

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

9

Number 1

January-February 1982



99s Focus on Aviation Awareness

Letters to the Editor

Member praises international officers

At our section meeting and at Oshkosh, I spent a lot of time with Janet Green, Hazel Jones, Charlene Falkenberg and Betty Jane Schermerhorn. During the times of relaxation, as well as working times, there was only one topic of discussion: The Ninety-Nines. Even over dinner, the problems, potential problems and solutions were exchanged. I would like for all 99s to know what dedication these ladies have to our organization, and how wise we were to choose them to lead us.

Sincerely,
Barbara Gross

For Spacious Skies

I am possibly introducing you to what I feel is a great idea. It's called For Spacious Skies . . . Jack Borden, who met many of us at the time of Convention in Boston, has the project well underway.

We who fly and evaluate the sky every day . . . should, I think, be in on it in some way . . . perhaps by spreading the word through our publication.

Nancy Tier
Connecticut Chapter
Ninety-Nines Charter Member

The organization named For Spacious Skies is launching a campaign to foster an awareness of the sky. According to founder Jack Borden, a former Boston TV journalist, "The goal of FSS is to get people so they see and appreciate the sky. This means more than just looking up. It means actually seeing the sky — with its beauty and ever-changingness."

The non-profit organization is serious and is funded by, among others, the National Park Service, Environmental Protection Agency, Department of Energy, the Polaroid Corp., Univ. of Arizona, and the Edison Electric Institute. As a kickoff event, a three day conference was held at the Grand Canyon last summer attracting artists, astronomers, foresters, environmentalists, writers and industry representatives. In preparation now are a film, a traveling exhibit and a book. A current educational program in the Arlington, Massachusetts schools involves about 400 youngsters.

For more information, write For Spacious Skies, National Park Service, 15 State St., Boston, MA 02109.

What is a Flying Farmer Duchess??

Since my chapter (Idaho) congratulated me in the NW Section of the 99 NEWS, I have received numerous letters asking, "What is a Flying Farmer?" In answer . . .

Flying Farmers is an organization with approximately 10,000 members who own over 5000 airplanes, and have approximately 4000 landing strips located on their own farms. In many cases, every family member has earned a pilot's license. We promote use of the airplane in the agricultural industry, sponsor education and research in agricultural aviation, promote safe flying through continued education and upgrading, express ideas and opinions of farm families at an international level and work toward developing public acceptance of light aircraft. The teenage program offers scholarship awards for flying and other varied activities. In addition there is a tour program and an international magazine.

As I have travelled around the USA and Canada this year as International Flying Farmer Duchess, my main duty is to encourage women and teens who are flying with others to learn to handle the airplane in an emergency, become familiar with the radio, and in short, to replace fear with confidence.

I have, dozens of times, answered the question, "What is a 99?" Each time I speak, I tell of the "White Knuckles to Cockpit Cool" co-pilot course, and Flying Companion seminars that the 99s conduct, as well as the many other worthwhile projects in which we are involved. And so, Flying Farmers are very aware of 99s.

Many of our 99 members are also Flying Farmer members, and 99 Arlene Walkup of Oklahoma was a former Flying Farmer Duchess.

My year as Duchess has greatly curtailed my activities in the Idaho Chapter, but they know that when the glory has passed and the travel is but a memory, I will once again become involved as before.

Thanks to all who have written and sent congratulations. It is an exciting wonderful year, and I'm sure as a result, the 99s will be better known around Canada and the US.

Joyce Blankenbaker

Formalizing 99 hospitality

Members of the Austin Chapter have asked me to write in support of the concept mentioned in the October issue of the NEWS about overnight visits with Ninety-Nines when traveling. We are very enthusiastic about this suggestion, and at least five or six of us are immediately available to offer our homes to any Ninety-Nine traveling through Austin.

Our discussion led us to the suggestion that information about whether a Ninety-Nine is willing to act as hostess and the associated cost be included with Roster information. Is it possible that a section of the membership renewal form be designed to include this information in the future? (Ed. note: For immediate results, see

related letter below.)

