

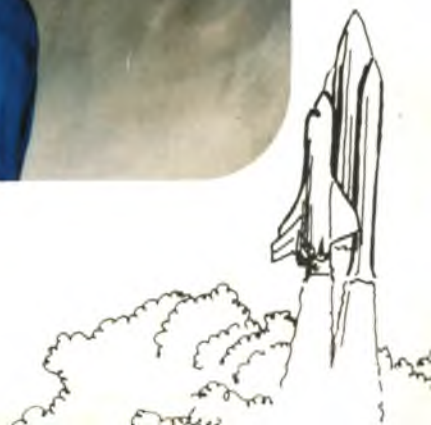
# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 8

Number 8<sup>9</sup>

November 1981



# New Horizons

## Beloved Past International President Dies in Utah

Pat McEwen, beloved past international president of the Ninety-Nines, was attending the Southwest Section Meeting in Utah when she was stricken by a heart attack on September 18, 1981. She was taken to a Salt Lake City hospital where she suffered another heart attack and died on September 24, 1981.

Pat, the mother of seven children, had logged over 5000 hours since learning to fly in 1960. An extremely active member of the Ninety-Nines since joining in 1961, Pat served as chapter chairman and membership chairman for the Kansas Chapter, and as Director (1971-73), Vice President (1973-74), and President (1974-76) at the international level. With her close



Pat McEwen

friend, Marilyn Copeland, Pat was one of the prime motivating factors in collecting all the data needed to apply for our organization's 501(c)(3) tax exemption. She was also instrumental in the construction of our Headquarters Building in Oklahoma City and in the planning and execution of the building dedication in 1975 that was such a smashing success. As Marilyn Copeland says, "With Pat gone, we will all have to work harder."

Pat was active in all phases of aviation. She flew the Powder Puff Derby 12 times, the Angel Derby 4 times, and participated in many other smaller races. She was a part-time flight instructor and an Accident Prevention Counselor.

Pat was a role model for many young people and an inspiration to everyone who came in contact with her. She lectured across the country on aviation safety, and worked as a speaker and a pilot with the Wing Scouts program and Air Age Education programs for public schools. She gave first flights to cerebral palsy children as well as boys from the St. Francis Home for Lost Boys which now has their own aviation program. She participated in Project Concern, a medical program for the sick and needy, and in the March of Dimes airlift. She flew over 1,000 pounds of medical supplies on relay for the Direct Relief Foundation and stored tons of these supplies in her hangar waiting for transportation to the West Coast. She was active in NIFA, and served on the Board of Directors and as Newsletter editor for the Aerobatic Club of America. Pat also served as chairman of the Women's Advisory Committee on Aviation.

Following services in Wichita on September 29th, the Ninety-Nines and Beech Aircraft flew three V-tailed Bonanzas over All Faith's Chapel with Joyce Case breaking formation from the Lost Leader position.

Ninety-Nines' President Janet Green said, "Pat's cheery and sincere friendship and love of the 99s will be sorely missed. She lived an exceedingly full life . . . It is just hard to accept the fact that she is gone." The Pat McEwen Memorial Fund for the 99 Resource Center has been established in her memory.



Blanche Noyes

## Blanche Wilcox Noyes

Charter Member Blanche Noyes died in her sleep on October 6, 1981. A native of Cleveland, Ohio, Blanche lived in Washington, D.C. where for 35½ years she had been head of the FAA's airmarking program on the country's 80 coast to coast skyways.

Blanche soloed in 1928 after 3¾ hours of instruction. She was at that time a young movie and stage actress, but met a dashing airline pilot, Dewey L. Noyes, at a dinner party for Charles Lindbergh, married Noyes, and became herself one of America's outstanding pilots.

Her honors and achievements include awards on all governmental levels and in every area as a racer, pioneer, air mail pilot, transport pilot (one of the first), writer, lecturer, and officer in dozens of organizations. She served as international president of the Ninety-Nines from 1948-1950.

Blanche and Louise Thaden won the Bendix Air Race, for both men and women pilots, in 1936. That year she also set an east-west coast-to-coast speed record, broken two years later by de Seversky. In 1959 she was awarded the Lady Hay Drummond-Hay trophy as an outstanding woman in aviation, and was named to the Aviation Hall of Fame in 1970. She was inducted into the Western Reserve Aviation Hall of Fame in September, 1981 (see related article elsewhere in this issue).

Blanche flew hundreds of hours — more than any other woman of her day — in airmarking service. She had no sooner set up a thorough coverage in pre-war years, than she had to go back and take off all markers within 150 miles of both coasts. The markers might have helped enemy

*cont on pg 4*



# the 99 news

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ON THE COVER: Women Astronauts grouping designed by Lois Miller, a member of the Federal Women's Program Committee, and produced/ provided by NASA.

Special thanks to Guest Editor Beverly Fogle for her invaluable assistance in compiling the Women in Space material featured in this issue.





planes, but their loss was tragic to American fliers who had learned to depend on them. After the war she put them all back again.

In 1972, Blanche retired from the FAA, but not from aviation.

## Jean Marvel Bonar

All-Ohio 99 Jean Marvel Bonar, wife of 49 $\frac{1}{2}$ er Dr. Lloyd D. Bonar, died at her home in Mansfield, Ohio after an extended illness.

Jean was a past chairman of the All-Ohio Chapter and vice-governor of the North Central Section. A former WASP, she became a member of the 99s in 1948 and gained her instrument rating in 1958. She and "Doc" owned a single engine Bonanza which was used often in their sojourns to Arizona. She was also active in racing, having flown five AWTARS and three IARS.

Jean's departure reminds me of Sara Dickinson's, "A Glimpse of Resurrection." . . . "There, she's gone." Gone where? Just gone from our sight, her diminished size is in me, not her. At the moment one person says, "There, she's gone," there are other eyes watching her coming and another voice shouts, "There she comes!" We will miss you, Jean.

by Jeane Wolcott

## Ruth Freckleton

Ruth Freckleton, a member of the Maryland Chapter, died in her home on July 9, 1981.

Flying since 1939, Ruth missed becoming a WASP by 6 months. She was a charter member and organizer of Women Flyers of America, who supervised 8,000 women learning to fly during WW II. She was a Lt. Col. with over 30 years in the Civil Air Patrol. As well as serving as a flight instructor in several states, Ruth over the years worked in aviation promotion and wrote a national column, "Fun with Flying" for *Skyways Magazine*.

A Ninety-Nine since 1960, Ruth sponsored the Virginia Chapter and co-sponsored the Southern Maryland Chapter. She served as secretary and news reporter for the Washington, D.C. Chapter and recently as vice-chairman, chairman and aerospace education chairman for the Maryland Chapter.

## Julia A. Wilson

Julia A. Wilson died at her home on the island of St. Croix, Virgin Islands in September, 1981. Julia had been a member of the Greater New York Chapter until she moved to "Julie's Joy" in the Carriibbean. Though her eyes had failed her in recent years and she was no longer actively flying, she maintained the bonds of friendship with many 99s who visited St. Croix.

## Amelia Earhart Memorial Scholarship Fund Special Airmail and Commemorative Covers

Alice H. Hammond, Permanent Trustee

November 1-30, 1981 is being observed as National Stamp Collecting Month, sponsored by the *National Philatelic Journalist*. A timely opportunity to do your holiday shopping early, support our Amelia Earhart Scholarship Fund, and qualify for a tax deduction for income taxes purposes before the year end would be to acquire some of the beautiful A.E. 8¢ Airmail Covers listed below.

On July 24, 1963, the Ninety-Nines started the distribution of an envelope, designed by our own Marian Andrews, for our official First Day Cover of the Amelia Earhart Stamp. These are given to contributors to the Amelia Earhart Memorial Scholarship Fund, in amounts as indicated below, depending on the particular cover.

To date, more than \$25,000 has been added to the Trust Fund as a result of this project alone, not including the thousands of dollars in interest earned by this money. Close to 110 of our members have been helped to advance their aviation careers by our Scholarship Fund since the first Award to Patricia Thomas Gladney 40 years ago!



#1 — Original Amelia Earhart 8¢ Airmail First Day Cover. \$3.00.



#9 — Commemorating the 40th Anniversary of First Scholarship Award, July 1941. \$15.00.

### Description of Available Covers

### DONATION FOR EACH

1. First Day Cover (Two Designs), 24 Jul 63, Atchison, KS. \$ 3.00
  2. 10th Anniversary AE 8¢ Airmail, 24 Jul 73, 11¢ airmail. \$ 3.00
- The following are No. 1 First Day Covers above, recancelled to commemorate Historic & Special events in limited numbers.*
3. Commemorating dedication of Mt. Amelia Earhart in Yosemite National Park, 2 Jul 66, with additional 8¢ AE and Yosemite 1¢ stamps added. Only 100 made. \$10.00
  4. Commemorating First Flight by anyone, Honolulu to Mainland, accomplished by Amelia. Postmarked 40th Anniversary, 11 Jan 75, Honolulu; 12 Jan 75, Oakland, CA. Only 100 made. \$10.00
  5. First Day of Issue, Lindbergh Spirit of St. Louis Stamp postmarked Roosevelt Field Station, 20 May 77. These are the only double FDC's of both Lindbergh and AE. Only 100 made. \$10.00
  6. Commemorating 45th Anniversary Amelia's solo Atlantic Flight postmarked Atchison, KS, 21 May 77, with Lindbergh Spirit of St. Louis stamp added. Only 100 made. \$10.00
  7. Commemorating 15th Anniversary of Amelia Earhart 8¢ airmail stamp and of the U.S. Coast Guard reactivation of the Earhart Lighthouse Beacon, Howland Island, and the 2nd Anniversary International Forest of Friendship, Atchison, KS, 24 Jul 78. 29¢ Lighthouse stamp added. Only 100 made. \$10.00
  8. Fiftieth Anniversary of Founding of the Ninety-Nines at Curtiss Field, Valley Stream, NY, 2 Nov 79. Chanute 21¢ Airmail and Ninety-Nines Golden Anniversary Seal added. Only 100 made. \$15.00
  9. Commemorating 40th Anniversary Amelia Earhart Scholarship Fund, 16 Jul 81, Boston, MA. Blanche Stuart Scott 28¢ Airmail Stamp added. Signed by 1941 99s' president and first scholarship recipient. Only 100 made. \$15.00
  10. Autographed by two Finnish Ninety-Nines who flew them in their single engine plane to Helsinki from the 99s' Convention in Puerto Rico in August 1974. Only 100 made. \$ 5.00
  11. Commemorating the Dedication of the International Forest of Friendship, Atchison, KS, 24 Jul 76. Available with 13¢ Kansas, or 13¢ 50th Anniversary Commercial Aviation Stamp added. Only 500 made. \$ 5.00

Send check payable to Amelia Earhart Scholarship Fund & stamped addressed No. 10 envelope to Alice H. Hammond, 15 Oakdale Dr., Millville, NJ 08332. All contributions deductible for income tax purposes.



# ON THE WITH

# JANET



by International President Janet Green

When one is waiting for a commercial flight, it is often fun to observe fellow passengers who are also waiting to board. This was the case recently when waiting to board my flight to attend the Northwest Sectional in Seattle. Fellow passengers ran the gamut from sportsmen with their equipment to well-dressed couples obviously on holidays. Others were seasoned travelers who were quietly reading or checking schedules.

When the flight boarded, I sat next to a man and his wife obviously on holiday. The wife was excited over the prospect of two weeks sight-seeing, but the man was fidgety. This was his first airplane ride; he was petrified. He asked me if I had ever been on an airplane before. I told him that I was the international president of a women's flying organization and was also a pilot. This opened up a conversation with him and his wife. They were most interested in our organization and the fact that I, a mere woman, flew an airplane.

We discussed aviation in general, general aviation, airplanes specifically, and had a great time. I told him about some of the programs that our organization sponsored that would help him. As we prepared to take off, Corine, his wife, held his hand, and I reassured him as we started our takeoff roll. Once airborne, we discussed the Flying Companion Seminars, White Knuckles Clinics, Pinch Hitter programs, what the strange noises were, that the flexibility of the wings doesn't mean they may fall off, and how safe flying really is. It gave me an opportunity to outline our Aerospace Education programs, Safety Seminars, and other various activities that promote aviation.

I told him how glad I was that I had learned to fly. We discussed the convenience of aviation, its real need in today's complex

society, and how our lives would change dramatically should we no longer have the convenience of aviation. The flight attendants were just great and spent a lot of time talking with us. They even presented "my friend" a pair of wings for his first flight. This man has reached a time in his life when he and his family could travel but he was being deterred by his fear of flying.

We parted in Seattle, and I went on to the Northwest Sectional and then to Alaska with Hazel Jones and Pat Roberts. I thought of him the day in Anchorage when we flew with George and Ruby Pappas in their Widgeon over glaciers and lakes and up to small towns — a trip that would not have been possible by car.

I thought of the great services the 99s provide by presenting the various programs we do to help people overcome their fears. Just imagine getting from Ocean Springs, Mississippi to Anchorage, Alaska in one day by any means other than jet flight. It must give each presenter in the Fear of Flying Clinic great satisfaction knowing that they have opened up new avenues of adventure and pleasure for people who might not ever know the joys of flying as we know them.

No matter where we go or who we meet, we are the front line salesman for aviation in general and for the 99s particularly. Quite often, we never know how much we have influenced others just by touching their lives in passing. I am glad I learned to fly — glad as a 99 member I can share my love of flying — glad that in the capacity of being your president I had the opportunity to share my flying with someone who was experiencing it for the first time. Each time this man flies in the future and he assured me he would, he will remember his first pleasant flight. He will remember the Ninety-Nines.

## NIFA

### JUDGING AT SAFECON

by Pauline Gilkison

Judges contribute significantly to the success of NIFA SAFECON. They must be willing to give up to three days time to a SAFECON, attend all the training and briefing sessions scheduled by the chief judge and work hard in all kinds of flying weather.

Thunderstorms cancelled the IFR and VFR Navigation events at the University of Dubuque Region V SAFECON, September 25-26. The ground events were off to a good start with Phyllis Barber, Iowa Chapter helping to judge the Simulator Contest. Mary Lou Wright, Iowa Chapter teamed up with John and Polly Gilkison, Chicago Area to judge the Preflight Inspection Event. Later Saturday, weather finally got better and we all rushed out to the airport to start the Landings and Message Drop Events. Better late than never, the rest of the competition worked out well and the judges did a good job. Judges Jeanne Bedinger, Iowa Chapter, Mary Lou, Polly and John were able to stay for the Awards Banquet where they were recognized for their work. Dan Reece, chief judge along with the host school were outstanding to manage a complete and successful SAFECON!

### FUND RAISING FOR NIFA

Your participation in the Annual NIFA Fund last year made significant gains. We increased the number of donors and raised more dollars. Many thanks to all chapters, sections and individuals who so generously contributed to the success of the 1980-1981 drive. Let's do it again this year!

#### DONATION TO THE NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION

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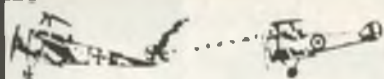
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## Calendar

### 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.

# Airmarking

by Mary Jo Voss

More reports coming in all the time. Patricia Barone and her Hudson Valley Chapter have painted a perfectly gorgeous compass rose at Wurtsboro, N.Y. It has a big red rose in center along with *Hudson Valley 99s*. I'm sending the color picture and I hope you can tell how pretty it is from this. She suggested maybe this would be a beginning for creative centers. I think they have an artist in the membership. Who did the rose? They also painted Orange County at Montgomery, N.Y.

Reports are in from Inland California, Central New York, North Dakota, Connecticut, Eastern New England. Space City really got hyper and painted 2 names, a wind tee, 2 runways, cut rubber tires in half and painted them and placed them around a wind sock, and scheduled another one. In all that humidity, where do they get the energy?

Great going! I sure hope all of you are reporting to your section chairman also.

**WESTERN RESERVE AVIATION  
HALL OF FAME THIRD ANNUAL  
ENSHRINEMENT CEREMONIES  
SEPTEMBER 4, 1981  
(Cleveland, Ohio)**

**BLANCHE WILCOX NOYES  
A 1981 INDUCTEE  
(One of Four Inductees in 1981  
Only Woman)**

Honored for her pioneering career as an aviatrix and for her dedicated service to airmen as Chief of the Federal Aviation Administration's Air Marking Staff; specifically, for having soloed in 1928, becoming one of the first women pilots in Ohio; for having participated in the Cleveland National Air Races as an aerobatic performer, 1930, '31 and '32; for having been among the nation's first licensed instrument pilots; for having demonstrated the experimental Pitcairn Autogyro and other aircraft for various manufacturers; for having won the 1936 Bendix Trophy Race with Louise Thaden; for her diligent efforts in establishing and implementing the CAA/FAA's Air Marking Program identifying over 75,000 communities, 1936 to 1972; for her WWII lectures on the values of practical airmanship benefiting countless new military pilots and women military ferry pilots; for having been the first, and for a span of twenty years, the only woman federal executive whose job demanded flying government aircraft; and for her career-long advocacy and promotion of aviation.

