 99s is certainly proud of "their" tower! Congratulations!!  
by Sylvia Sanderson

\*VNY Tower managed to retain 70% of their personnel during the recent PATCO strike.

### Santa Clara Valley Chapter

#### Marion Barnick Scholarship Award.

The Santa Clara Valley Chapter is proud to announce that Sarah Pearl Mazzitelli, Alameda Chapter, will be the recipient of the Marion Barnick Scholarship Award for 1981.

Sarah Pearl was recommended by her chapter chairman, Frances Gibson, and her employer, Jerome Hoffman, president, Aviation Training, Inc.

Besides working as a part time flight instructor and as a waitress, to finance her flying, she is also on the Dean's List at San Jose State University. She excelled on her written exams for FAA, achieving 95 on her private, 100 on the instrument, 97 on the commercial, 93 on the FOI, and 92 on the Flight Instructors written test.

She has chosen the Bachelor of Science in Aeronautics as her field of study at the university, and is also working on an ATP certificate.

Santa Clara salutes this young Ninety-Nine and her dedication to aviation. The award will be presented to her at the chapter's award ceremony September 25, 1981.



Santa Clara Valley Chapter has escorted several groups of school children and scouts on tours of valley airports. Shown with a group of girl scouts is Aerospace Education Chairman Stella Leis (on wing).



event. One of the movies showed what General Aviation does for the community and the other projector ran the 99s' own story, "For the Fun of It." 99s brochures were also handed out plus stacks of outdated charts and flying magazines.

The Flying Companion Seminar was advertised with posters and banners on the booth, resulting in about three dozen people signing up for the October seminar.

Chapter members who staffed the booth were Evelyn Lundstrom, Linda Power, Pat Davis, Debbie Cunningham and new baby daughter, Kathie Pelta, Jeanne Ceccio and Stella Leis.

Willy Gardner did the calligraphy on the signs and banners.

**Airport Tours.** The Santa Clara Valley Chapter/Aerospace Education Committee has been very busy this year escorting school children and scouts to several different airports in the valley.

The youngsters were introduced to the services the various FBO's can offer. They visited a simulator center and the busy San Jose Tower. They also visited the gas pits at two airports and learned about the safety equipment used at airports including fire safety.

Thank you letters to the 99s indicated many of the young people were interested in learning more about airplanes and flying, so the CAP was notified and the education of these students will continue.

Nine airport tours have been completed so far this year under the chairmanship of Stella Leis with the help of Vera Arnold, Willy Gardner, Ruth Theriault, Verna West, Carol Lushbaugh and Marilyn Howard.

*by Stella D. Leis*

### Utah Chapter

The August sun baked down on the desert, creating a perfect "high, hot" day for our Density Altitude Clinic. Fifty participants explored the effects of temperature and altitude on take-off performance and estimated the distance for their aircraft. Flying determined the accuracy of each estimate. Prizes included \$50.00 (in nickels for the Wendover slot machines) to the infamous "Pine Tree Award" for the worst estimate.

Recent chapter meetings have included a visit to Francis Peak FAA radar site. This proved to be a real adventure for the brave members who navigated the winding dirt road to the summit facility.

Less traumatic was our August meeting which featured aircraft maintenance for the aircraft owner/pilot. Joan D'Amico, who is an A&P mechanic, assisted with the presentation.

Alberta Nicholson has applied to become a Life Member. The chapter will honor her with the membership.

Carol Clarke and Joan D'Amico will be flying a Beech Duchess in the Pacific Air Race.

*by Carol Clarke*

## For AE

You sparked the sky  
with your blazing trail  
of wind.

Unconquerable,  
you spurred your flying  
steed onward

Breaking all limitations,  
setting a congregation of  
women free —

Free to try their  
symbolic wings as you tried  
the real,

Then you came up against a barrier  
you weren't able to move  
— the ocean —

It took you down,  
but you left behind a multitude  
of converts.

I've seen you soar —  
You were born  
with wings.

*Cindy Lou Richard*

## Heart Attack Victims

A study is currently underway which may prove to be the ultimate breakthrough in conquering America's #1 Killer, Atherosclerosis. Supported by the National Institute of Health, the study is seeking participants from across the United States and Canada. If you:

- are ages 29 through 64
- have suffered a first and only heart attack within the last five years
- are not diabetic
- have not had a stroke
- have not had open heart surgery

you are urged to contact the center nearest you for some information that could have a major impact on your future health. The study works closely with your personal physician. Transportation and lodging are provided at no cost.