As a separate matter, I want to congratulate you and your co-workers/authors on the November issue of the NEWS. I treasure each issue, but the November issue was exceptional. When I reached the last paragraph on the last page, I could hardly believe that I am privileged to be associated with such dynamic women! With such an organization! I think we're the greatest!

Keep up the good work.

Fondly in flying,
Kathy Griffis
Chapter Chairman

The letter from Amelia Reiheld (All-Ohio Chapter) in the October issue, concerning formalizing 99 hospitality, was brought up for discussion at our last meeting.

The Palms Chapter is anxious to undertake the creation and upkeep of a list of members who would like to participate in a project of this nature. We propose the following:

- Any 99 who has space available and would like to open her home to other 99s when the need arises, can fill out as much of the attached form as she wishes and send it to me for inclusion in the listing.
- Any 99 who would like a copy of the list can obtain one for a nominal fee of \$1 to help defray costs and postage.

We hope many will wish to participate, thus widening the circle of friendship of 99s across the country.

Sincerely,
Claire Gould
Palms Chapter

99s' HOSPITALITY CIRCLE

I would like to open my home to any 99 requiring overnight accommodations.

Name _____

Address _____

City _____

State/Zip _____

Home Ph. _____

Bus. Ph. _____

Near _____ Airport

Distance from Airport _____

Transportation available _____

I can accommodate _____ people.

Type of accommodation:
(spare room, sofa bed, etc.)

Send to: Claire Gould
1138 - 12th St. #4
Santa Monica, CA 90403

the 99 news

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ON THE COVER: After an arsonist's blaze destroyed the San Diego Aero-Space Museum in 1978, four 99 Chapters banded together to reconstruct the Women in Aviation exhibit. For more on this story, see page 19.

Safety education

by Betty Jane Schermerhorn

The high cost of fuel has had effects on safety that were not immediately apparent. Air safety officers have advised that "there has been a rash of engine stoppage accidents that can be attributed indirectly to the high cost of fuel." Pilots are now reluctant to fill their tanks after a flight to avoid moisture contamination. They prefer to have the money earning interest than tied up in fuel. Another reason for their reluctance is that the fuel may be stolen.

It has been determined in Canada (and I feel sure many other countries have the same situation) that there are hundreds of pilots who obtain fuel from 45 gallon drums. Because it is so expensive, they are literally scraping the bottom of the barrel where most of the contamination can be found. Contamination can plug the aircraft's fuel system. The cost of fuel is not only leading to fewer flying hours but also, those that do fly are now more apt to have engine malfunctions. In addition, pilots may overlean their engines trying to economize. This may also lead to engine problems. Airplanes that do not fly tend to experience internal corrosion from moisture due to condensation within the cylinders. Engine manufacturers say that engines need to fly to remain healthy.

Fuel availability has become a problem in many parts of Canada for float plane pilots. The fuel companies have discontinued their protection of their agents. Many F.B.O.s have refused to sell to the public due to liability problems that could occur should they be found to have sold contaminated fuel. These operators have fuel for their own operations but refuse to sell to itinerates. This is a problem in remote areas where fuel stops are few and far between at the best of times. It has always been a good idea to call ahead when flying into remote areas. Now it would be foolhardy not to.

High fuel costs can lead to pilots not flying enough to maintain the necessary proficiency to be considered "safe". A Biennial Flight Review is better than nothing, but would hardly keep a pilot proficient. The Ninety-Nines and Flying Farmer APT programs are slightly better. Fortunately most flying clubs and rental operators have a policy of requiring dual if a pilot has not flown within a calendar period. Usually the period is between 30 and 60 days. The owner has only his own integrity to keep himself proficient.

Calendar

FEBRUARY

FEB. 14 - 26th ANNUAL COMMEMORATIVE BRUNCH IN HONOR OF AMELIA EARHART, sponsored by four Michigan 99 chapters. Skyway Inn, Pontiac Oakland Terminal Building, Pontiac, Michigan. By reservation only, \$12.50/person. For info and reservations: Gini Sutherland, 1980 Redding Road, Birmingham, Michigan 48009. Guest speaker is John Baker, President, AOPA.