Edythe S. Maxim  
Member  
Board of Governors  
Western Reserve Aviation Hall of Fame

## Safety Education

# Winter flying tips

Most pilots are familiar with winter conditions in their own area — but often a distance of a few miles may present new problems to an inexperienced pilot.

Flight planning during the winter months requires the pilot to take extra precautions and have special knowledge of the area where he intends to fly.

Sometimes it is best to add a few minutes of flying time in order to follow closer to well travelled highways. In some areas the terrain is very inaccessible during the winter making survival and rescue a serious problem.

File a Flight Plan! If you are flying in unfamiliar territory — talk to the operators in the area for advice. They know the territory. Dress warmly — even if you have to change to dressier clothes on arrival — have warm coats and boots.

When flying look at traffic on the ground. It can give good clues to what might be ahead. Are oncoming headlights on in the daytime hours? Can you see fresh snow on the front of cars and trucks? If so, a 180 may be a wise choice.

If you are based in a warm climate and are intending to fly to a cold climate — read the aircraft manufacturer's recommendation for winterizing your aircraft.

While in the cold climate, if your aircraft has accumulated frost, snow or ice, it is recommended that *all* be removed entirely before attempting to fly. If defrosted or de-iced in a heated hangar, take care that water does not run into control hinges or crevices and freeze when the aircraft is moved outside.

Be sure to follow the manufacturer's procedures for cold weather starts. Don't over-prime; this results in washed-down cylinder walls with possible scoring of the walls. Also there is a risk of fire from back-fire.

After the engine starts, use of carburetor heat may assist in fuel evaporation until the engine obtains sufficient heat. Gasoline does not readily vaporize at low temperatures.

Radios should not be turned on until the aircraft electrical power has stabilized. Allow the radios to warm up for a few minutes after being turned on before tuning to the desired frequency.

More tips on winter flying to follow next month.

by Marilyn Miller  
International Safety Education Chairman



# The reach for SPACE

by Beverly Fogle

1957 — The launch of Sputnik I fired the imaginations of Americans and all humanity with the vision of space as a real frontier to be explored. From the private plan and dream of a few scientists and visionaries space had suddenly become — for all people — the new frontier.

From earliest days there were women who wanted to share the space adventure. Some were scientists and engineers excited by the huge problems to be overcome. Some were practical technicians who saw a new challenge to their ingenuity. And some were pilots with perhaps the most basic urge of all, the age-old human urge to conquer a new world — To Fly in Space!

Jacqueline Cochran was one of those who knew Americans would soon venture into space and who wanted very much for American women to be included. She was determined to do all in her power to achieve that goal (she provided considerable financial support for the effort to put women into space). Jerrie Cobb was another — she had a strong personal desire to venture into space and became the leading contender as potential astronaut and leader of the crusade. And there were many others. But as space flight came closer it became increasingly clear that once again the adventure would be a man's game. NASA decided early in the space program to select astronauts from the ranks of experienced jet test pilots — and women were not allowed to fly jets in the U.S. military, let alone become test pilots. Lack of prerequisite experience would eliminate any hope of having an early woman astronaut.

Of course, there's no way to reconstruct the thinking that went into setting early space flight criteria. Much of America's early space activity was highly classified. But from reading through early writings on the subject, it appears that opinions about having women astronauts fell into three categories: 'never considered it', or 'it would be too difficult and expensive to design for two types of biological systems', or 'ha! ha!' A small body of opinion also appears to have existed, best described as the "why not?" school of thought.

One of the latter group was Dr. W. Randolph Lovelace II of the Lovelace Clinic in Albuquerque. He was chairman of the Special Committee on the Life Sciences for Project Mercury, and in charge of physiological testing for astronauts. In early 1960 he agreed to do physical testing on Jerrie Cobb to determine her fitness for the astronaut program. In August of that year he reported to an international space symposium in Stockholm that Jerrie's capacity to withstand the strains of space compared very favorably with the men who had been tested. He further observed that women have certain real advantages for space travel: they have lower body mass, use much less oxygen and need less food, hence may require less hardware and lifting power to get them into space and keep them there. The female reproductive system is less exposed than that of the male, potentially providing more tolerance for radiation. All in all, the results of the testing of Jerrie Cobb were sufficiently positive to induce Dr. Lovelace to expand the testing of women.

All together a total of 13 women completed the first phase of the astronaut-type physiological testing. (See companion article by Gene Nora Jesson.) Several completed the second phase, which emphasized sensory isolation. Jerrie Cobb underwent a third phase at the Navy base at Pensacola, which included tests of functioning under g-loads and underwater escape tests. These women proved beyond any reasonable doubt that women were physiologically capable of space flight. But in July of 1961 the testing of women was abruptly cancelled.

Jerrie Cobb and Janey Hart (wife of a senator and mother of eight, and one of those who had participated in the tests) took the case for female astronauts to Washington. Congressional hearings were held, generating much heat and exposed many



"IT'S NOT LIKE THE OLD DAYS" — according to Neta Snook Southern, 84, one of the first women pilots and Amelia Earhart's flight instructor, shown here emerging from a ride on the NASA Ames Research Center Flight Simulator for Advanced Aircraft.

In the "old days" — about 1920, when she began to teach Earhart to fly — Southern's plane, made of wood and cloth, had no gas gauge and the "instrument panel" consisted of an altimeter and a "dollar watch hanging on a hook."

Photos courtesy of NASA

unflattering attitudes, but the bottom line was still the requirements that astronauts be qualified as military jet test pilots.

Following the demise of the early testing program, it appears that little action occurred in the Women in Space cause. Male test pilots continued to hold a monopoly on space flight berths. In 1967 the first eleven scientist-astronauts were selected, but none of the female applicants was selected.

## SUCCESS AT LAST

In January of 1978 the first group of six women scientists were selected for astronaut training: Anna L. Fisher, Shannon W. Lucid, Judith A. Resnik, Sally K. Ride, Margaret R. (Rhea) Seddon, and Kathryn D. Sullivan. They were joined by Bonnie J. Dunbar and Mary L. Cleave in May, 1980. There are still no women pilot-astronauts. As of August, 1981, these eight women have all completed their training. They've earned eligibility for assignment to future space shuttle flight crews, and that coveted title — ASTRONAUT!

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Judith A. Resnik



Shannon W. Lucid



Margaret R. (Rhea) Seddon



Sally K. Ride



Anna L. Fisher



Kathryn D. Sullivan

### NOTAM WINNER ANNOUNCED

Greater Detroit Area Chapter announces that Nancy Stock, 1708 Chula Vista, Belmont, California is the winner of a large Suncatcher of the 99 logo. Nancy became the winner by virtue of a drawing held at the North Central Section Meeting in September.

Greater Detroit Area Chapter is sponsoring the wine and cheese party to be held at the International Convention in St. Louis next summer. Everyone who donated to their fund-raising efforts for this event were afforded an opportunity to win the Sunchaser. The chapter wishes to extend their gratitude to all donors and invites everyone to attend the wine and cheese party next summer.



Bonnie J. Dunbar



Mary L. Cleave



# America's first women Astronauts

**JUDITH A. RESNIK**, Ph.D., is an Electrical Engineer (B.S. from Carnegie-Mellon, Ph.D. from University of Maryland) from Akron, Ohio. She is also a classical pianist, a pilot, and was an American Association of University Women Fellow. She has worked on circuit design and development of custom integrated circuitry for phased-array radar control systems, project management and performance evaluation for control system equipment, and engineering support for the NASA sounding rocket program and telemetry systems. She also performed biological research experiments concerning the physiology of visual systems, and was a senior systems engineer in product development with Xerox Corporation.

**SHANNON W. LUCID**, Ph.D., was born in Shanghai, China, but considers Bethany, Oklahoma, to be her hometown. She earned the B.S. in Chemistry and the M.S. and Ph.D. in Biochemistry at the University of Oklahoma. She is married and the mother of three (ages six to thirteen). She was a research associate with the Oklahoma Medical Research Foundation in Oklahoma City prior to entering the astronaut program. She's also a pilot, with a Commercial license and Instrument and Multi-Engine ratings.

**MARGARET R. (RHEA) SEDDON**, M.D., is from Murfreesboro, Tennessee. She earned her B.A. in Physiology at the University of California, Berkeley, and her M.D. at the University of Tennessee. She is married to Astronaut Robert L. Gibson and is a member of the Memphis Chapter of the 99s. In addition to internship and residency in surgery, she has served as an emergency room physician. She has done clinical research into the effects of radiation therapy on nutrition in cancer patients.

**SALLY K. RIDE**, Ph.D., comes from Encino, California, by way of Stanford, where she earned B.A. (English), B.S., M.S., and Ph.D. (Physics) degrees. She was once a nationally ranked junior tennis player. Her work has been largely in X-ray astrophysics, with some low-temperature work in experimental general relativity. She has been working with Spar Aerospace, Ltd., of Toronto, on the development of a 50-foot-long remote control arm which the Canadians are developing for use in the Space Shuttle.

**ANNA L. FISHER**, M.D., is from San Pedro, California, and earned her B.S. in Chemistry and her M.D. from UCLA. She did graduate work in chemistry specializing in X-ray crystallographic studies of metallocarboranes prior to attending medical school. She specializes in emergency medicine, is married to a doctor in

Dallas, and both flies and scuba dives.

**KATHRYN D. SULLIVAN**, Ph.D., Woodland Hills, California, earned her B.S. in Earth Sciences for the University of California, Santa Cruz, and her doctorate in Geology from Dalhousie University (Halifax, Nova Scotia). She spent her junior year at the University of Bergen, Norway. She has participated in a variety of oceanographic expeditions under the auspices of the U.S. Geological Survey, Woods Hole Oceanographic Institute, and Bedford Institute. Since joining NASA her research interests have focused on spaceborne remote sensing. She qualified as a systems engineer operator in NASA's WB-57F high-altitude research aircraft in 1978 and is currently involved with several remote sensing projects in Alaska.

**BONNIE J. DUNBAR**, of Outlook, Washington, was a cum laude graduate of the University of Washington (B.S. and M.S. degrees in Ceramic Engineering), received a NASA graduate research grant, and was named Rockwell International Engineer of the Year in 1978. She is currently completing a doctorate in Biomedical Engineering at the University of Houston. Her master's research in mechanisms and kinetics of ionic diffusion of sodium beta-alumina led to several articles and symposium presentations, and an invitation to participate in research at Harwell Laboratories in Oxford, England, as a visiting scientist, where she worked on the wetting behavior of liquids on solid substrates. She then worked on developing equipment and processes for the manufacture of the space shuttle thermal protection system while employed by Rockwell. She has also worked on evaluating prospective space industrialization concepts, as well as gaining experience as a payload officer/flight controller at NASA.

**MARY L. CLEAVE**, Ph.D., went from Great Neck, New York, to Colorado State University to earn her bachelor of science degree in Biological Sciences. She then earned the M.S. in Microbial Ecology and the doctorate in Civil and Environmental Engineering at Utah State University. Her work has included research on the productivity of the algal component of cold desert soil crusts in the Great Basin Desert, algal removal with intermittent sand filtration, effects of increased salinity and oil shale leachates on freshwater phytoplankton productivity, and design and implementation of an algal bioassay center and a workshop for bioassay techniques for the Intermountain West.




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# To be an Astronaut

Dr. Anna L. Fisher stands at the airlock hatch in the Space Shuttle one-g trainer at Johnson Space Center. She wears an abbreviated version of the "constant-wear garment" to be worn by Shuttle crew members in the operational program. Photo courtesy of NASA.



Scientist-Astronaut Rhea Seddon, right, flies aboard a KC-135 aircraft during a training/test flight. For brief periods of time, zero gravity is afforded by a parabolic curve pattern flown by the KC-135. During such times, Dr. Seddon used the hand washer device seen here in the gravity-free environment similar to that experienced in space. The hand washer will be a part of the waste management area on the Space Shuttle orbiter. Photo courtesy of NASA.

Scientist-Astronaut Rhea Seddon removes food from an oven in a simulated Shuttle galley scene at the Space Systems Division of General Electric in Valley Forge, Pennsylvania. This type galley will be used on later Shuttle flights, i.e. in the operational period which will follow several orbital test missions. Note that food trays are mounted on the galley doors. The personal hygiene station can be seen on the left side of the galley. Photo courtesy of NASA.







Scientist-Astronaut Anna L. Fisher at the aft window looking toward the payload bay during a simulation session inside the Space Shuttle one-g trainer. Controls here are related to the payload bay and to the remote manipulator system. Photo courtesy of NASA.



Scientist-Astronaut Anna L. Fisher, attired in hard helmet and "constant-wear garment" designed for the operational phase of Space Shuttle flight, is pictured inside an orbiter one-g trainer at the Johnson Space Center in Houston in 1980. Photo courtesy of NASA.



# Recollections of the 1960 female Astronaut research program

by Gene Nora Jessen

The astronaut program captured the rapt attention of America in the late fifties as we dreamed of exploring space. We had not had such heroes since Lindbergh, and the Mercury astronauts were watched and examined by the public under a microscope. It did not go unnoticed that all the astronauts were male.

In September of 1959 Jerrie Cobb had met Dr. W. Randolph Lovelace II, and Brigadier General Donald D. Flickinger, both eminent in the field of aerospace medicine. They were involved in Project Mercury and had just returned from Moscow with the news that the Russians were training a female astronaut. They proposed to Jerrie a research program on American women pilots inviting her to become the first test subject. In February of 1960 she did just that.

Jerrie Cobb passed the astronaut physical exams at Lovelace Clinic in Albuquerque, successfully underwent psychological and psychiatric testing in Oklahoma City, then, with the blessing of the Navy, spent two weeks on the third phase of testing administered by the U.S. Naval School of Aviation Medicine at Pensacola, Florida.

While I was teaching flying at the University of Oklahoma, my friend Wally Funk, who was teaching flying at Okla. State, told me about the astronaut physical examinations she had undergone. I wrote Dr. Lovelace asking to participate in the

program. I was the 25th, and last, woman to do so.

In July of 1960, I arrived at Albuquerque to participate in the program starting with a six-day physical exam. My partner during this week was Janey Hart, mother of 8, wife of a U.S. Senator, owner of an Aero Commander, helicopter pilot, and just a generally delightful and inspiring partner. Janey was the oldest candidate at 41 and I the second youngest (to Wally Funk) and we both passed the examinations.

I will not describe the examinations here. Suffice it to say, they were thorough, some phases pretty exotic, and identical in most respects to what the male astronauts had gone through. We were told at the time that the testing cost approximately \$10,000 for each candidate.

Jacqueline Cochran had supported the testing financially by paying for the candidate's transportation to Albuquerque and motel expense while there. She was prepared to stand the expense for further testing/training at Pensacola.

The women who passed the initial phase of testing in addition to Jerrie Cobb, Wally Funk, Janey Hart and myself were Rhea Allison, Jean Hixson, Myrtle Cagle, Irene Leverton, Jan and Marion Dietrich, B. Steadman, Sarah Gorelick and Gerry Sloan.

We were sworn to secrecy after our testing, a direction I took quite literally. One of the successful 13, Marion Dietrich, published an article in *McCalls* in September of 1961 describing her experience. The story was out and Clare Boothe Luce subsequently wrote the story for *Life Magazine* entitled "The U.S. Team is Still Warming Up the Bench."

Meantime, we 12 were preparing for the second phase of testing then the third, two weeks at Pensacola. This would be the first time all 13 would be together and meet one

another. In August I had just graduated from the Univ. of Oklahoma and was poor as a church mouse having worked my way through college teaching flying. I was looking forward to my first full-time job teaching flying at the University.

I requested leave for the first two weeks of the fall semester to go to Pensacola. This was denied and I subsequently resigned at OU so that I could participate in the astronaut research. My job was immediately filled. Just a few days after this happened the Pensacola phase was cancelled.

I have always been quite philosophical about this turn of events. Had I not been "kicked out of the nest," would I have obtained the dream job at Beech Aircraft Corporation as a sales demo pilot? And of course that's where I met my husband.

The reason for the cancellation of continued testing had to do with the publicity, pushing NASA into a corner. Apparently the Navy was quite interested in pursuing the testing, but at the last minute NASA failed to provide a needed requirement, a piece of paper indicating enough NASA interest to justify the time, effort and cost of the project.