EASTERN CENTER - Philadelphia, PA  
215-645-3340 Collect

MIDWEST CENTER - Minneapolis, MN  
612-376-4494 Collect

SOUTHERN CENTER - Little Rock, AR  
501-661-5291 Collect

WESTERN CENTER - Los Angeles, CA  
213-482-5011 Collect

## Classified

### T-SHIRTS

**T-SHIRTS** imprinted with photo of any aircraft. Send **COLOR SLIDE**. Adult \$11.75. Ladies \$13.75. Blue, beige, yellow. S/M/L/XL. Free brochure. PIC, 3022 W. 9th, Lawrence, KS 66044.

### "I'M A PROUD 99 PILOT" T-SHIRTS

Royal blue, 50% cotton-50% polyester, sizes S/M/L/XL. Send 7.50 check (all inclusive) to Dru Jones, Oklahoma Chapter 99s, 12209 Coburg Ave., Oklahoma City, OK 73170.

## WANTED

### Advertising Representatives

Would you like to solicit ads for *The 99 NEWS* from your area of the country? We need a few more monthly ads to help finance our magazine. For example, it is difficult for someone in Oklahoma to make vital contact with a business in the East. Let us consider having advertising representatives in several different areas.

Though basically it would be a labor of love, there would also be some small personal monetary compensation to the representatives.

Eye-ball contact, one-to-one discussions with a prospect, "calling in your chips", any way you would like to do it (gracefully and in good taste, of course) gives much better results than communicating from afar.

If you are interested, contact me and I will discuss this with you.

Norma Vandergriff  
Advertising Director  
3721 S. Blvd.  
Edmond, OK 73034  
405-341-3000

## ATTENTION

### 99 NEWS REPORTERS

December 1 deadline: highlights of chapter projects.

What are your chapter's favorite, newest, most successful, most fun, continuing and/or most worthwhile projects?

What made your project successful? Where did you get your background material? What tools, equipment, personnel and materials are necessary?

Send us write-up and LOTS of pictures of your chapter doing it!

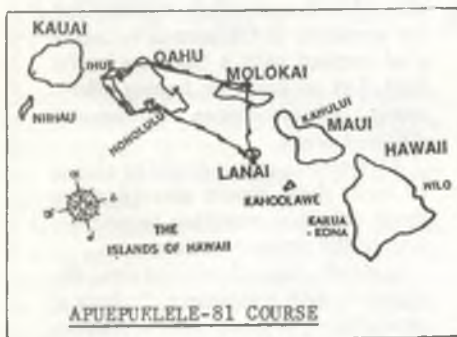


# Air Racing News



Sue Hillmann and Beverly Haid were the 1981 Apuepuele winners.

Pilot Joel Spivak and co-pilot George Angelini, magnificent men in their flying machine, were winners of the Garden State 300.



## Apuepuele

by Lindy Boyes

Sue Hillmann and Beverly Haid were the winning team in the 12th annual Apuepuele, a proficiency flying contest for women pilots sponsored by the Aloha Chapter. This is the second time that the pair has won the event. Their first win was in 1978. Both times they flew their Piper Tri-Pacer.

The course for this year's Apuepuele, held Sunday, August 16, started and ended at Honolulu International Airport with intermediate check points for timing on the island of Lanai, at Kalaupapa on Molokai, and Dillingham Field and Waianae Boat Harbor on Oahu where Honolulu is situated.

The contestants must estimate the time it will take to fly each leg of the course and the amount of fuel that will be required. These

figures are compared to the actual times for each leg and the gallons of fuel used. The pilot with the lowest percentage of error is the winner.

The course is not made known to the contestants until the briefing prior to takeoff. They are given sufficient time, approximately one hour, to make their calculations.

In second place was the team of Eleanor Sharpe and Liz Lum. Sharpe was co-pilot of the winning team in 1979. This year she was piloting her own airplane, an Ercoupe.

By winning the Apuepuele, Hillman and Haid automatically become directors of the event next year. This year's directors were last year's winners, Dorothy Kelsey and Lindy Boyes. The event is held the third weekend of August every year. Plan ahead — mark your calendars to visit Hawaii at that time!

Other participants in this year's contest were Aloha Chapter members Blythe Coulter, Marguerite Holecek and Marion Leong, Nelwyn Choy and Colleen Cain with observer Marion Lee, Maureen Barnes, Missi McCluney and Marion Kuzma. New private pilot and about-to-be 99, Caroline Takahashi-Kang rounded out the entries.

No contest can get off the ground without a lot of help from other 99s and friends. Timers are key elements in this proficiency flight. At take-off, Trippi Penland was in charge. On the tiny island of Lanai, Donna Frost Sachs and her dad, Don Frost, were alongside the runway to check in the touch-and-go landings. On the isolated peninsula of Kalaupapa on the island of Molokai, Virginia and her 49½er, Ed Seaver, timed the fly-by airplanes. On the north shore of

Oahu at Dillingham Field, 99s' good buddy Jack Gentry clocked the craft on touch-and-go landings. The contestants flew around the end of the island of Oahu past the Waianae Boat Harbor where Lois and her 49½er Dave Luehring, timed the aircraft as they flew by and rocked their wings. Back at Honolulu International Airport, touchdown times were recorded by Carol Farnsworth.