MARCH

MAR. 1 - 99 NEWS DEADLINE for April issue.

MAR. 1 - BYLAWS REVISIONS DUE.

MAR. 2-4 - 17th ANNUAL SOUTHEASTERN AIRPORT MANAGEMENT SEMINAR, Auburn University, Auburn, Alabama. For information: James R. Wilbanks, Asst. Dir., Engineering Extension Service, 107 Ramsey Hall, Auburn University, AL 36849.

MAR. 6 - INDIA TOUR, sponsored by the Indian Women Pilots Association. (See December '81 99 NEWS for information.)

MAR. 27-28 - SECOND ANNUAL WOMEN IN AVIATION CAREERS SEMINAR, Wichita, KS. Sponsored by International 99s and Kansas Chapter. Aircraft factory tours, speakers, career opportunities presentations.

APRIL

APR. 1 - 99 NEWS DEADLINE for May issue.

APR. 1-3 - 15th ANNUAL CONGRESS ON AEROSPACE EDUCATION, Atlanta, GA. Registration, \$45 if mailed before 3/1/82. For information and reservations, contact Ms. Jeanne Wilson, CAP National Headquarters, Maxwell AFB, AL 36112 (205-293-5371).

APR. 3 - SHIRTS 'N SKIRTS handicapped efficiency run for male and female pilots. Round-robin course of less than 300 miles from Fullerton, CA. Send \$3.00 for entry kit to: Jan Morris (Checks to Fullerton Chapter 99s), 10518 Tigrina Ave., Whittier, CA 90603.

APR. 5-7 - 2nd ANNUAL SHANGRI-LA GRAND PRIX AIR RACE, 2100 am VFR xc round robin speed race open to male & female pilots. Course: Shangri-La Resort, Afton, OK; Greenville, TX; Wichita, KS; Des Moines, IA; Aurora, IL; Louisville, KY; St. Louis, MO; Shangri-La Race kits, \$6 from: Marion P. Jayne, 1918 W. Banbury Road, Palatine, IL 60067. 312-358-5100.

APR. 23-25 - NORTH CENTRAL SECTIONAL, Webers Inn, Ann Arbor, MI.

APR. 23-25 - SOUTHWEST SECTIONAL at the Miramar Sheraton in Santa Monica, CA. Sponsored by the Los Angeles Chapter. Come help us celebrate our 50th Anniversary! For information, contact Chapter Chairman Mary Firth, 213-346-8657.

APR. 23-MAY 1 - LOUISIANA AIR TOUR, starting and ending in Baton Rouge. Highlights include balloon rides, an electric iron factory tour, sailing, spot landing contest, glider rides, A&P school tour, swamp trip, crawfish boil, Fais-do-do and visits to 13 host cities. For information, contact Emile and Fran Salles, 235 South Acadian Thruway, Baton Rouge, LA 70806. (405) 383-8224.

APR. 30-MAY 2 - SOUTH CENTRAL SECTIONAL, Corpus Christi, TX.

APR. 30-MAY 2 - EAST CANADA SECTIONAL, Talisman Hotel, Ottawa, Ontario. For info: B.J. Schermerhorn, 613-832-1207.

APR. 30-MAY 3 - SECOND BAJA

CALIFORNIA AIR RACE. \$10,000 prize money. Sponsored by National Tourist Council of Baja California. Will start at Long Beach, CA with an RON at San Felipe; optional gas stops at Bahia de los Angeles and Loreto; RON San Jose del Cabo; terminating La Paz to participate in the celebration of their 200th anniversary. Contact: Margaret Callaway, 1712 W. 1st St., San Pedro, CA 90505, 213-833-6302.

MAY

MAY 1 - 99 NEWS DEADLINE for June issue.

MAY 6-8 - NIFA NATIONAL SAFECON, Bakersfield, CA.