A Congressional hearing followed having to do with NASA's selection process for astronaut candidates. The purpose was to determine if NASA were prejudiced against women astronauts. Of course they were, but it helped our position little to point that out.

Jerrie Cobb and Janey Hart testified in favor of female astronauts. John Glenn and Scott Carpenter testified on the other side, citing lack of qualified (jet test pilots) women. Jacqueline Cochran spoke in favor of women astronauts while wanting a much larger research and testing program on women before selection. Her position was against rushing into selecting a not fully qualified woman simply because the Russians were known to have a woman astronaut.

I tended toward Miss Cochran's position. At no time had I ever considered myself a candidate for the astronaut corps. The program had been represented to me as a research program and I was thrilled to have a part in setting up the physical criteria for the future selection of women astronauts. But I was never under the delusion that I had any chance to go into space. I was disappointed that the testing was discontinued, but not that I didn't get to be an astronaut for I had never considered that possibility.

We still do not have female jet test pilots today though women are now flying in the military, the first step toward jet test pilot status. The test pilot ranks are still the proving ground for astronaut pilots, and that lack was the coup de grace for women during the congressional hearing re NASA's prejudice in astronaut selection back in 1962. Today there are women astronauts — not primarily pilots, but scientists and physicians. Ironically enough, one of the first 6 women selected was taught to fly by a former flight student of mine.





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# The training of an Astronaut

Astronaut training involves jet planes, parachutes and lots of dunking



Scientist-Astronaut Judith A. Resnik shown about to egress a T-38 following a familiarization flight.

Photos courtesy of NASA

Astronauts Rhea Seddon and Ronald E. McNair float freely inside a KC-135 zero gravity aircraft during a familiarization flight.



Astronaut Shannon W. Lucid is about to be released from a 45 foot high tower at a water survival training school held near Homestead Air Force Base. In this phase of the training, the student slides down a wire from the tower and, upon hitting the water, releases the parachute harness, swims under a parachute canopy stretched over the water and climbs into a life raft.

*cont. on pg. 14*



## Women in Space

### Training of an Astronaut

*cont. from p. 13*

Astronaut Rhea Seddon begins a gradual descent to the water on the other side of this canal at Homestead Air Force Base, Florida during a water survival training school held there.

Astronaut Kathryn D. Sullivan takes part in a training exercise designed to familiarize the trainee with parachutes and aircraft ejections. Each trainee remained suspended by this "parachute" for a period of time to get the feeling of what might actually be expected in the event of difficulties aboard a training aircraft that might necessitate ejection over land.



Astronaut Shannon W. Lucid is assisted by USAF personnel during a training exercise at a survival school held at Vance Air Force Base, near Enid, Oklahoma. Parasail training was one of many phases of the overall training and familiarization program, designed to prepare the participants for proper measures to take in the event of ejection from an aircraft over land.



Astronaut Rhea Seddon has just completed an exercise at a water survival training course at Turkey Point, near Homestead Air Force Base in Florida, and is about to climb out of the water. This particular phase of training was one of several types of exercises simulating retrieval of an astronaut from water via helicopter. On the final day of the three-day school, actual helicopters were used to retrieve the trainees from the water. The overall course was designed to prepare trainees for proper measures to take in the event of ejection from an aircraft over water.

*All photos courtesy of NASA.*





Astronaut Sally K. Ride hits the ground in a simulated parachute "drop," during a survival training school.

Astronaut Shannon Lucid eases toward a collar connected to a lift that was used during a brief water survival training school to simulate helicopter retrieval from water.



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# Bed rest tolerance testing

by Beverly Fogle

One area in which women have continued to have a role in the preparation for space flight is in physiological testing. Over many years a significant data base of physiological information on human beings has been amassed by the military — but of course that data has been overwhelmingly male. But even for males we haven't had a lot of information that is truly relevant to the physical stresses of space travel.

Since 1976 NASA/Ames Research Center in California has been conducting "Bed Rest" tests to measure reactions to prolonged simulated weightlessness and to accelerated g-forces such as would be encountered upon re-entry. Both males and females have been tested in several age groups. Most recently a group of eight women between the ages of 55 and 65 (including Jean Blake, chairman of the Gavilan Chapter 99s) underwent the tests. The 27-day session included extensive testing, ten days of continuous bed rest, centrifuge tests designed to subject participants to the stresses of 1.5, 2, and 3 g's, and several lower body negative pressure tests. Alertness and coordination were tested throughout the program.

Bedrest subject Jean Blake is shown a copy of her echocardiogram by technician Ginger Hufnagl, while Joan Silver removes the small surface electrodes which measure blood movement in the legs. Blake has just had the Lower Body Negative Pressure (LBNP) tests of cardiovascular efficiency which are given during NASA's study of the effects of simulated weightlessness on females aged 55 to 65.

Researchers found that older subjects, especially women, did experience some difficulty with the centrifuge tests, but were able to offset this by wearing an anti-gravity or "g-suit" which has built-in bladders which inflate and put pressure on the legs and abdomen, thus preventing or minimizing the collection of blood in those areas. It should be noted that the pull of gravity at Shuttle re-entry is currently estimated to be about one and one-half g's. All the participants recovered from the tests quickly.

Dr. Harold Sandler, director of the bed rest studies, has noted that the average person may be a better candidate for space travel than the athlete. It is possible to over-condition the body as far as space flight is concerned, and the athlete may be more susceptible to passing out or developing other problems than those who are not involved in daily exercise programs such as jogging or other body building activities.

Test results appear to indicate that most people will be able to meet the basic physical requirements for space travel when the Shuttle becomes open for public transportation — probably in the late 1980's.

Marsha Ivins, NASA engineer, is shown preparing for the Lower Body Negative Pressure Test at the Johnson Space Center, Houston, Texas. Dr. G. Wyck Hoffer, JSC Cardio-Pulmonary Lab, is attaching a carotid artery pulse-sensor about Ivins' neck prior to testing. The testing is part of NASA's programs to gain physiological information on women, which will be used as baseline data for comparative studies on future women astronauts.



Marsha Ivins is shown during treadmill testing in the Cardio-Pulmonary Lab at the Johnson Space Center. Body sensors, attached to Ivins' torso, transmit vital statistics such as heart rate and blood pressure. These statistics can then be converted to printed readouts. Photo courtesy of NASA.





## Women in Space

# Women in scientific support roles

cont. on p. 18

Photos courtesy of NASA.

## A feminist perspective

by Beverly Fogle

Today's women astronauts report a high degree of acceptance and refreshing lack of resistance within the space program. It hasn't always been that way. Reading back through the history of women's effort to venture into space provides a revealing view of the change in attitudes toward women which has occurred in the past twenty-four years. You've indeed come a long way, baby!

In 1960 *Time* magazine referred to Jerrie Cobb as an "astronautix" (*Newsweek* preferred "astronauttes") and somehow felt compelled to publish her measurements. The popular press described those "girl pilots" as "cute."

In 1962 John Glenn testified before the House Sciences and Astronautics Committee, "If we can find any women that demonstrate they have better qualifications for going into a program than we have, we would welcome them with open arms, so to speak." (He then suggested that statement be stricken from the record, so he could go home that night!) At the same hearing, George M. Low, Director of Spacecraft and Flight Missions of NASA's Office of Manned Space Flight, said that a special program to train women as astronauts would slow down the national space program and might prevent the U.S. from getting a man on the moon by 1970. He suggested that in the national interest women

should make a sacrifice by keeping out of space flight at this time.

In 1963 one U.S. official likened Valentina Tereshkova, female Soviet Cosmonaut, to a chimpanzee.

In 1965 it was publicly suggested that pre-menstrual tension disqualified women from serious endeavors such as space flight, and might yet be found responsible for some unexplained air crashes of women pilots.

In discussing astronaut qualifications in 1966, one scientific journal reported:

"Women scientists are not ineligible, but, as one NASA panel member put it, they have a strike against them. An astronaut's training is long and costly, he observed, and there will be 'no time off for having babies'."

*Space World* as late as 1972 published an article on women's place in space which recognized there would be a need for astronauts to have sex partners on long voyages, and speculated on whether or not marriage would be an advantage. And what about those hair dryers and the hair spray?

But truly revealing and honest was the 1962 gut reaction of one NASA official which was widely reported, "Talk of an American space woman makes me sick to my stomach." We hope his stomach has gotten a lot stronger in the past twenty years.



Jackie Parker, 19, seen here at the console she will use during upcoming Space Shuttle missions, is the youngest flight controller in the history of manned space flight. She will work in support of Data Processing Systems during ascent phase of Shuttle flights — from launch through first few hours of orbital flight.



Aerospace Engineer Helen M. Neumann is Assistant Chief of the Spacecraft Technology Division at Goddard Space Flight Center, Greenbelt, Maryland.

Dr. Patricia Cowings is a Research Psychologist in the Biomedical Research Division working to develop a method to alleviate motion sickness in space flight.





## Women in Space

### Women in scientific support roles ...

*Cont. from p. 17*



Dr. Nancy G. Roman was Discipline Scientist for Astronomy/Relativity Programs, phenomena occurring outside the boundaries of our solar system, before her recent retirement.



Lt. Dee O'Hara, "nurse to the Astronauts", has served with the biomedical laboratories at Ames Research Center, California, throughout much of the astronaut and general biomedical testing programs.

Rebecca McDonald is a Chemist who conducts research in the utilization of natural systems for water purification. She is actively involved in NASA's Vascular Aquatic Plant Program at the National Space Technology Laboratory, Bay St. Louis, Mississippi.



Anngienetta Johnson, Aerospace Engineer, is presently involved in Shuttle Payload Operations at Johnson Space Center. She will serve as Payload Officer for STS-2, the second Shuttle flight.



Carolyn Leach Huntoon, Ph.D., is Chief of the Biomedical Laboratory Branch and also Deputy for Personnel Development in the Astronaut Office.

*All photos courtesy of NASA.*



Lana M. Couch, Aerospace Engineer, is Assistant Head of the Thermal Structures Branch of the Structures and Dynamics Division.





# *What's in the* **FUTURE?**

by Beverly Fogle

"There is a role for women in space — both as individuals and as a group." So says Dr. Carolyn Leach Huntoon, Chief of the Biomedical Laboratory Branch and Deputy for Personnel Development in the Astronaut Office at NASA. She notes that women have done exceedingly well in training, both in the astronaut program itself and in other biomedical studies. While basic physical fitness is certainly necessary for space flight, we now know that the need for great physical strength becomes much less significant in the weightless environment. Certain physical attributes such as size of hands or arm span may be significant, but equally valuable are small fingers and light weight. The requirement for space pilots to have many thousands of hours in high performance aircraft, and probably test pilot experience, will probably remain — but Huntoon notes that some women are now getting this military flight experience and therefore will be eligible to apply for pilot/astronaut positions within the next few years.

Most Americans tend to think of space as an American domain — with passing recognition of the Soviet presence there. But other nations have space programs, too. The European Space Agency, a consortium of eleven European countries, has developed a remote space laboratory which will probably be carried aloft in the cargo bay of the Shuttle in 1983. Much of the work in the cargo bay will be made possible by the use of a maneuverable remote-control arm developed for this purpose through the Canadian space program. The French have developed and launched Ariadne, an expendable booster rocket which will considerably reduce the cost of launch. Japan, China, and now India have viable space programs.

The space program in this country is rapidly becoming available for commercial and industrial users. Telephone and television communication and weather observation and forecasting have been heavily satellite-dependent for several years. Beginning with the fifth Shuttle flight (STS-5, currently scheduled for launch September 15, 1982) virtually anyone can reserve space for an experiment to be carried into space. Experiments must be of a "scientific research and development nature," and will be accepted on a first come-first served basis. Space rental rates range from \$3,000 for 1½ cu. ft./60 lb. payload to \$10,000 for 5 cu. ft./200 lb. payload, and \$500 earnest money deposits have been made by over 1,700 users reserving almost 300 payload slots. With budget cuts limiting the number of planned space voyages, NASA is not exactly looking for customers.

As flights of the Space Shuttle become relatively routine and the commercial and industrial applications become viable, it is entirely probable that a private business will be established to manage this technology. A Space Shuttle Integration Contract (SSIC) may be awarded to some American company in the near future. Potential for rapid turn-around times will likely be a major factor in determining who wins that contract.

United Airlines would like very much to be the first airline into space. With the largest airline maintenance and engineering capacity in the world, they believe they can handle those tasks very efficiently. But they'd like to go one step further — United Airlines wants to fly the Space Shuttle. They report having 6,000 pilots ready to transition to pilot-astronaut, and plan to have both Basic and Advanced Space Flight Ground School programs in session in late 1981.

What's the next direction for the American space program? NASA is now promoting efforts to establish a permanent space

station. We have the technology, and with the success of the Shuttle we have the transportation vehicle. The base could serve for long-term studies, both scientific and industrial, as well as functioning as "service station" for transportation vehicles. Another potential use would be as an antenna farm, consolidating the locations of the many, many satellites which are orbiting the Earth. A large solar-powered satellite could also help relieve the energy crunch.

Such a large project would probably take about ten years to develop and launch. The major obstacles to such an undertaking are not technical but rather political. Congress must authorize the money to seek this next major goal. An econometric study was done in 1976 showing that the United States economy got about a \$14.00 return on every \$1.00 invested in the Apollo program, but somehow that hasn't been understood by the American people. And with the current budget cuts, information dissemination has been one of the first items reduced.

But human beings never stand still. The history of civilization is the story of people who reach for the stars. Sometimes they move quickly, sometimes they falter — always they do keep going. Americans will continue the push into space. And American women will be part of this great adventure.

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# North Central Section celebrates . . . its golden anniversary

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3 DAYS for the celebration

We knew it was to be 'special' from the very beginning, so we started early. Two years prior to the 1981 Fall Section Meeting, we reviewed all the choices in our Central Illinois Chapter area, and decided on Springfield, Illinois — Mr. Lincoln's hometown — for September 18-22, 1981. When it was discovered much later that our meeting was in conflict with the Indiana Chapter's FAIR Ladies Race, we changed to the weekend of September 11-13.

Our biggest concerns from this point were:

- "What if someone doesn't change the date on their calendar?" (We will have to have a good PR campaign.) OR
- "What if everyone goes on a flying trip over Labor Day?" (the weekend preceeding our convention) OR
- "What if everyone is going to fly the FAIR this year?" (the weekend after our convention) OR
- "What if no one wants to fly to the Land of Lincoln for our celebration?"

With these thoughts ever nagging in the back of our minds, we continued with our plans for a splendid weekend — competing with the other events, we felt we had to try harder.

Our chapter is medium-sized (sixty-five members), large in enthusiasm, but we are scattered over an area of 40,000+ square miles. We rotate our chapter meetings around our area so that we all fly to meetings (longest distance 180nm); therefore, some convention decisions took several months to get resolved.

Mary Groesch of Springfield was chairman, and Ruth Teel of Rushville (fifty miles away) our co-chairman. Every member of the Central Illinois Chapter was assigned to a committee: site selection, advance registration, printing, posters, goodie bags and door prizes (all members were asked to participate for these), hospitality, sales room, Friday events, Saturday tours, luncheon, reception, banquet, airport and hotel greeters, transportation, weather briefing, and thank-yous. There was plenty for all to do and they did.

We met with our FBO early to discuss parking arrangements and greeting area. Menus were selected, speakers contacted, Zonta members were asked for help with ground transportation. (How many cars would we need? How did we know, we don't even know how many people are planning to attend.) By July we were ready to mail out the convention registration forms, along with the hotel reservation cards. Then it was time to wait for the results to come in.

Way back in the beginning we had no idea how many people or airplanes to plan for, so out of the blue (sky) we decided on 200 people and maybe 30 to 40 aircraft??? Convention forms were returned to Peoria (75 miles away from convention site), so arrangements were made for a weekly tally to be mailed to Springfield.

August 14: 58 - 99s; 18 - 49½ers; 4 - Guests = 80 Total; 22 Airplanes.

*"It's early; let's not worry yet. Sure hope some of the husbands want to be initiated into the official 49½er ranks — wouldn't want Becky Thatcher to be disappointed — us either, it's such a neat ceremony."*

August 21: 99 - 99s (is this a good omen?); 32 - 49½ers; 3 - Guests = 134 Total; 40 Airplanes.

*"Early registration deadline is past. It's looking better; however, we probably won't need but 150 goodie bags. Should we return the rest of the 'stuff'? Well, it's still three weeks away."*

Now we are going home each Monday noon to check the mail for the new count.

August 28: 112 - 99s; 36 - 49½ers; 3 - Guests = 151 Total; 40 Airplanes.