The start — briefing and measuring of fuel in tanks — and finish headquarters — refueling — was Marguerite Gambo Wood's Hawaii Country Club of the Air. There 49½er Larry Geist with some help from wife Barbara was the official fuel monitor.

Pat Davis handled the scoring, no small chore with five legs and fuel to compute.

The trophy was presented the winning team at a beach barbecue that evening with more than 50 persons enjoying the happy occasion.

## Garden State 300

by Betty Pifer

The long awaited Garden State 300 took place as planned on June 13th at Millville, New Jersey. Thirty-four contestant teams took to the airways on the best of all possible days for flying. This, our 9th Annual flying proficiency contest, consisted of a 248 nautical mile round-robin trip from Millville, N.J. with fly-bys at Shannon Memorial





Janis Blackburn is presented the Alice Hammond Perpetual Trophy by Alice Hammond, to whom the competition was dedicated.

Airport in Downingtown, Pa., Mt. Pocono, Pa., and Rd Lion Airport in Vincentown, N.J. before returning to Millville.

The pilots' goal to win the 300 required expert flight planning and navigational skills as each aircraft entered was being scored based on the crew's prediction of flight time and fuel burn vs actual.

The competition was dedicated to Garden State 99 Alice Hammond, our own Queen of the Blue Yonder for over 50 years. She captivated the local press and television crew with her charm and aviation expertise. Alice and husband John were truly the center of attraction as they took off in their Mooney, "Susie Q."

The winners were announced at the Awards Banquet held at the Millville Motor Inn. Joel Spivak and George Angelini captured 1st Place in their Cherokee 140 with a total score of 98.68%. Pretty sharp flying!

Our own chapter member, Janis Blackburn, was the first recipient of the ALICE HAMMOND PERPETUAL TROPHY as the highest scoring 99 entered in the competition. She and co-pilot husband "Blackie" finished in 2nd Place overall! Third Place went to Stan Elkins and Mike Weinstein, a vision in their Aztec. Pat Bizzoso and Ronni Minnig, 99s from our Long Island Chapter, finished 4th in the competition!

Co-chairmen Wanda Mammel and Racquel McNeil are to be commended for

doing such a truly magnificent job organizing and planning the 300. Their hard work and professional dedication to the event made for a safe, fun-filled, successful competition which we will long remember.

## Palms-to-Pines

by Glenn Buffington

The 12th Annual Palms-to-Pines Air Race was flown from Santa Monica, California, to Independence, Oregon, August 14-15, 1981. The 816 statute mile race had its regular mandatory night stop at Red Bluff, California. Forty planes flew the competition and it proved to be a Cessna 182 year with four of them leading the top ten, followed by the two fastest entries — a Wing Derringer and an A36 Bonanza. Right behind them were two Tigers, then two Cessna 172s.

Four top-ten teams were repeaters from last year's race: The first place pilots Pynes/Walker placed sixth in 1980; second place team Schutte/Holmes were ninth last year; fourth spot pilots Tucker/Vreeland placed seventh in 1980; and tenth place pilots Hensley/Hoffman placed fourth last year.



1981 Palms-to-Pines Race winners Dorothy Walker and Delores Pynes, with the Tiger in which they placed sixth in the 1980 race. Photo by Glenn Buffington.



Second place pilots in the 1981 Palms-to-Pines Air Race, Kristine Holmes and Audrey Schutte, by the Cessna 172 in which they placed ninth in the 1980 race. Photo by Glenn Buffington.

The scoring was high, with the following results:

Place	Pilots	Aircraft
1	Delores Pynes — Dorothy Walker	Cessna 182
2	Audrey Schutte — Kristine Holmes	Cessna 182RG
3	Elizabeth Dinan — Melinda Lyon	Cessna 182Q
4	Coralee Tucker — Misti Vreeland	Cessna 182
5	Dodie Gann — Ilvone Potter	Wing Derringer
6	Norma Futterman — Aileen Pickering	A36 Bonanza
7	Esther Grupenhagen — Helen Hewitt	AA-5B Tiger
8	Lillian Camden — Nina Laughbaum	AA-5B Tiger
9	Pat Moreland — Cathy Nickolaissen	Cessna 172
10	Tookie Hensley — Janice Hoffman	Cessna 172



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Model	Total seats	Max. useful load (lbs)	Max. range (nm)	Max. cruising speed (kts)
Skyhawk	4	980	520	120
Cutlass RG	4	1067	840	140

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