MAY 20-22 - FOREST OF FRIENDSHIP, Atchison, KS. 50th Anniversary celebration of Amelia Earhart's solo flight across the Atlantic.

MAY 21-23 - FLY-IN CELEBRATION AT EGLINTON AIRFIELD, LONDONDERRY, NORTHERN IRELAND commemorating Amelia Earhart's 50th anniversary flight. For information, contact Eglington Flying Club, c/o Amenities and Leisure Dept., Londonderry City Council, 5 Guildhall Street, Londonderry BT48 6BJ, Northern Ireland.

MAY 28-30 - 13th ANNUAL ILLI-NINES AIR DERBY, Mt. Vernon-Outland Airport, Mt. Vernon, IL. Entries open Feb. 1, close Apr. 30. 220 Nautical Miles or less round robin race. For information and entry kit, send \$3.00 to: Norma Freier, 225 Kelsey Rd., Rt. 1, Barrington, IL 60010.

MAY 31-JUN. 2 - ANGEL DERBY. 1200 mile tropical route, Memorial Day Takeoff. Subscriptions (\$15) or Entry Kit alone (\$10) from AWIAR, Inc., P.O. Box 9125, Ft. Lauderdale, FL 33310.

JUNE

JUN. 1 - 99 NEWS DEADLINE for Jul./Aug. issue.

JUN. 12 - GREAT NORTHERN AIR RACE, Oshawa, Ontario. Sponsored by First Canadian Chapter. Speed and proficiency. Limit 60 A/C. Race kits from Margo McCutcheon, c/o Arachnae Management, Buttonville Airport, Markham, Ontario L3P 3J9.

JUN. 18-20 - BUCKEYE AIR RALLY, Greene County Airport, Xenia, Ohio. Contact Sally Berryhill, 151 W. Dayton, Yellow Springs Road, Fairborn, OH 45324 for further information.

AUGUST

AUG. 10-15 - INTERNATIONAL 99 CONVENTION, Marriott Pavilion, St. Louis, MO.

NOVEMBER

NOV. 6 - HIGH SKY DERBY U.S.A. Midland Regional Air Terminal, Midland, Texas. Headquarters: Aquila Aero. Cross-country proficiency flights involving Time-Distance-Fuel and Navigation Skills. Entry Fee: \$50. per person, each aircraft category event. FAA-NAA Sporting License \$12.50. Open to men and women Pilot-in-Command. Entries close Nov. 1, 1982. Write High Sky Derby U.S.A., P.O. Box 6393 A.T.S. Midland, Texas 79701-0024.

DECEMBER

DEC. 11-13 - HIGH SKY SKIERS U.S.A. Steamboat Springs, Colorado. Downhill-Slalom and Cross Country Skiing. Open to men and women. Reservations: Scandinavian Lodge, P.O. Box 5040, Steamboat Village, Colorado 80499. Entry Fee: \$25. Entries close Dec. 7, 1982. High Sky Skiers U.S.A., P.O. Box 6393 A.T.S., Midland, Texas 79701-0024.

ON THE WITH

JANET



by International President Janet Green

When I learned that the United States Precision Flight Team management had become available to an organization such as ours I was ecstatic.

Being from the Southeast Section, I'd heard of the Precision Flight Competition for several years, since Carolyn Pilaar of Greenville, SC, and a Foothills Chapter member, is the only woman ever to be on a U.S. team and the first woman to compete internationally, not once but twice.

It had been my hope to find an active flying event that would be fun, not too expensive, and one in which all chapters could participate if they wished. This activity appears tailor-made for us.

First, it serves our purpose of promoting flight safety and education; it gives the Ninety-Nines an opportunity to manage a competition for both men and women, the young and old; the local events are inexpensive to hold and are not expensive for competitors either; 99 public visibility is increased; an expanded base of local competitions increases proficiency of the U.S. teams and thereby increases the stature of our country internationally; and other countries with 99 chapters may become interested in holding competitions.