*"It's looking good. Don't send any goodie bag contents back yet. But, Labor Day is*

*still this weekend."*

But wait . . . look at this:

September 4: 136 - 99s; 39 - 49½ers; 3 - Guests = 178 Total; 54 Airplanes.

*"One week left, this is it . . . or is it? Good thing the printer was generous and overran our program order. Let's put together another 50 goodie bags. Don't want anyone signing up for the bus trip to New Salem on Saturday to be disappointed — who can we get to drive cars?"*

With just T-5 days and counting, the former general manager for our FBO resigned and a new man arrived on the scene . . . back to square one. With 54 airplanes scheduled in at this point, some construction barricades had to be moved, but after talking with him we were assured there would be a parking spot for each and every one.

The excitement is building. Registrations are still coming in . . .

T-1 day and counting: 152 - 99s; 40 - 49½ers; 3 - Guests = 195 Total; 60 Airplanes.

*"The weather forecast sounds terrific for the weekend — sure hope they haven't goofed (seemed like all summer we had a torrential downpour every weekend, even good ole Labor Day — maybe all those flying*



NC Governor, Val Johnson, and all past governors present at the section meeting pose for a picture with Abe Lincoln on the steps in the Old State Capitol Building.

*"Who has number 99 for the next door prize?"*





trips got cancelled and they are coming here?)"

And they did . . .

Our Final Count? 175 - 99s; 41 - 49½ers; 3 Guests = 219 Total; 70 Airplanes.

Imagine that!!!

In honor of the 50th Anniversary of our section, most of our international officers



Ruth Teel and Mary Groesch, co-chairmen, Fall 1981 North Central Section Meeting, busy with last minute details.



The hospitality room drew almost everyone at one time or another.



Abe Lincoln was on hand to greet all who flew in.

Let's play — can you find your airplane?



and directors also came to help us celebrate: President Janet Green, Vice President Hazel Jones, Secretary Charlene Falkenberg, Directors Marilyn Copeland, Ruth Dobrescu and Betty Jane Schermerhorn, and Past President Lois Feigenbaum.

Finally, our big weekend began . . . Abe Lincoln and his 'crew' greeted everyone at the airport. Chapter 99s, 49½ers and Zonta ladies provided transportation to the Springfield Hilton. The registration area at the hotel bustled with activity from Friday noon until late evening; each 99 received her registration packet, goodie bag, and a fresh carnation.

We utilized our completely restored 1860 state capitol building (just one block from the hotel) as much as possible, because of its historical significance and beautiful setting. It was a beautiful late summer Friday evening for our old-fashioned box lunch in the garden-like setting on the south grounds of the old state capitol. Entertainment was a presentation of the unique sound and light show depicting the events that took place when Abraham Lincoln lived in Springfield and worked at the old state capitol. A Guggenheim production, narrated by the late Lee J. Cobb, the show was the state's gift to the nation for the Bicentennial celebration in 1976.

Early Saturday morning the traditional chairman's meeting was held concurrently with the committee meetings, followed by the general membership meeting. This opened with a brief review of our past fifty years as the North Central Section. Past governors present gave a short review of their term in office.

While this meeting was in progress, two seminars were held for the 49½ers:

- "Taxes and your airplane" — Carol Borecky, CPA
- Safety seminar, which counted toward the FAA Safety Wings — John Blohm, FAA

All then reassembled for a buffet luncheon, with Dan Britt of Britt Airways as the main speaker. Decorating each table were tree logs with Lincoln-log airplanes and violets, our state flower.

Busy, busy morning, but more to come.

The chartered bus for 45, a van for 6, and a carload of 4, left the hotel at 2:00 p.m. headed for Lincoln's New Salem. In 1831, two years after the village was settled, Abe Lincoln, then only 22, arrived. While there he tried his hand at a variety of jobs and studied endlessly until he left to practice law in Springfield in 1837. New Salem, with its

winding streets, ox-drawn wagons, and rail fences, is today fully restored and just as it was in Lincoln's day.

Lincoln's home, Lincoln-Herndon law office, Bell Museum, Wax Museum, and the old state capitol were on the agenda for those hearty ones electing the walking tour (all these sites and more are within a six block radius of the convention hotel).

During this time, the hospitality room was open, as well as the chapter sales room.

With just one hour between the planned afternoon activities and the evening events (who set up this schedule anyway?), everyone seemed to be keeping the pace.

One of the highlights of the sectional meeting was our candlelight wine and cheese reception back at the old state capitol. Twelve men from the 114th Infantry Regiment, Illinois Volunteers (Reactivated) provided a color guard to the entrance, and Abe Lincoln was seen greeting everyone and 'showing off' the building. Our Mr. Lincoln also read an official proclamation from the mayor of Springfield naming September 12, 1981, as The Ninety-Nines, Inc. Day in the city of Springfield, Illinois.

The last chapter in our 50th Anniversary book was our banquet atop the Springfield Hilton. From our vantage point on the 29th floor we had a magnificent view of the city lights and capital airport in the background. We were delighted to have eight husbands initiated by Becky Thatcher as official 49½ers. Our guest speaker, Tom Stephens, the Springfield TV weather specialist, presented a very amusing (yes) talk about, what else? Weather. The Chicago Area Chapter retained custody of the travelling attendance trophy, a silver champagne bucket, for the second time in a row, but watch out, the Central Illinois Chapter will be "out to get it back" next spring in Ann Arbor (sectional hosts are not eligible to qualify).

Our convention-goers were certainly "early birds". By 11:00 a.m. on Sunday all had flown home. Sure is quiet around here now.

50 YEARS in the making

24 MONTHS in the planning

3 DAYS for the celebration

"Can't believe it's all over so fast."

"What's the date of the Spring Sectional?"

"Don't forget — Central Illinois is hosting the Illi-Nines Air Derby in May, and the North Central Section is hosting the International Convention at Saint Louis, MO next August."

OH BOY! Let's see — which committee will be the most fun?

by Lorraine S. Reynolds  
Central Illinois Chapter



# chapter

## News, Activities and Projects



Bucker, the aerobatic plane flown by Madeline Schneeberger in Switzerland last spring.

### EAST AFRICA SECTION

Madeline Schneeberger writes that they have a new 99 flying club in Nairobi, Kenya. We are looking forward to the details and pictures that she promises to send later on.

Madeline also enclosed a picture of the plane called Bucker which she flew in Switzerland last April. She reports that it is one of the most famous aerobatic planes and that there should still be about eight of them left in Switzerland.

### EAST CANADA SECTION

#### Canadian 99s Meet in Montreal

When Amelia Earhart founded the 99s in 1929, the city of Montreal was 287 years old. Today it is known as one of the world's unique cities, and along with the running of the Montreal Marathon, provided an exciting backdrop for the Fall Section Meeting of East Canada 99s. Hosted by the Montreal Chapter September 11-13th, the meeting drew members from all over eastern Canada including the Maritime Provinces. Although the weather was seasonally unstable, several 99s flew into Dorval, St. Hubert, and Cedars Airports.

A Quebec style cocktail party (wine, tourtiere, quiche lorraine) sponsored by Air Canada kicked off the weekend Friday evening. Friends and supporters of the Montreal Chapter in attendance included Art Tonkin of Air Canada, meteorologist and homebuilder Frank Hofmann, Jack and Don Scholefield and CFI Henri Leger of Laurentide Aviation, and CPR trainer Kathy Fraser.

The business meeting began shortly after 9:00 Saturday morning, in spite of the fact that numerous 99s had been out late the previous evening sampling Montreal's cosmopolitan night life.

The 99s Canadian Award in Aviation goes to The Canadian Aviation Historical Society in Toronto this year. The Award,

established in 1974, is given to groups and individuals working to further aviation, and is a wholly Canadian effort of the 99s.

International Director B. J. Schermerhorn of the Eastern Ontario Chapter will now act as the 99s official liaison with the Ministry of Transport in Ottawa under the title of Executive Director. Barbara Steeves of the Montreal Chapter will handle section publicity for the coming year.

Montreal 99s won the Schermerhorn Award again this year for having the most APT members. Since its revival two years ago, the chapter has won the award each year.

A book on The Louvre was presented to outgoing Montreal Chairman Joan Mitchell for her efforts in generating local interest in the group. Joan is now a resident of Old Greenwich, Connecticut. Sheila MacAllister is the new chapter chairman.

The weekend wound up Sunday morning with a tour of the Pratt & Whitney Aircraft of Canada manufacturing facility. The company is a world leader in the design and manufacture of aircraft engines, and is well known for its ubiquitous PT6 turboprop. The tour, which was filmed for television by the CBC, also included a look at a model of the new PW 100 engine under construction and certification testing.

### WESTERN CANADA SECTION

The Western Canada Section came in second in the section Aviation Safety Education competition, behind first place Australia. Eastern Canada Section came in third out of the 19 sections in the world.

#### Canadian Rockies Chapter

The Canadian Rockies Chapter held a fly-out weekend meeting in the Chilcotin-

Caribou region of central B.C. Members were met at the 100 Mile House Airport by resident member Ann Dale and her husband, John who flew out with the group to the famous Gang Ranch (largest cattle ranch in North America). The Gang Ranch is owned by the Alsager family. Betty Alsager, a member of the Canadian Rockies Chapter, and her husband, Dale hosted chapter members and their families in the ranch guest house overnight, after we landed on their 1800 foot dirt airstrip perched on a bluff on the banks of the Fraser River. During our stay, the Alsagers talked of how they use their Cessna 210 and a contract helicopter to assist the cowboys with the operation of the ranch.

A buffalo-meat dinner was served to guests. The next morning we flew to the Springhouse Air Park near Williams Lake, B.C. where we participated in the pancake breakfast and flying events (ribbon cutting, spot landing and flour bombing). Three of the Canadian Rockies members won prizes: Ann Dale took the award for the "oldest aircraft" with her 1946 Talcroft; Terry Taft of Invermere won the "most distant fly-in visitor" award; and Janice Schuetze won the prize for "earliest arrival and 1st woman pilot" for her 6:45 am arrival while most of us



East Canada 99s and friends listen to Pratt & Whitney's Alf Barrett explain the fine points of the turbine engine assembly process.

Guest speaker for East Canada's Fall Section Meeting in Montreal was former WW II Luftwaffe pilot John Burghardt of Air Canada.





were still in bed!

The chapter received a reply from Transport Canada on our request for amendments to the ANO's to make carrying of survival gear mandatory in all of B.C. except for the lower Mainland. They want us to continue to pursue this amendment with them, as they agree with our opinions. They have forwarded our letter with their recommendations to Ottawa Headquarters.

The chapter placed 7th in the Aviation Safety Education Competition, with 530 points. First place went to the Santa Clara Valley Chapter with 845 points. Alberta Chapter was 17th with 284 points; Saskatchewan was 22nd (217 points); and B.C. Chapter was 41st (148 points). Coming in 7th out of 172 chapters is quite a feat, and we should feel proud. Our seminars on survival, our involvement in Search and Rescue, and our high percentage of current (APT) pilots probably helped a lot. We owe a lot of thanks to Audrey Webster who served as our chapter's Aviation Safety Education Chairman and sent in a very comprehensive report to headquarters outlining our various activities for the competition.

One of our chapter members from 100 Mile House, B.C. enjoyed an extensive air trip through the Arctic this summer. Anne and John Dale flew over much open water and ice packs in their Maule aircraft during a flight through the Northwest Passage.

by Roberta Taylor

## MIDDLE EAST SECTION

### Washington, D.C. Chapter

Beautiful windy weather greeted 15 D.C. members, 49½ers, and guests at Manassas Airport on September 19. Patti Viers and 49½er Ron did a masterful job of plotting and laying out a 99 compass rose. First timers found that airmarking can be adventurous when the paint dries immediately! Come to Manassas, Virginia to see the 99 compass rose in blue, white, and yellow on the runway area beside 34L.

by Frances J. Wehman

## NEW ENGLAND SECTION

### Eastern New England Chapter

Eastern New England is turning YELLOW! However, ENE 99s are not referring to the fall foliage! A season of successful airmarkings has been completed; the latest at our own "little" airport — Marlboro. Zero/zero conditions throughout the area prevented arrivals by air and ground transportation had to be used. As evidenced by the bright yellow letters on Marlboro's ramp, weather did not deter the 99s! Additional handiwork of the warmer months can be viewed at Plymouth and Sterling Airports in Massachusetts. Plymouth proved to be the battle against the winds, Sterling represented a "first," and

Marlboro was to be the ultimate challenge.

Under the direction of Shirley Ohl and Nancy Hellier, the season dawned bright with the first airmarking at Plymouth. Unusually strong spring winds made "blowing paint" stand out in the remarks section of the day's events. In the midst of Convention preparations the Sterling Airport was furnished with its own helipad. ENE 99s had never completed this type of airmarking before and it proved to be both interesting and fun to paint ourselves in circles! Once the hubbub of Convention settled, the "roller and brush brigade" armed itself and readied for Marlboro. Many short field approaches were practiced as the Marlboro airmarking drew near. That morning weather disappointed all as none could prove her expertise at the 1600 foot strip!

The yellow of autumn will soon be gone, but we can recall the delightful memories we've made, the members we've welcomed, and the friendships we've shared. We have spread not only paint, but a little bit of ourselves at each site along the way. Now as the colder winds begin to blow, our thoughts turn to preparations for our Fourth Annual Aviation Seminar, chapter training sessions, and . . . airmarkings for next season!

by Deborah L. Grimes

## NEW YORK - NEW JERSEY SECTION

### Central New York Chapter

The Central NY Chapter met October 3rd at Elaine Cost's home for a program presented by her 49½er, Emil. Along with his interest in flying "real" planes, Emil has a collection of models that would be the envy



Betty Fisher and Fran Wehman "landing on the numbers" as the Washington, D.C. Chapter airmarks a compass rose at Manassas Airport.

The almost complete 99 compass rose designed and painted by the Washington, D.C. 99s in September at Manassas Airport.



An airmarker and "¼"? Everyone helps: Marcia Brine, Lillian LeBlanc and daughter, Yvonne.



"Quick! I need more paint!" Busy ENE airmarkers that made this season so successful.

of any aviation buff, including Octave Chanute's glider, First World War and Second World War planes and an exact ¼ scale model of their 1946 Taylorcraft BC 12-D. He gave the 99s a demonstration of how indoor models can fly around a room for many minutes and explained how they are made.

Linda Bogden has been appointed Director of Telecommunications at Syracuse University. We are very proud of her.

Elaine Roehrig has been nominated for "Instructor of the Year." She has been approved by the Albany GADO and the Eastern Region FAA and has made it to the top 14. We're very proud of Elaine for making it this far and hope to report a top winner in the next report. She's tops with us, anyway.

Holiday plans are being made and also plans for next year's programs.

by Elaine G. Cost

### Garden State Chapter

*Her Spirit Lives.* The resemblance is obvious, so obvious that our own Grace McGuire was asked to portray Amelia Earhart at Lincoln Park Airport's August 22nd celebration in honor of the famed aviator.

Hundreds of aviation enthusiasts, young & old, from near and far gathered for a day of fun and a look at history in the air and on the ground. Amelia's mechanic, Ed Gorski, was on hand and was obviously well pleased with the events of the day: the Warbird "AT-6" formation fly-bys, the parachute jumps by the Pan American Jump Team, the aerial display of the "Ultralights", the flying of model airplanes and especially the memories invoked by Grace McGuire's





Grace McGuire and Ed Gorski, Amelia Earhart's mechanic.

commentary in tribute to Amelia Earhart.

Grace conducted extensive research on Amelia's life and aviation firsts, presenting a first-hand account of her exciting and dramatic achievements. We were spellbound as Grace was transformed from our fellow 99 into a vision of Amelia Earhart. Her performance was inspired.

We then had the privilege of sharing the treasured memories of Alice Hammond as she recounted her impression of Amelia and some personal anecdotes. It was a day that all present will long remember.

"For a while she was close, and then she was gone."

by Betty Pifer

Carol Glickenhau, new 99 Member at Large, from Panama City, Panama, has been adopted by the Greater New York Chapter for the summer months when she keeps her Cessna 310 at Westchester Airport. Penny Amabile is her sponsor, and says we all have a friend in Panama should we be flying by. Carol is reachable here at 44 Close Road, Greenwich, Conn. 06830.

Elizabeth Kleinhaus spent ten days in Iceland, and reports that general aviation there is many times more dependable than ground travel. Eleanor Friede is back from a month in the Loire Valley of France, where she flew a Robin Dauphin out of a beautiful grass field in Chatillon.

by Eleanor Friede

## CHAPTER NEWS, ETC.

### Greater New York Chapter

Thirty-four 99s, about half of them from the Long Island Chapter, attended the September 19th Fly-In at East Hampton Airport with luncheon party at Eleanor Friede's beach house sponsored by the Greater New York Chapter. Four airplanes made it in marginal VFR weather, including Penny Amabile (N.Y.) in her Mooney with call numbers 99 PA, and Pat Bizzoso (L.I.) using her new instrument rating in her Tiger. We hope it will be an annual event with the weather improving each year.

The "Meet the Authors" party co-sponsored with the Wings Club had to be postponed as the Wings Club must leave its quarters by October. The Greater New York Chapter hopes to make the event one of the first in the new Wings Club quarters, time and place to be announced.

Nina Claremont, past chairman Greater New York, will fly her Piper Arrow to the AOPA Convention and then on to Haiti and the Caribbean.

New member Julie Talbert: Fresh from helping with the huge job of the International Convention, Julie Talbert has moved from Boston to New York and will be a new transfer member of the Greater New York Chapter. She designed the program for the Convention, and has already offered to design the mailing piece for our "Meet the Authors" party. Welcome Julie Talbert, 31 West 10th Street, New York 10011.

Penny Amabile, Greater New York, (center) with her Mooney at East Hampton Airport for the Greater New York Fly-In. With her are Carol Glickenhau (left), 99 Member at Large from Panama City, Panama, and Ruth Wentz (right), chairman, Greater New York Chapter.



Hudson Valley's compass rose featured a creative center — a big red rose.

### Long Island Chapter

A surprise party was held recently for our outgoing chairman, Kathy Lusteg. We had a wonderful time, great attendance and a beautiful home in which to hold the party. We even managed to keep the surprise from Kathy until she arrived at the corner of a road that had the street name on it and recognized the address of who lived there.

The biggest surprise to everyone however, was the no-show of our generous hostess for the evening, Roberta Pistorius. Roberta donated the use of her home, grounds and pool but was seen leaving an hour and a half before the party by ambulance for the hospital. While climbing a ladder to get at a big green plastic frog that carries ice in his back, Roberta fell from the ladder and splintered the heel of her foot. Being alone at the time she managed with great effort and pain to drag herself to a telephone and get help. As she left the scene of the accident she repeated over and over, "Make sure they have the party. Don't cancel the party." Her lovely daughter and daughter-in-law continued with the party minus one green frog and one very pale Roberta. Kathy was heard to mumble occasionally during the evening, "I can't believe that Roberta really isn't here." It did seem incredulous but unfortunately was true.

The party though sad at times still was the success that Roberta had hoped it would be,

## New Ratings

### New England Section

Sue Hughes - Connecticut - CFI  
Sandy McDonough - Connecticut - ME  
Barbara Clorite - Eastern New England - CFI  
Susan Garling - Eastern New England - RH  
Carol Siltes - Eastern New England - ATP

### New York-New Jersey Section

Patricia Rockwell - Long Island - CFII

### North Central Section

Mirjana R. Gearhart - All-Ohio - IFR  
Margaret R. Gollodge - All-Ohio - IFR  
Virginia Sutherland - Greater Detroit Area - COMM  
Esther Wyandt - Indiana - COMM  
Donna Rupe - Indiana - IFR, COMM  
Jan Porter - Minnesota - CFI

### Northwest Section

Fern Lake - Intermountain - Glider  
Sally Simundson - Intermountain - COMM  
Cynthia Weyenberg - North Dakota - IFR, COMM  
Rebecca Ortlip - North Dakota - IFR, COMM, ME  
Barbara Lu Hartle - North Dakota - IFR, COMM, CFI, CFII  
Lori M. Schmitt - North Dakota - IFR, COMM

### South Central Section

Dana Gibson - Oklahoma - ME  
Mary Jo Voss - Shreveport - BGI  
Charlene McCullough - Tulsa - IFR

### Southwest Section

Cyd Fougner Edwards - Marin County - CFII  
Carolyn Portello Coleman - Marin County - CFII  
June Bonesteel - Phoenix - FAA Designated Exmnr.  
Ruth Boa - Utah - ME  
Carol Clark - Utah - MECFI, ATP



and with it we thank Kathy for a wonderful two years of leadership and devotion. Kathy has helped many of the girls individually throughout the years, this reporter being one of them, with encouragement when the going got rough, advice, patience and understanding. It would take this entire page to list all her accomplishments both in aviation and her personal career. Let it be known that we all thank her and appreciate her concern for us as individuals and as 99s.

Roberta showed up at the Sept. meeting in a hip-to-toe cast using a walker to help her stand. She has been our hospitality hostess this past year and did not forget the coffee pot and the homebaked cookies her sister made for us. She also plans on bringing her cast and her walker to the L.I. Poker Run Oct. 10.

by Patricia Rockwell

### New York Capital District Chapter

The Capital District 99s welcomed four new members at their September monthly meeting. Two apprentices, Ingrid Lehrman and Terri Tedesco, are both due for that all-important SOLO very soon. Good luck, girls! The third newcomer is Peg Klimek who began flying because, "I was petrified of airplanes." Peg, whose husband is a pilot, took lessons in secret and completed her ticket without "hubby" learning a thing until she had passed her checkride. Our fourth member is a "veteran" pilot who decided to return to the airways after many years absence. Patricia Harman began flying in 1941. In addition to flying AT-6's and C-47's, Pat became a control tower operator. The entire chapter is looking forward to hearing more of Pat's WWII flying adventures. The guest speaker for the evening was Arnie Fowler, chief flight instructor for Greenland Air, and the FAA Eastern Region 1979 "Flight Instructor of the Year."

by Trish Bianchi

### Western New York Chapter

The Western N.Y. Chapter of the 99s held two plane washes that were very successful financially and fun wise.

Thirty-two 99s and wives of pilots went on a bus trip to the Charlestown Factory Outlet in Utica, N.Y. on September 16th.

### NORTH CENTRAL SECTION

#### All-Ohio Chapter

Vi Blowers, Chairman of the highly successful Dayton Air Fair this year, presented the All-Ohio 99s with a \$300.00 check in appreciation of the support of the chapter at the lost and found department. Chairman Jeane Wolcott received the check on behalf of the group at the September 20 meeting at Madison County Airport. The check will go towards the Women's Air and Space Museum.

Salley Berryhill has volunteered as the chairman of the 1982 Buckeye Air Rally. If you think that the Buckeye Air Rally doesn't have an air of romance about it, ask Verene Trubey and R.J. Miller. They were married in September in Las Vegas!

All-Ohio Chapter has agreed to donate a silver goblet and \$25 cash prize for the best woman pilot at the North Central Section, to be held in Battle Creek, Michigan, October 10.

The September 20 meeting of the All-Ohio 99s at Madison County Airport, London was highlighted by a surprise birthday party for Chairman Jeane Wolcott. Retired American Airlines pilot, Captain Leo Pisel talked about his experiences during the program portion of the meeting.

The Federal Express Corporation annual stockholder's report features Captain Sharon Fall, who flies a Falcon-20 for the corporation.

#### Chicago Area Chapter

September was another month full of activities for the Chicago Area Chapter. The weekend of the eleventh to the thirteenth a number of our members flew to Springfield, Illinois, for the Fall North Central Section Meeting. The enthusiasm of the chapter was high, and all of us who attended the meeting felt proud as we won the attendance trophy for the second time in a row.

Our chapter meeting this month was at Rockford Airport, where our speaker, George Yundt, spoke on "What to look for when you buy a plane." Judy Suit, our hostess for the meeting, is the newly elected president of the board of the Greater Rockford Airport.

This month the "Lunch Bunch" flew to Timmerman Field on the North Side of Milwaukee for a delicious lunch. Some of the members then flew to Capital Drive Airport nearby for a look at some beautiful antique airplanes. The chapter is now looking forward to the Chapter Airmeet, which will be held on Saturday, October 3.

Norma Freier and Mary Panczyszyn, last year's winners, are in charge of the race.

by Marjorie Sundmacher

### Greater Kansas City Chapter

Our fly-out chairman, Janet Shirley has been planning some really exciting outings and activities for us this year. Last month we all met at the Grain Valley Airport for a picnic and barbecue. It was well attended and everyone had a great time.

Last Sunday our fly-out was in conjunction with a special showing of the John Denver film, "The Higher We Fly." The film was rented for us by Grace Harris to be used as part of an Air Age Education feature for the local aviation community as well as showing it for our membership. The screening was held on the grounds of Richards-Gebauer Air Base, and was free to the public. Ninety-Nines met the planes coming in and furnished transportation from the flight line to Bldg. 710 where the movie was being shown. We held two showings of the picture. We took advantage of the opportunity to plug our Wright Dinner in December.

Next month our fly-out will be to the School of the Ozarks.

by Jayne Blust

### Greater St. Louis Chapter

Without a doubt, St. Louis mustered the largest turn-out, ever, when we traveled to Springfield, Ill. for the Fall Section Meeting. Our purpose was three-fold: mainly to show our support for Governor Val Johnson; to help celebrate the Section's 50th "birthday"; and to try to recapture the traveling trophy that has so long eluded us! Well, we sure accomplished the first two in fine style, with several gals flying up on Friday and a whole "gaggle" of us (twenty 99s and three 49½ers) dragging ourselves out of the sack at a totally indecent hour, Saturday A.M. to catch the 0600 chartered bus at Dorothy Haupt's work place to get to Springfield in time for the first meetings of the day. Couple of the gals slept on the way; however most yakked, drank coffee, and munched on various goodies brought along for the occasion. I'd like to report that the sunrise over the Mississippi was a thrilling sight, but we were well into Illinois by the time El Sol decided to get up, so no sunrise over the water! That takes dedication for that group to brave the "oh-dark-thirty" hours, and there were some V.T.P. (very tired people) reboarding the bus on Sunday morning for the return. We really did ourselves proud, however, with a total of 26 members in attendance. Trouble is, Chicago Area did, too, so the trophy went travelin' the other direction again, but what a super time we had! Central Illinois Chapter proved once again what great hostesses they are and everything was well worth the total lack of sleep on Saturday, Sept. 12th.

The following Tuesday was our regular business meeting and you would think that just hosting the International Convention would be enough activity for us



Chairman Pat Kneiss, who owns 27 tuxedo stores, furnished tuxedo shirts for all hands assisting with Western New York Chapter's Plane Wash II.

If the ruffles down the front of the tuxedo shirts didn't identify the workers at Western N.Y.'s Plane Wash II, the labels on the back were sure to give them away.





this year, but not on your life! September 28th we're sponsoring an FAA Flight Safety Program at Florissant Valley College; October 3rd is our Flying Fun Fair including a Poker Run, Proficiency Run, Bomb Run/Spot Landing Contest, and (puff, puff) Bar-B-Q, all at Weiss Airport. Many other unrelated-to-convention activities are lined up for another busy year.

Val Johnson reports flying to "Richards/Gebauer" A.F. Base in Kansas City for the Greater K.C. Chapter's preview showing of John Denver's film "The Higher We Fly". She was delighted to see Joy and Fran Harvey had flown over for the show, too, and said that it is one of the most beautiful films on aviation she's seen. She was also excited to tell us that Fred Atkinson of her home base, St. Clair Airport, was selected for the Flight Instructor of the Year Award and will travel to Washington D.C. on October 13th to receive this well deserved award.

by Jan Pocock

### Indiana Dunes Chapter

The Indiana Dunes Chapter has started the 1981-82 year with the installation of new officers. For chairman, Carol Zander; vice-chairman, Sue Mohnsson; secretary, Lynn Mattingly and for treasurer, Pat Magon. The women were installed at the August meeting which was held at Charlene Falkenberg's home. Charlene and husband, Walt hosted the members and husbands with a luncheon and a pool party at their home.

The Dunes held the September meeting in Michigan City, Indiana with a luncheon banquet. Achievement awards were given out to members who totaled the most points for the previous year. Winners for New Ratings were: Katie Magon, a commercial and multi-engine; Phyllis Webb for her

of the gals Influenced Others to Start Flying. They were: Sheila Dick, Charlene Falkenberg and Mary Holm. Diane Austin received her award for Speaking to Children's Groups and Barb Jennings for giving First Airplane Rides. Charlene Falkenberg was given the Ninety-Nine of the Year Award by the chapter and the 49½er Award went to Marshall Zander. Charlene Falkenberg has taken the chairmanship of the awards committee for the next year from Sue Mohnsson. Sue has done a splendid job with the awards and the banquet, and now will head the membership committee for the chapter.

Pat Poling, the newest private pilot was pinned at the September meeting, Welcome Ninety-Nine Pat!!!!

by Patricia Magon

### Michigan Chapter

Michigan Chapter 99s met at the home of Toni Babcock in Grosse Pointe Shores, Michigan for a fabulous end-of-the-summer picnic on September 20. Attendance was the best ever and rightfully so as Mary Angin, chapter chairman, was honored for her fine job guiding the chapter the past two years. Mary was most active attending both International Conventions (Vail and Boston) and all Section Meetings during her term of office. She has been a real contributor and will be missed in that post. Mary, as an FAA Safety Counselor, sponsored and participated in Safety Education Meetings both for the chapter and her home base airport — Flint Bishop. She is a former AE Scholarship Winner still giving her all promoting 99s wherever she goes. In addition, she plans to remain active and has agreed to assist the chapter in conducting future safety meetings as part of a regular program of Safety Education. Mary is a delightful member and we really appreciate her efforts. New officers have taken over and include Chairman Pat Moorhatch, Vice-Chairman Glenda Martlew, Secretary Toni Babcock, and Treasurer June Beers. Our newsletter is now being edited by Renate McLaughlin and committee posts are being filled.

Congratulations to member Lois May (pilot) who, along with co-pilot Shelia Dick (Indiana Dunes Chapter), took first place in the Fair Ladies Annual Indiana Rally. The PA-28-180 flew the 199.5 mile course at a selected par speed of 112 knots burning 18.4 gallons of fuel giving the ladies a performance score of 99.741%. In addition to the \$1,000 first prize, the team received an award for Best Performance All-Female Crew and Best Piper. Forty entries were accepted for the 21st FAIR in Richmond, Indiana on September 19th. We are pleased that a Michigan Chapter member took first place in an outstanding demonstration of pilot proficiency.

The next meeting of Michigan Chapter will be October 11th featuring a Spot Landing Contest at Berz Macomb Airport in Utica, Michigan. Former chairman, June Pailthorpe, has generously donated a

beautiful silver bowl trophy for the winner. Each eligible member will be judged on the best of two landings.

There have been many good comments about the Fall Section meeting in Springfield, Ill. Michigan Chapter was well represented and very pleased that our member, Becky Thatcher was honored not only as a past section governor but also for her outstanding loyalty in performing 49½er responsibility all these years. Becky received a lovely award at the banquet and we're happy that she plans to carry on with these duties.

by June Beers

### Minnesota Chapter

The Minnesota 99s sent nine members, one 66, and three 49½ers to the North Central Fall Sectional, September 11-13 in Springfield, Illinois. It was the 50th Anniversary of the North Central Section and Springfield went out of their way to celebrate this event. We all came home saturated with good ideas, great food, and lots of Abraham Lincoln history. Minnesota was especially proud to accept the North Central publicity award at the Saturday evening banquet. What a joyous way to end a great weekend.

The Minnesota Chapter held their very first Casino Nite, Saturday, September 26. A lot of time and effort was put forth by Rita Orr, Jan Young, Joan Summerfeld, Linda Perkins, Liz Laneslag, and Liz Groth. The event was open to the public and resulted in being a smashing success complete with dice, dealers, and delicious food. It was great to see your friend, who only the week before couldn't afford to go out for lunch with you, plop down a \$1,000 bill at the Black Jack table!! The evening culminated with an auction and drawings for door prizes which included a hot air balloon ride and a trip for two to Las Vegas. At last count 99 people were in attendance. A coincidence?!

by Mary Hudec

### Scioto Valley Chapter

Representing the Scioto Valley Chapter at the North Central Sectional in Springfield, Ill., was Marilyn Miller, chapter chairman. Marilyn followed up the Sectional activities by flying the Indiana Fair Lady proficiency race with 49½er Bob, and it was here she was able to distribute the Section history books, hot off the press.

Two chapter members, Bonnie McSwain and Connie Copeland, along with All-Ohio member, Kathy Samuelson, recently took advantage of the opportunity for physiological training by way of the High Altitude Chamber at Wright-Patterson Air Force Base.