At first, financing appeared the bug-a-boo it always is, but with a grant from AOPA Air Safety Foundation for first year expenses, promise of continued support from them, and anticipated support

from the aviation industry, the pro forma budget appears in sound shape. Also, there will be income from contestant entry fees. A \$35 entry fee will be divided, with \$15 to the host chapter and \$20 for central operating expenses, and reserve for sending our team to the international meet.

So you can see that the funding will not depend on chapter contributions, and no portion of the International 99s dues will go towards this solely U.S. activity.

Lois Feigenbaum has agreed to head the Executive Council, which will include Hazel Jones and me. Hazel will oversee the judging, and I will handle the financing. This council will serve voluntarily. Expenses will be incurred from insurance, FAI license, awards, reserve for sending our team to the international meet, travel, and office expense.

Most of you are familiar with the National Intercollegiate Flying Association flying events. From your newsletters I notice that many chapters enjoy holding and judging these local and regional meetings. The USPFT functions in much the same way, except for minor rule changes. The great difference is that not just collegiate flyers can participate, but the USPFT is open to all pilots. Additionally, the scope is worldwide.

Please read the article in this issue giving more details of this exciting activity. As you'll note, an SOP is being prepared and will be sent to chapter chairmen soon.

NIFA

by Pauline Gilkison

Eight of the nine REGIONAL SAFECONS, Safety and Flight Evaluation Conferences have been completed in 1981. The winning teams have earned an invitation to compete in the 1982 NATIONAL SAFECON starting May 6th at Meadows Field, Bakersfield, California.

REGION 1 Metropolitan State College, Denver
Boise State University, Idaho

REGION 2 To be held April 3-4 at Hemet, Ca. Contact host school, Palomar College, Dr. Kent Backart at (714) 744-1150

REGION 3 Western Michigan University, Kalamazoo
Kent State University, Ohio

REGION 4 Northeast Louisiana University, Monroe
University of Texas, Arlington
Nicholls State University, Thibodaux

REGION 5 University of North Dakota, Grand Forks
University of Dubuque, Iowa

REGION 6 Oklahoma State University, Stillwater
Central Missouri State University, Warrensburg
Air Force Academy, Colorado Springs

REGION 7 Beaver County Com College, Beaver Falls, Pa.
Dowling College of Long Island
Mercer County Com College, Trenton, NJ

REGION 8 University of Illinois, Urbana, IL

Southern Illinois University, Carbondale
Lewis University, Romeoville, IL

REGION 9 Auburn University, Auburn, Ala.
Embry-Riddle University, Daytona Beach
Alabama Tech Institute and Miami-Dade College
tied for third place.

Palomar College, San Marcos, California is hosting the 1982 TOURNAMENT OF CHAMPIONS at Bakersfield. We look forward to this event and hope many Ninety-Nines will join us there.

Support for The National Intercollegiate Flying Association 1982 SAFECON is needed. Please mail your contribution now to: P. Gilkison, 131 Walker Ave., Clarendon Hills, IL 60514.

Moving?

Let the 99s know you are moving. One report of address changes takes care of all mailings from International Headquarters, including *The 99 NEWS*. Let us know 6 weeks in advance to avoid delays and forwarding.

Send to: The 99s
P.O. Box 59965
Oklahoma City, OK 73159



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BOOK REVIEW

Bauer, Harry, *The flying mystique: exploring reality & self in the sky*. New York, Delacorte Press/Eleanor Friede, c1980. 160 p., ill., \$9.95.

This book has only four chapters, each organized around the basic flight maneuvers: the climb, straight and level, the turn and the descent.

Each chapter is divided into three sections. The first section of each chapter discusses the particular aspect of flight indicated by the chapter title. The other two sections in the chapter discuss flight and life philosophically, drawing on facets of Eastern and Western thought, ideas of well-known scientists as well as the author's own ideas and combination of skills and

Aviation Insurance

by Gene Nora Jessen

The following went out to all my insureds. You may find some value in it also.