The Scioto Valley Chapter now has sixteen members on its roster, and plans are underway to make matching jackets for identification at the various air activities.

by Lee Loffer

## NORTHWEST SECTION



Char Falkenberg was named "99 of the Year" by Indiana Dunes Chapter.

instrument rating and to Sheila Dick for the ATP. Lynda Mattingly got the most points for Attendance; Carol Zander for Organization; Most Flying Time to Barbara Jennings; Tina Davis for the Longest Cross Country Flight, and for Education, Chris Murdock. Karen Johnson got the award for Checking Out in the Most Airplanes. Three



## Alaska Chapter

August ended and September began in a whirlwind of activity. Janet Green and Hazel Jones came to Anchorage after the Northwest Section Convention in Seattle, to nail down some details for the 1984 International Convention now being planned. Pat Roberts of Santa Clara came along as lady-in-waiting, and didn't complain a bit about her rollaway bed.

Chapter chairmen will have details in late October or early November. Wien hosted the trip to Anchorage, and came en masse to the reception. The party included the Wien Goose, who made an unusual partner for picture-taking.

Chapter Chairman Joy Craig, who is also International Convention Chairman, was presented with a Convention Survival Kit: a bottle of aspirin, earplugs, a pillow to rest her weary head, and a small bottle of Grand

## CHAPTER NEWS, ETC.

With Janet and Pat egging her on (and spending a bit in the process themselves) Hazel embarked on a one-woman campaign to alleviate recession in Alaska. Gold nugget jewelry was the feature attraction; both Janet and Hazel tried to "adopt" a couple of very large nuggets — whose owners had other ideas.

The trip was mostly work — meetings with hotel and airline people and the Convention and Visitors Bureau, as well as two TV shows and a newspaper interview. (More from Hazel on that.) But we did squeeze in a trip to the Alaska State Fair at Palmer (yes, Virginia, there are farms in Alaska — would you believe a 69# cabbage?). And Ruby Pappas and 49½er George took our visitors on a sightseeing trip in their Widgeon. The flight included Lake George Glacier, a visit to Talkeetna, and lunch in Wasilla — at a restaurant where you land on the water, and taxi up the boat ramp to park your amphib.

The Sheraton Anchorage Hotel hosted the trip, and catered a delightful reception sponsored and attended by Anchorage's aviation community. Janet and Hazel were presented with gold pans, traditional gift to visitors who have caught "Alaska Fever," a very hard malady to cure.

Wien Air Alaska, our official Convention Air Carrier, has offered a wonderful package for visitors to the Convention.

Marnier for emergencies.

On arrival at the airport in Anchorage, Janet Green was presented with a fossil ivory stickpin, and Barbara Bowerman gave Hazel Jones a photo of herself with the "900-pound" salmon she caught at the Northwest Section Convention at Ocean Shores in 1980.

Margie Foster had a hard time rescuing her raspberry patch from Janet, and in self-defense gave all our visitors home-canned salmon and raspberry jam. We think Janet dickered to take home all the jam. Pat Roberts, who decided to come to Anchorage on the spur of the moment, was caught flat-footed — literally. We had to find shoes for her so that she didn't have to attend the reception in tennie runners.

One of the most important qualifications for the job of Pres or Veep of the Ninety-Nines is stamina — the Alaska Chapter had to operate in relays to keep up with our two indefatigable officers (and their lady in waiting). Once we catch our collective breaths, we hope they will all be back soon.

by Claire Drenowatz

### Eastern Oregon Chapter

The Eastern Oregon Chapter of 99s, just formed this May and 10 members strong, staged an Air Show and Fly-In at Baker, Oregon, August 22, to demonstrate their



Ruby Pappas, Hazel Jones, Pat Roberts, and Janet Green before boarding the Widgeon for a sightseeing flight around the Anchorage area. Photo courtesy of the Anchorage Times.

support of the Baker Flight Service Station. An estimated crowd of 2000 people turned out for this first-ever event at the municipal airport. A noon panel of state and federal congressmen and representatives of the FAA, Oregon Aeronautics, and AOPA discussed possible FSS closures in the area. Our own 99s, Linda Nave won the flour bombing contest and Patsy Cady tied for second with her 49½er in the spot landing competition.

At the September meeting in John Day, Oregon, the Eastern Oregon Chapter challenged all other Oregon 99s to match them or beat them in qualifying 100% of their chapter membership for their Phase I Wings in the FAA sponsored "Safe Pilot" program. Requirements include an approved FAA Safety Seminar and 3 hours of dual time in maneuvers, TOL, and Instrument work. Try and beat us!

by Dotty Miles

### Intermountain Chapter

We are proud and pleased that our past chairman, Jean Davis, is now the governor of the Northwest Section. We know that she will do as competent and thorough a job as she did at the chapter level.

Gloria Tornbom attended a High Altitude Chamber training session with the Civil Air Patrol at Fairchild Air Force Base in Spokane, Wa. According to Gloria, it was a great learning experience to be able to recognize actual physical reaction to lack of oxygen at higher altitudes and be able to react before it becomes fatal. Contrary to popular opinion, she still claims that her lips were not purple, her eyes did not cross and she did not giggle at the airman who was trying to get her to put the oxygen mask back on.

We have always known that 99s were a special breed of women, but the accomplishments of the following members in their professions are proof of their abilities:

Dr. Lois DeFluer, Professor of Sociology

"Have your Bird Bathed by a Bevy of Beauties" read the poster at Galvin's Flying Service. Proud owner of the Lake (left) stands by as Greater Seattle Chapter 99s wash and wax his aircraft. Left to right are Margaret Hunt (guest), 49½er Guy Townsend, Mary Wacker on the wing, Jean Townsend and Lois Thadei below, Van Adderson and June Blackburn in the background, and Ulla Hiatt with her arm in a cast (no more roller skating, Ulla!). The 'plane wash' at Seattle's King County International Airport, was held to raise funds for the August 1981 Northwest Section Convention.





at WSU, has been named Dean of Humanities and Social Sciences.

Barbara Thisted has been named a member of the five-position Spokane Housing Authority.

Katie Reikofski, Assistant to the Vice President of Operations for Golden Gate Airlines, has been elected Secretary-Treasurer of MOTC (Metro Operations Technical Committee) who are representatives from all operators of Swearingin Metroliners.

by Gloria Tornbom

There were about 55 in attendance.

Audrey Delandy, Jackie Shippe and Evelyn Blackman participated in the United Veterans Council's Memorial Day services at Hillcrest Memorial Gardens Cemetery. The girls flew over and dropped poppies as part of the memorial ceremony.

The Mesilla Valley Aviation Association was formed in June with the purpose of representing the pilot's interest at Las Cruces-Crawford airport. Two of our members, Jackie Shippe and Evelyn Blackman, have been elected president and



Freda Young, new El Paso chapter chairman, heaps her plate full at the First Annual Fly-in Breakfast to MacGuire Ranch in September.

## CHAPTER NEWS, ETC.

### North Dakota Chapter

The August meeting of the North Dakota Chapter was held at Aberdeen, South Dakota. By prior arrangement, the members of the North Dakota Chapter went to South Dakota to assist the interested women pilots in forming a chapter or reactivating the S.D. Chapter. It was decided that temporarily, the South Dakota pilots would become members of North Dakota, until such time as they had sufficient members to form their own chapter.

The September meeting was held at the International Peace Garden on September 19. Fourteen members of the N.D. Chapter were present, along with four guests. This was a joint meeting with the Winnipeg, Manitoba Chapter. Eight members from Winnipeg attended. Each member brought a sack lunch for a picnic, and after lunch the group toured the Peace Garden.

A report was given on the N.W. Section meeting held at Seattle by Lorraine Boehler, chapter chairman. Others attending the Seattle meeting were Cindy Weyenberg, Audrey Baird and Gwen Vasenden. An invitation was extended by the Winnipeg Chapter to the North Dakota Chapter to attend the Western Canada Sectional Meeting at Regina in October. A short written test on the U.S. airspace was given.

by Kay Vogel

### Wyoming Chapter

The first meeting of the new term for Wyoming 99s was held in Worland on September 20, 1981. After the meeting, members and guests enjoyed lunch and participated in that community's annual Octoberfest celebration.

by Shirley L. Everett

## SOUTH CENTRAL SECTION

### Chaparral Chapter

April 23rd, on the campus of New Mexico University, the Chaparral Chapter sponsored a program entitled, "You and the TCA." The presentation was given by Ron Swierski of the El Paso, Texas GADO.

secretary-treasurer of the association. These gals have worked long and hard to bring the association about.

For those of you who have been lucky enough to have met Lela Cardwardine, we thought you might like to know that Lela is back! She's had her trials: she was in the hospital with an ulcer, returned home only to break her hip. She has spent some time in Las Vegas, New Mexico at a rehabilitation facility, but is now recuperating in Las Cruces in her own "Home Sweet Home".

by Linda Pecotte

### Golden Triangle Chapter

The Golden Triangle Chapter airmarked Southwest Adventist College Airport at Keene, Texas, then went back the following week to assist in judging a practice NIFA competition.

by Beverly Stephens

### El Paso Chapter

Ninety-Nines and 49½ers swarmed to the MacGuire Ranch in September for the First Annual Fly-In Breakfast. Betty MacGuire, El Paso 99, served scrambled eggs, bacon and biscuits to twelve plane loads, approximately forty in attendance. One of the highlights was the tour of John's plane collection and hangar. The weather was beautiful — what a great way to end the 1980-81 year!

Installation of El Paso Chapter officers for 1981-82 took place in September at the Iron Tender, arranged by Estelle Kirkpatrick, new membership chairman. Great turnout including new secretary, Marilyn (Didi) Shaffer and treasurer, Becky Shindo, and a wonderful time was had by all! Freda Young, newly installed chairman, is going "full throttle" with a fly-in to West Texas Airport for a Safety Seminar, also in September. El Paso 99s will be serving lunch.

In October, 99s will meet at the El Paso International Control Tower where Harry Bach will bring pilots up-to-date on the PATCO strike and air safety. Michelle Miller, vice chairman and program chairman, is busy lining up activities for the year — an airmarking, a fly-in and river raft ride — and everyone is fueling up to fly to Santa Fe in October for the South Central Section Meeting. Looks like another busy year in El Paso!

by Lynn Stover



Aerial view of MacGuire Ranch, site of El Paso Chapter's Fly-in Breakfast, 35 miles east of El Paso.

### Houston Chapter

Houston Chapter 99s awarded their annual scholarship to Pam Matthews, who began her senior year in high school this month. Pam has been an outstanding student of Joy Parks, co-owner of Westheimer Airport. Pam was preparing for her check ride and has plans of continuing with her aviation training through college by working for all of her ratings and becoming an instructor. She attends the meetings and is a most welcome addition to our chapter.

The August meeting was a picnic and installation combined with husbands, children and guests enjoying the activities at the farm home of Carole and John Phillips. We really enjoyed the special program given by Marsha Ivins, a space shuttle pilot for NASA. She gave an interesting, informative talk complete with pictures, and was gracious enough to answer all of our

Instructor Joy Parks with Houston Chapter's 1981 Scholarship recipient, Pam Matthews.





questions. New officers for the year are:

Chairman	Peggy Campbell
Vice Chairman	Jana Ross
Secretary	Carole Ragland
Treasurer	Chris Cobb
Membership Chmn.	Carol Lee
Air Activities	Carol Phillips
Air Marking	Joy Parks
Fund Raising	Faye Willis
Scrapbook Chmn.	Alice Bull
Air Education	Margaret Nelson and Linda Andrews
AE Scholarship	Delle Hightower
Newsletter	Faye Willis

by Faye Willis

**Oklahoma Chapter**

The Chapter Installation of Officers was an outdoor affair. It was at the James Gibson's domain, next to the Gibson Aviation Airport. Picnic style with red checked table cloths, hay bale seating, horses around the fence, a moon lit sky, James and Elaine Gibson's steaks and a BYOS (bring your own salad). Later in the evening, someone remembered why we were there and Governor Nancy Smith installed the following: Chairman, Dana Gibson; Vice Chairman, Lu Hollander; Secretary, Dru Jones; and Treasurer, Gladys McCaslin.

'Twas a typical Oklahoma sunny and windy day for the General Aviation Open House held at Wiley Post Airport in OKC. The Oklahoma Chapter manned a 99 info booth and plied their wares on the side. Spelling each other during the day-long event were: Dru Jones, Sue Halpain, Colleen King, Dana Gibson, Carolyn Grider and Lu Hollander.

Flying Companion Instructors from Oklahoma Chapter were seen bobbing for apples (in wine?) at Gwen Crawford's condo in Enid, Oklahoma following completion of the seminar on Halloween weekend. Twenty-eight Enid residents were enrolled.

Airmarking "FALCONHEAD" in forty foot letters, and numerals "17" and "35" in sixty foot letters on an asphalt surface takes a lot of paint. Of necessity Oklahoma 99s will return to Falconhead to complete the job after more paint has been stirred.

Two flying families have new birds inside the hangar at Wiley Post. Lu and Byron Hollander a 112TC Aero Commander and Bill and Ben Baysinger a Seneca II.

by Nema Masonhall

**Shreveport Chapter**

Shreveport Chapter sponsored a safety seminar to help our highly controlled local pilots understand "Back to Basic" flying again. (Our tower at Downtown is closed.) Helen Wray gave her excellent presentation on airspace. It was very well received.

Evelyn Snow, who has been teaching aviation at Louisiana Tech (thanks in part to her Amelia Earhart Scholarship), has had to turn her classes over to Jere Saur for a short time while she takes care of her sister and mother, who have been ill.

Our August meeting was held in Becky

Netherton's new hot tub. Only way to have a meeting.

Kay Carpenter just returned from a flying vacation to Marfa, Texas in Big Bend Country. She put thirteen hours on the new Cherokee her flying club recently purchased.

Joan and David Carroll enjoyed the Inside Passage in Alaska. They took a side trip with a Bush Pilot that excited Joan no end.

by Mary Jo Voss

**Space City Chapter**

Debbie Rihn appeared on TV's PM Magazine in Waco featured as an aerobatic pilot. She and Doc Harvey have also participated in many competitions over the summer. In McKinney, Texas in June, Doc came in first and Debbie, second. In Council Bluffs, Iowa in July their standings were reversed.

The chapter sponsored an Air Derby in Baytown, Texas with participants from as far away as Louisiana and Denton, Texas. Five chapter members participated. The same weekend, June 20-21, the chapter ran a concession stand at the Baytown Airshow. Sold everything from Coke to popcorn, chili dogs, nachos, etc. Ran out of everything. Very successful.

We have airmarked the following airports over the summer: Baytown, Houston Gulf, and Galveston.

Kitty Havens has given many presentations to groups concerning the Space Shuttle. Maybelle Fletcher also gives many presentations concerning flying and safety since she is an FAA examiner.

Our most recent venture has been to give a Las Vegas night for the benefit of Terry Haskins of Varig Airlines. The event was put on by all his friends at Intercontinental Airport and we donated our time and equipment. Had a very enjoyable time and at last count, had earned about \$20,000 to be donated to Terry. He is suffering from cancer of the throat and does not have much time to live.

by Della Lynch

**Tulsa Chapter**

August started off with recognition of our incoming officers for 1981-1982. Inspiration is on the way up as Johnnie Salyer has consented to be our chairman for the coming year. We will be meeting at Jan's Flight Kitchen near Tulsa International Airport. Jan Mauritsen had been flying for Tulsa Beechcraft but has since resigned and put in her own flight kitchen and services business jets.

July 18th, the Tulsa 99s had a swim party at Lee Brown's with a covered dish luncheon and a great time. September included the EAA Fly-In at Tahlequah with the 99s flying to Tahlequah early on the morning of Sept. 26th to help feed hundreds of Experimental enthusiasts for the noon meal. The girls always look great in their beautiful red jackets. This has always been a fun time for us and is our only fund raising project for the year.

Aerospace Education Chairman Charlene McCullough is doing a great job as instructor for the Aerospace Torch Bearer girls. These girls are between the ages 13-15 and are members of the Horizon Club, which is the oldest of the Camp Fire Girls. Cheryl Sloan, Charlene's daughter, is helping with this project. The girls cover the forces of flight — flight instruments — aeronautical charts and numerous other projects. This will be an on-going project for the Tulsa Chapter.

by Fran Rankin



These Aerospace Torch Bearer girls are being instructed by 99s Charlene McCullough and Cheryl Sloan. They are learning the forces of flight, flight instruments and aeronautical charts.

**Waco Cen-Tex Chapter**

Laura Hahn, a student in Texas State Technical Institute — Waco's aircraft pilot training technology program, was recently awarded a \$200 scholarship by the Waco Cen-Tex Chapter of the Ninety-Nines.

Edna Rankin, chairman, said the money will be used to help pay for Laura's flying fees. The organization is also paying for the Houston resident's first year of dues in the club.

Students in TSTI — Waco's aircraft pilot training technology program learn to fly private and commercial aircraft and develop skills necessary for an instrument rating. Graduates are prepared for jobs in charter and commercial flying, aircraft sales and as flight instructors.

Laura is working on her Instrument and Commercial license. She has 140 hours but needs 190 to get the ratings. Laura has two younger brothers at home. She is working part time to put herself through school.

Another member, Lulu Perkins has received her Instrument rating and Commercial license and now is working on her CFI at Texas State Technical Institute. Lulu is the vice-chairman of the Cen-Tex Chapter and is also the chairman of the Alpha Eta Rho Fraternity for the Texas State Technical Institute in Waco.

Member Eula Heath is helping her 49½er husband, Chuck build a new all glass Falcon Four. This is a prototype aircraft, being the first 4-place version of the new, now flying Falcon 2-place. By all reports it's going to be fast and strong and beautiful.

Edna Rankin and her 49½er husband are



building their own landing strip east of Madison Cooper Airport at Waco, Texas. They plan to build a house on it to move in soon.

Waco Cen-Tex Chapter members Edna Rankin, Eula Heath and Helen Jessup met members of the Austin Chapter at the picnic at Kitty Hill outside Leander, Texas.

by Helen Jessup



Edna Rankin (left), chairman of the Waco Cen-Tex Chapter, presents a \$200 scholarship check to Laura Hahn, a student in the aircraft pilot training technology program at Texas State Technical Institute — Waco campus. Pat Brown, chairman of the aircraft pilot training technology program at TSTI-Waco looks on. TSTI Waco photo by Donna Wenner.

### Wichita Falls Chapter

On September 3rd, an FAA Safety Seminar was held at Sheppard Air Force Base. The 80th Flight Training Wing and the Wichita Falls 99s sponsored the event. NATO flight training will be conducted at Sheppard exclusively beginning in October. One object of this seminar was to help civilian and Air Force pilots share the skies in a correct manner. Colonel Pritchard and some of his fellow officers spoke and presented movies. Then they conducted a productive question and answer session. Transportation was provided to the RAPCON area for a one-on-one discussion with the controllers and viewing the facilities.

On the morning of Saturday, September 19th, Sue Stiley, chapter and runway marking chairman, headed the marking of 13 and 31 at Wichita Valley Airport at Iowa Park. The numbers are beautiful! Lunch was enjoyed by the workers at a Wichita Falls restaurant.

by Donna Percy

## SOUTHEAST SECTION

### Carolinas Chapter

Several members of the Carolinas met for breakfast at the Radisson Hotel, Saturday, September 19th to honor Evelyn Johnson of Morristown, Tennessee (Tennessee Chapter) who was also being honored by the Silver Wings organization as their *Woman of the Year* at their convention in

Charlotte, N.C., September 18-20. This terrific lady has 38,000 plus hours logged and has taught flying for 37½ years, all this after a beginning at age 35! She delighted and entertained us all with her down-to-earth humor and stories of flying, i.e., flying a Tri-Pacer to South America with only a magnetic compass as a navigational aid! She allowed as how it would really be fun now — they have VOR's!

Evelyn flies an average of 150 hours per month, has a thriving flight school and is a superb role model for us all. We would like to commend the Silver Wings organization, its president, Mr. Russ Brinkly for honoring one of our 99s.

Mr. Haskell Deaton, convention chairman recognized the 99s at the banquet on Saturday evening which had as the featured speaker none other than Mr. Lynn Helms. Represented at the convention were the Kitty Hawk, Carolinas and Tennessee Chapters of the 99s.

by Ksena M. Stone

### Florida Suncoast Chapter

The Florida Suncoast Chapter hosted the Southeast Fall Section Meeting at Winter Haven, Florida, on September 12th, 1981. This lovely City of Lakes welcomed us with great weather! Following the business meeting Saturday morning presided over by Governor Judy Hall, a record number of 99s, 49½ers and guests enjoyed visits to area attractions. Beautiful Cypress Gardens was just across the street from our Quality Inn Motel. While the more energetic played golf and swam, others browsed and selected aviation goodies from the Windsock's mobile aviation store, which was set-up on the motel grounds. In the Hospitality Room from Friday afternoon through Saturday evening new members especially were welcomed and old friendships were renewed.

Saturday evening after a delicious buffet dinner, we were delightfully entertained by tenor Bob Branson, who got us to exercise our lungs by joining him in a few songs. Topping off the evening was guest speaker Betty Skelton Frankman, a multi-talented, record setting, lovely lady of aerobatic, air racing and auto racing fame. There were a number of lucky ticket holders who won a variety of beautiful gifts. I count myself very fortunate to have won Betty's book titled *Little Stinker*, the story of her aerobatic plane. This work-fun weekend closed Sunday morning at Johnny Brown's Seaplane Base with a short educational seminar on seaplaning, including instruction and demonstration, and concluded with a couple of people winning seaplane rides!

by Nina Hetmanenko

### Goldcoast Chapter

The Florida Goldcoast Chapter began the fall season with a dinner meeting at the Victoria Station restaurant in South Miami on September 22. The Southeast Section meeting on September 11-13 in Winter Park, Fl. was attended by Ruth Fleisher,

Marian Keys, Raquel Mazursky, Helen Mennitto, Fran Sargent, Felicia West, Helen Zanyk, Mary Ann Zdunczyk and Mary Lou Westmoreland, who is incoming SE Section secretary. All reported they thought it was the best section meeting ever.

Member Rita Reo is now flying with Air Kentucky out of Owensboro, Ky. as a co-pilot on Beech 99s. A few short years ago Rita thought she wanted to become a stewardess, but instead went all the way in getting her ratings, and recently won her ATP. Also with new ratings are Mary Lou Westmoreland and Raquel Mazursky, both CFIs.

New Member Lynn O'Donnell was recently a ferry pilot, starting out, as she says, with one ferry flight "just to get the experience," and finally quitting after 80 trips across the Atlantic during which she flew the entire Piper line.

Now that our thunderstorm season is ending, Goldcoasters are concentrating on flying activities over the next several months, the first of which will be a picnic fly-in on October 18 to the Pahoake Airport on the southeast corner of Lake Okeechobee.

by Joyce Pittman

### Tennessee Chapter

Congratulations to Peggy Russell Baty. Within two months time, Peggy completed her Instrument Rating, her Commercial Pilot Certificate and her Flight Instructor Rating. All of this, just after completing her Masters Degree at Middle Tenn. State University. Also, congratulations to Camille Cook who received her Commercial Pilot Certificate a few weeks ago.

This writer is all excited about receiving the Morristown, Tennessee "Service to Mankind Award" back in May of this year. Received the "Woman of the Year" Award from Silver Wings Fraternity, at their convention in Charlotte, N.C. on Sept. 19 and is going to Athens, Tenn. on October 3rd to receive the Outstanding Alumni Award at Tennessee Wesleyan College.

Bertha Jones is hard at work on her Instrument Rating. She hopes to complete the training soon.

Jane Hilbert has returned from a visit to Ireland. She reports a very fantastic trip.

New members, two of whom have been members previously, are Louise Ryan of Oak Ridge, Anita Sasser of Knoxville, Marily Ayres of Oak Ridge, Peggy Baty of Chattanooga and Pat Hughes of Crossville.

The meeting held at Dayton, Tenn. airport on September 6 would have been better attended had the weather cleared in time; however, several 99s made it on time and did enjoy the Air Show.

Nancy Fisher and husband Bill have bought a Cessna 182 and are having fun getting current on it.

by Evelyn Bryan Johnson

## SOUTHWEST SECTION

### Cameron Park Chapter

Cameron Park Chapter recently held a



very successful "Dirty Bird Wash" fund raiser. It was the second one in four months and rejuvenated a sagging treasury.

Some of the more fun times have included a fly-away weekend for 99s and 49½ers at Flying AA Ranch located at Ruth, California and luncheon flights to Napa and Oroville. Some members also joined San Joaquin Chapter for a picnic at Pine Mountain Lake.

Four members (40% of our membership!) attended the Southwest Section Meeting at Snowbird and helped with credentials.

Future plans include hosting a Pasta Party for Sacramento Valley and a Flight Safety Seminar on Weather flying in October.

**El Cajon Valley**

The September meeting was held on August 31, 1981 at Golden State Flying Club

**Marin County**

Marin County Chapter 99s celebrated installation of their new officers with a magnificent meal at The Acapulco, Larkspur Landing. Andrea Hayden is the new chapter chairman; Esther Sheridan, vice chairman; Janet Stang, secretary; and Thea Lowry, treasurer. Carolyn Coleman, retiring chairman, was presented with an antique framed article on Amelia Earhart and a beautiful gold charm representing the world. Carolyn was thanked for her gift to the chapter of a glass fronted showcase containing plaques engraved with the names of all our members and past chairmen. The evening was especially notable for the number of 49½ers who turned up to support us (or was it the lure of margaritas!).

by Andrea Hayden

Thayer, are planning a few surprises. Everyone will bring a dish from their origin, geographical or ethnic background.

Late January and early February, Phoenix Chapter will sponsor a Fly Without Fear Clinic for distressed travelers. There will be specialists in psychology and airline personnel speaking. Heavy emphasis will be on relaxation says coordinator Stacy Hamm.

Phoenix Chapter now has a storage room in a hangar at Falcon Field. We also have a new mailbox. Address is Phoenix 99s, 4032 Falcon Drive, Mesa, AZ 85205.

We recently installed new officers: second term officers are Carolyn Chard, chairman; Pat Stover, 1st vice chairman; Martie Pearch, 2nd vice chairman; June Bonesteel, recording secretary and Donna Reaser, treasurer. First term officers are Joan Larson, membership chairman and Janice MacDonald, corresponding secretary. We have a new Cloud 99 newsletter editor, Ruth Spitalny. Anyone wishing to subscribe send \$7 to Donna Reaser, 11624 S. Jokake, Phoenix, AZ 85044.

The 1982 Calendar is available for \$3.50 (postage 75¢); bulk rates are available. Some 1981 first issue Charter Members theme calendars are still left. Order from Nancy Crase, 5201 N. 19th Ave., Suite 111, Phoenix, AZ 85015.

Denne Hoover is now in Oklahoma City taking a 5-month air traffic controller course. Gabi Thorp is spraying medflies in California. Cathy Nickolaisen and Pat Moreland placed 8th in the 1981 Pacific Air Race.

by Kitty M. Pope

**CHAPTER NEWS, ETC.**

with Doris Jinzo, our treasurer, as hostess. Newly installed chairman, Eleanor Richardson, conducted the meeting and pinned new members, Marian Delano, Nancy Kitzig, and Carole Hale. Congratulations! And, Nancy has been appointed as a FAA Examiner! Other members in the news include Connie Davis now teaching an Aviation Business Management Course at National University, and Roadrunner, Debbie Ross, achieving her CFII! Debbie has accomplished a lot in the past few years and we're very proud of her!

New committee chairmen are working very hard planning ECV's Flying Companion Seminar to be held November 6, 7 (Dottie Campbell, chairman), and Fly-In Activities by Frankie Clemens.

And speaking of Frankie, it was "Provo or bust" for her and Marian Delano who placed #15 in the Pacific Air Race September 18 from Gillespie Field to Provo, Utah. And that's not all! They flew their Cessna 172N to take the trophy for 1st Time Racers & Under 500 Hours! Vi Chambers and San Diego Chapter member, Betty Wharton, proudly placed 6th, and Robin Vickerman and SD Chapter member, Sharon Gurke, placed 21st. Congratulations to these magnificent women in their flying machines! Next stop was Southwest Section Meeting in Snowbird. ECV placed 5th in Safety Education Year End Report! A great big thank you to Lynn Coulthard who worked tirelessly to organize this year's race and thanks to everyone who also devoted time and effort to making this another successful Pacific Air Race!

Frankie's and Marian's pictures and an article were printed in the East County news of *The Daily Californian* by reporter Bob Masingale, who went with these two gals for an introductory flight and is hooked!

by Syria Jane Zoch

**Mission Bay Chapter**

"Operation Hospitality" instigated by Anna Bledsoe so that visiting Australians, Sue Campbell and Pat Rainsford would be met by 99s in the different U.S. cities they visited, had an unexpected conclusion. Sue and Pat came through Honolulu on their way home while the Bledsoe's were also there. "The 99s are very special people," say Pat and Sue. The two had been contacted, met or entertained at almost every stop in the U.S.

**Phoenix Chapter**

Everyone had lots of fun at the October 2 and 3 Kachina Doll Air Rally, a proficiency race. The banquet was a grand finale with a steak dinner and 17-piece band. Door prizes this year included round trips for two from Phoenix to San Francisco, Durango, Colorado, and the Grand Canyon. Free dinners and aviation gifts were also available door prizes. New this year were Rally tee shirts and glasses. Cathy Nickolaisen and Pat Moreland did a thorough job to make this a success. They had many committee chairmen and chapter members and friends helping them.

Late October and early November featured two Flying Companion Seminars — Sky Harbor, Phoenix, and Falcon Field, Mesa. These seminars are always filled to capacity and filled with rewards from helping people and General Aviation. Stacy Hamm, coordinator, has this one down to an art by now.

Shirley Rogers and Ann Newcombe have a new adventure for November called a Galloping Brunch. There's suspense over this one since their earlier Poker Run and Progressive Dinner were so well received.

And, even more suspense is in store for December. The Christmas Party this year will have a Heritage theme. Food coordinator, Kitty Pope and hostess, Marge



Taking part in the Sacramento Valley proficiency flight were: Jeanette Fowler, Bob and Jeanette Barrett, Jean Turner, Kathy Johnston and her daughter, Shirley Winn and Dorothy Erickson.

**Sacramento Valley Chapter**

Woodland-Watts Airport in Yolo County has been discovered by the Sacramento Valley Chapter as a terrific place for Sunday brunch! On August 23, sixteen of us in five planes had a cross-wind proficiency flight into Woodland and stayed to eat.

Women in aviation were highlighted August 15 when we were invited to take part



in the McClellan Air Force Base annual open house. With Betty Alair as chairman for the day, we began the show with seven planes in a formation fly-by, then seven individual fly-bys before landing. We spent the day at the Air Force Base answering questions from the public about our aircraft, about 99 international history and local chapter activities which we had on display. We enjoyed thoroughly this community and public relations opportunity, which was well covered by the media.

Our chapter has tried a new idea for regular meeting night: we gather for dinner beforehand in a restaurant convenient to the airport where our meeting is held. In September, fifteen of us got together and really liked the socializing.

by Dorothy Erickson



Van Nuys Air Fair booth, operated by SFV member Jan Amos; Air Fair committee chairman, Tina Holmes; member Michele Albiez and chapter chairman, Misti Vreeland.



Story Board of chapter activities on display during Van Nuys Air Fair.

### San Fernando Valley Chapter

Van Nuys Airport (home base for most of the San Fernando Valley Chapter 99s) kicked off the Labor Day weekend with an "Aviation Fair," which was sponsored by the 146th Tactical Airlift Wing of the California Air National Guard. Visitors were treated to an exciting air show on both days and saw such aircraft as: C-130's, T-6's, a Pitts biplane, and various radio controlled model airplanes.

The SFV Chapter operated one of the many booths at the Fair and passed out bumper stickers that said "I ♥ Van Nuys Airport", helium filled balloons that had

"SFV 99s" printed on them, and information about Van Nuys Airport and the 99s.

When the weather is hot and sunny, what better place to be than the beach . . . and that is precisely where our monthly fly-in took us . . . Santa Barbara, that is. After landing at the airport, we simply walked a short distance and were on the beach and ready to enjoy our barbeque.

Since Santa Barbara is where we deliver Direct Relief Foundation supplies, we took this opportunity to transport many boxes.

September 17 and 18 were the dates of the Pacific Air Race. This year the course began at San Diego, with fly-bys at Needles, California; Cedar City, Nevada; and the terminus being at Provo, Utah.

And the winners from our chapter were: First Place — Barbara Persons & Louise Martin-Vegue; Second Place — Lorrie Blech & Sonia Scheimberg; Fourth Place — Delores Pynes & Shirley Thom. And while they didn't place this time, Ely Rickabaugh and Liz Nuckolls participated.

Congratulations, ladies!!

by Sylvia Sanderson

### Santa Clara Valley Chapter

September's awards banquet, a catered Polynesian buffet, was held at Nancy Rodgers' home. Special guest of the evening was Southwest Section Governor Thelma Cull. Sarah Pearl, a young aviation student and flying instructor currently working on her ATP rating at San Jose State was awarded this year's Marion Barnick Scholarship. Annual chapter awards were given at the banquet.

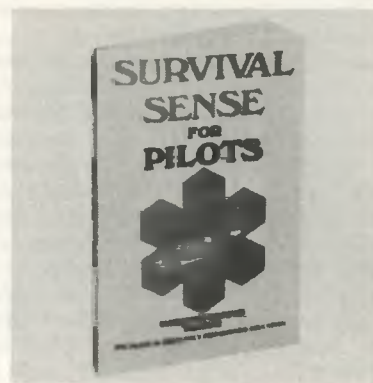
Following the example of the Monterey Bay Chapter, Connie Gould is planning our November air tour, when 99s and CAC pilots will give local politicians an air tour of Santa Clara County. Purpose is to make them aware of the importance of general aviation in this area. Mayors, city council members, county supervisor, and chambers of commerce representatives have been given invitations for the event, which will include lunch with speaker.

by Kathy Pelta

### Utah Chapter

The fall meeting of the Southwest Section was held at Snowbird. The Utah Chapter

"Only 12 more hours and it will be all over!" Utah Secretary Sidney Sandau and Chairman Debi O'Connor at S.W. Section Fall Meeting, Snowbird, Utah.



### BOOK REVIEW

Stoffel, Robert and LaValle, Patrick. *Survival Sense for Pilots*. Tacoma, Wash. Emergency Response Institute, c1980. 160 p., ill., \$5.95.

The book is arranged in a logical sequence with the first chapter showing that an accident can happen to anyone and why advance preparation will help to lessen the shock value of a forced landing. One is then led step-by-step through techniques to improve your chances to survive the landing in varying types of terrain and/or water. The writers are quite honest in stating that in extreme conditions your chances of surviving for a long period depend not only on your own preparedness but also require protection from the elements.

The after-landing aspects make up the major part of the book. A complete discussion of the physiological and psychological considerations of survival follows. Symptoms of problems, methods of prevention and proper treatment are given through the use of charts and diagrams. Also shown are methods of using the aircraft remains for life support, shelter, and signaling devices. The book covers the techniques employed by search and rescue teams, so that the individual on the ground may aid in their own rescue.

For the price and size, small and light weight enough to be easily carried, this book packs a lot of information with the use of check-lists, illustrations, and tables. A bibliography provides additional sources of survival information.

was hostess for this event as well as for the Provo Terminus of the Pacific Air Race.

Carol Clarke and Joan D'Amico flew a Beech Duchess in the PAR.

Carol Rayburn, who now works with the FAA in Washington, D.C., attended the Section Meeting and vacationed with friends in Utah.

by Carol Clarke



# Let's go air racing

by Marion P. Jayne

Sports car races, Indy 500 races, horse races, swimming races, dog races, turtle races, foot races — sprint and marathon. Everyone loves a race.

What about an air race? You're a sharp pilot. — You have a friend who's a crack-jack navigator. — You have the fastest airplane on the field or know of one. — All you need is a time and place to prove all of the above.

Of course you never thought of flying in a race — it's for the pros. NOT SO. Every year first time racers are entering the races and many are flying away with prizes. Oh yes, there are prizes to be had. Some of the longer races are offering \$10,000 to \$20,000 in prize money plus many other awards. If you are not interested in the money, you may want to participate for the fun and excitement as well as proving your prowess in the cockpit.

The races are held under VFR rules and during daylight hours. Navigation skills and the ability to combine winds with aircraft performance to the greatest advantage while piloting that perfect cross-country flight is the contest. Only the time in the air counts. Air race official timers record the time of arrival and departures at the designated airports. To provide an equal opportunity to all contestants a handicap is assigned to each make and model aircraft competing, giving each pilot an equal opportunity to win. The aircraft finishing with the highest score over their handicap is the winner.

## Many pilots have a normal apprehension about operating their engines at full power.

The air race competition discussed in this article will be speed cross-country air racing, which means full power - full throttle. Many pilots have a normal apprehension about operating their engines at full power. Your engines, with a few exceptions, are rated to operate at full power until your TBO (time before overhaul). Competitors have found that engines operated consistently at full power in racing are cleaner and run better than engines operated at 55 to 65% of power. My personal example is my own Twin Comanche engines that were overhauled last November at their TBO (2000 hours) by G&N Aircraft, Griffith, Indiana and their quote was, "If everyone ran their engines like you do, we wouldn't be very busy."

There are several short mileage weekend races in California, Illinois, Ohio and Wisconsin and three major long distance races which are:

- Grand Prix Air Race, Ltd. — Open to all pilots and held the first part of April.
- All Women's International Air Race, Inc. — Held in May for women pilots only.
- Air Race Classic, Ltd. — Held the last two weeks in June for women pilots only.

Each air race has its own rules and regulations which differ in qualifications for pilot, co-pilot/crew and aircraft. Entry kits are available from the race organizers at a

## ... handicaps are normally based on top speed of aircraft less 20 mph...

nominal cost. When you first time racers receive an entry kit you will be overwhelmed by the information required regarding your aircraft and yourself. The entry kits include rules and regulations, entry fee, scheduled dates, prize money, activities planned, handicaps, application for entry, publicity form, inspection record form and designated airports with official mileage. With two of the major races, when you enter you receive a second mailing with your official race number, handicap for your aircraft, insurance form, annual inspection record, hotel reservation card and fly-by instructions for the designated airports along the route.

Each aircraft entered is handicapped in miles per hour by make, model and configuration. This handicap is based on the best data available from manufacturers specifications, experience and test runs. For scoring purposes the handicap is normally based on the top speed of the aircraft less 20 miles per hour. This is so scores are shown as a plus above the handicap speed. The handicaps are published each year by the race and are final for that year's event. If there is no handicap listed for your make and model aircraft you should immediately contact the air race headquarters and make arrangements for a test run in your aircraft. If this is not feasible, work with the officials of the race and see what information they would require to handicap your aircraft. Do it early as there is a deadline for handicapping unlisted aircraft.

## Races differ in terms of qualifications required for pilots, crew, and aircraft annual recency.

The pilot-in-command hours differ in each race. Some major races require only 200 total hours, no instrument rating and the co-pilot/crew member is not required to be a rated pilot, so may be your husband, wife or friend. Other races require an instrument rating in the cockpit with a rated co-pilot. All major races allow solo participation and require a current airmen's medical certifi-

cate, FCC radio-telephone license and proof of a Biennial Flight Review.

The races are limited to stock aircraft certificated in the normal or utility category. All aircraft must be equipped with normally aspirated non-turbocharged engines, rated for maximum continuous operation. The races differ in age of aircraft eligible and horsepower.

You may request a special race number for a fee (excluding #1 through #11). Sometimes this is convenient if you already have a number painted on the tail of your aircraft, you would like the same number that year for all races or you desire an early take-off at the start of the race.

Completing your Inspection Record Form is an excellent learning experience for the first time racer. It really gets you into the manufacturer's specifications of your aircraft. What is the AIEA number? Are all applicable AD's complied with? What is the length of the propeller? What is the magneto timing for your engine? These and other questions are what you should look into and learn why.

## Some of the fun of air racing is getting prepared for the race...

Most races require a Certificate of Insurance signed by your insurance company or their agent indicating a minimum of \$250,000/\$500,000 bodily injury liability and \$100,000 property damage liability insurance on the aircraft flown.

Organizing a major air race is extremely time consuming and expensive. With mostly donated assistance, your entry fee of \$25.00 to \$50.00 in the shorter races and \$250.00 to \$350.00 in the longer races is needed to cover the cost of organizing and promoting the race.

Some of the fun of air racing is getting prepared for the race, getting the aircraft ready, deciding on pilot and co-pilot/crew responsibilities, charting the race course on your charts and preparing your aircraft performance and fuel charts.

It is nice to have a timing course to time your aircraft, preferably 5 statute miles long. Your county highway department usually has this information if you talk with one of their engineers, either from resurfacing a road or snow plowing. Time your aircraft with a stop watch at least twice in both directions of your course with the wind at less than 10 knots at an altitude of 2000 MSL. Southern states and California might choose to use lower altitudes. Keep your head and eyes in the same position with a reference point on the aircraft wing or strut close to the fuselage. Your times will be most accurate timing this way.

Why do you need a timing course? Do

*cont. on pg. 34*



## Classified



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you lose speed with your cabin vents open or the heat in operation? Do you get as good a performance when your RPM is at red line or lower? Should you add extra weight in the rear of your aircraft to center the CG? Does your aircraft perform better on the "step"? Did you increase your speed after washing and cleaning your aircraft?

### Before the race, pilot and crew need to decide who's going to do what.

Whether competing in your own aircraft or renting an aircraft off the line, you should be able to increase the speed of the average aircraft two or more miles per hour with, basically, a good wash, taking off all the grease and oil under the belly and engine, and using a cleaner and wax which gives a smooth gloss finish. Take time and stand back and look at the aircraft. Is there any optional equipment you do not require for the race, rough edges that can be turned in or down to make a better air flow over the surfaces?

Start a list of all aircraft requirements for the race. Check all the papers and AD's to see if they are in order. Very often I have found no FCC aircraft radio license or found it is out of date. After applying for the radio license it takes a while to receive it so don't delay on this point. The FAA has a list of AD's of your make and model aircraft and engine. You can check this information against the aircraft and engine log books and see if all AD's are "complied with."

Some of the races require an annual within so many months and hours and other races only require a current annual.

Regardless of what the annual requirement is, the week or two before you leave for the race you should have a mechanic check your aircraft for loose connections, to see that the RPM does not exceed your RPM limits and the magneto timing is correct and all AD's are complied with. It is the pilot's responsibility to see that the aircraft meets the requirements of the rules and regulations of each race.

Before you start on the race it is important to decide your responsibilities and those of your co-pilot/crew. Are you both going to preflight your aircraft or just the pilot? Who is in charge of navigation and radio communication? How will you convey your fly-by information to each other? If you have two VOR's, which one will be for the pilot's use? There is nothing more frustrating than looking at the VOR you are tracking and find a full deflection of the needle, or tracking to the wrong station. Are you off course or did your co-pilot change the frequency without your knowledge? Many times on the ground at the designated airports there are distractions by meeting friends, news media, pictures, etc. Who is responsible for closing and filing your flight plans, checking the weather and winds, deciding on the fuel quantity and seeing that the correct amount of fuel is put into your aircraft, filing a "remain overnight" message and preflighting your aircraft if you are

### The race route is a combination of dead reckoning and pilotage.

departing the same day? Working together is part of doing well in a race. Both of you should share the responsibilities.

### Late flash —

## FAIR Results

Place	Pilot — Co-Pilot	Score	Aircraft
1	Lois May — Sheila Dick	99.741	Piper +
2	Sophia Payton — Tannie Schlundt	99.565	Piper
3	John Miller — Janis Miller	99.432	Cessna +
4	Betty DeBaun — Curt DeBaun	99.386	Cessna
5	Pauline Mallary — Pete Mallary	99.347	Beech +
6	Ray Mohnssen — Sue Mohnssen	99.311	Cessna
7	Charles Keskimaki — Edward Pepper	99.089	Piper
8	Ray Murphy — Dorothy Niekamp	99.030	Mooney +
9	Gene DeVane — Margaret Dant	98.917	Cessna
10	Joan Kerwin — Peter Kerwin	98.805	Cessna

+ Indicates award for Best of Class.



The race route is a combination of dead reckoning and pilotage. Drawing the course on the charts really gets you in the mood for the race. I prefer to have two sets of sectional charts, one for myself and one for my co-pilot. I use a felt pen to draw the lines on the charts and to make all notations. Some people prefer to draw a wide line on the charts and use a yellow marker pen to highlight. After doing all the charts I give one to my co-pilot and I hang one set up on the

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### **Prepare charts and graphs at full power performance and fuel consumption ahead of time.**

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wall with scotch tape so I may refer to the race route many times. This way I learn the course and I have a picture of it in my mind. I then start observing the weather along the race route — weather trends and prevailing winds.

Preparing charts or graphs at full power performance and fuel consumption for your aircraft for the race route are a great help. You are able to refer to these charts along the route and decide at which altitude to fly, at what speed to climb to altitude and your fuel consumption and reserve for that particular leg of the race. This information available at your finger tips comes in mighty handy if the winds are favorable and you want to continue immediately.

Your official race number should be on your aircraft on arrival at the start of the race. I prefer to have the number on the aircraft before departing from home base to be sure it is secure. Your time can only be clocked if your aircraft and race number can be identified by the official race timers.

Next issue — LADIES AND GENTLEMEN START YOUR ENGINES. I will cover arrival at the start of the race, the thrill of take-off morning, exciting fly-by, etc. If you have any questions you would like covered in the articles please let me know.

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# *Air Racing News*

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## **Shangri-la Grand Prix Air Race Report**

Fun — exciting times are being planned for the SHANGRI-LA GRAND PRIX AIR RACE, April 3 thru 10, 1982. The round-robin air race route will cover 7 states with the official total mileage being 1749.15 nautical miles, 2012.88 statute miles and 3239.42 kilometers. Entry kits are ready and are being distributed. We are again planning a mixed number of men and women teams, women teams and men teams for the 1982 race.

There have been several rule changes from the initial Grand Prix last year to permit greater participation. Minimum flight experience for the race is 200 total hours with 100 hours of cross country. A licensed co-pilot is not required this year. A passenger may be included or the race can be flown solo.

Exact amount of prize money is to be determined by the number of entries, with the winner receiving \$7,000 to \$10,000.

Takeoffs will begin at 9 a.m., April 5, at Shangri-La's Golden Falcon Airpark. The route is south to Majors Airport, Greenville, Texas; northwest to Mid-Continent Airport, Wichita, Kansas; northeast to Des Moines Municipal Airport, Des Moines, Iowa; east to Aurora Municipal Airport, Aurora, Illinois; southeast to Bowman Field, Louisville, Kentucky; west to Spirit of St. Louis, St. Louis, Missouri; and then returning to Shangri-La. Deadline for finish is sunset on April 7.

The handicap race is open to stock aircraft with normally-aspirated reciprocal engines that have established handicap

speeds or which can be handicapped by the Grand Prix Air Race. No special annual inspection is required.

Never a dull moment — before the race, for pilots and friends, there will be a Safety Seminar, Welcome Cocktail party, Western Get Together at the Hogan, First Time Racer's Clinic and race briefings. Then the all important air race. After the competitors complete the race route and are waiting to check their scores there will be time for a boat cruise on the Lake of the Cherokees and fun times for golf, tennis, bowling, swimming and relaxing with new found friends.

We have heard from the Dallas Chapter and they will act as hostess for the Majors Airport, Greenville, Texas, which is the first designated airport and the Greater St. Louis Chapter will be hostess for the Spirit of St. Louis Airport, St. Louis, Missouri. The terrific gals — Nancy Smith, Jan Million, Phyl Howard and Ben Ann Baysinger from the Oklahoma Chapter offered to help at Shangri-La by being Host Chairman, Timers, Scorer's, etc. Norma Futterman is designing the cover for the official race program and Norma Freier with the help of Elsie Wahrer will be publishers. Margaret Ringenberg and Mary Panczyszyn have agreed to handle the prizes.

It's not too late to join in the fun. Do it now — send for your entry kits. The entry kits are available for \$6.00 from — Grand Prix Air Race, Ltd., Marion P. Jayne, 1918 West Banbury Road, Palatine, Illinois 60067 — (312) 358-5100.

## **Western Canada 99s place high in Governor-General Cup Air Rally**

by Roberta Taylor

Two Western Canada 99s placed high in the standings in Canada's Governor-General Cup Air Rally this fall.

Runners-up in the national flying event were Canadian Rockies Chapter member Laurie Murray and her husband Bill who flew as a team in their Cherokee 140. Laurie served as navigator for the event while her husband did the flying. They are from Kimberley B.C.

Third place went to another 99 and her husband, Jo and Murray Harris of Edmonton, Alberta. A flying instructor, Jo did the flying, while Murray (a private pilot) served as navigator. They were flying a rented Cessna 152 while on vacation in southeastern B.C.

Winners of the event were a couple from Calgary Alberta, Rob and Kari McCagrhen. Although Kari is not a pilot, she has served as her husband's navigator in numerous air rallies throughout Canada.

The Governor-General's Cup was a 150 mile precision air navigation competition which involved valley and mountain flying in the Canadian Rockies. It was co-hosted by the Canadian Owners and Pilots Association and the Cranbrook-Kimberley Kimberley Flying Club, with organizational help from the Canadian Rockies Chapter of 99s.

Laurie and Bill Murray, runners-up in the 1981 Governor-General Cup Air Rally held in Cranbrook, B.C. in September. Laurie is a member of the Canadian Rockies Chapter and served as navigator in their Cherokee 140 for the 150 mile precision air navigation exercise. The Canadian Rockies Chapter assisted the Canadian Owners & Pilots Association and Cranbrook-Kimberley Flying Club in organizing the event.





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