December 1, 1981

Dear Henry-Rust Insured:

Within the past thirty days, the following have been experienced by our insureds on the Boise Airport:

- Break-ins of offices and FBO's across the north side of the airport. Target apparently limited to money.
- Aerostar stolen by non-pilot, one engine started, airplane taxied into side of Seneca. (He wanted to fly his girlfriend to Hawaii!)
- Flying Club office broken into. Keys to 10 airplanes stolen. All locks replaced.
- Owner of Cessna 182RG discovered his airplane untied and wired to start without key. Suspect thief discouraged when he discovered airplane unfueled.

You may be aware that it is next to impossible to insure a 200 series Cessna airplane in the southern border states. I have been wondering when the professional thieves would figure out that it is just as easy to steal an airplane up north and get it into Mexico before the sunrise. Some of what we are seeing is obviously not the work of professionals, some could be. Either way, it is time to change our easy-going and trusting ways.

The insurance company may be the big loser if your airplane disappears, but it would not be easy for you either. Remember the rental airplane which disappeared a couple of years ago? There was a big search for weeks through the Sawtooth Mountains — only the fellow had really gone to California. The policy allows the company 60 days to try to find the airplane. This one reappeared in a mountain meadow at 38 days. The owner was out the use and rental income on the airplane for the two months, plus repair time. On the other hand, when the company does pay on a theft, you are in the position of locating a similar airplane — and paying today's interest rates for it.

What can you as an owner do to protect your property?

- We need to modify our easygoing and trusting western ways. Be suspicious of strangers hanging around the ramp. Do not be embarrassed to call the police if something does not look quite right. Be more aware of the airplanes parked around you and keep an eye out for your neighbor.
- Does an FBO keep a key to your airplane? Make it your business to inspect his key board. Is it easily accessible and sometimes unattended? Let him know that your key must be kept secure.
- Consider purchasing a wheel or prop safety device for your airplane. If you and your ramp neighbor have identical airplanes, and yours is harder to get into than his, I believe any halfway bright thief is going to choose the quicker job. Dick King at the Pilot Shop can get a safety device for you, or they can be ordered through the various aviation magazines.

We all know that a fence, keyed gates and police patrol do not guarantee the safety of your airplane. It is time that we form our own "Neighborhood Watch" at the airport.

Very truly yours,
 Gene Nora Jessen

insights.

The conclusion of the author is that "Flying combines the technical and the holistic aspects of life. It forces us to put together many parts of our lives that didn't seem related before."

by Dorothy Niekamp
 99 Librarian

EVERYONE WHO FLIES A RENTED, BORROWED, OR FLYING CLUB AIRCRAFT SHOULD CARRY THEIR OWN LIABILITY INSURANCE.

As a rule the owner's aircraft insurance protects the owner and not the borrower pilot. Whenever you fly a rented, borrowed, or flying club aircraft you may have no insurance liability protection. If you have an accident, you face a serious legal and financial threat.

The 99's **NON-OWNED LIABILITY INSURANCE** is designed especially for the 99's, their pilot spouses and children.

APPLICATION ON BACK

This policy will protect you against claims and suits resulting from an accident:

- (1) causing bodily injury or death (excluding passengers if you are a student pilot)
- (2) damage to other aircraft or property not in your care or custody
- (3) damage to the aircraft you are flying

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PILOT APPLICATION

Policy Number _____ Date _____, 19__

Insured _____

Name of Pilot Applicant _____

Phone Number _____

Pilot's Age _____

Married ☐

Single ☐

Address (Street or RFD) _____

City or Town _____

State _____

Zip Code _____

Employer's Name _____

Pilot's Occupation in Employer's Co. _____

Employer's Address (Street or RFD) _____

City or Town _____

State _____

Zip Code _____

Airman's Certificate No. _____

Medical: Class and Date of Examination _____

Date Last Proficiency Check Recorded in Log _____

Date and Place First Rated as Pilot _____

CERTIFICATES AND RATINGS	LOGGED PILOT FLYING HOURS			
	Logged Pilot in Command Hrs.	Logged Dual Hrs.	Total Logged Hrs.	Logged Hrs. Last Five Years
Student <input type="checkbox"/>				
Private <input type="checkbox"/>				
Commercial <input type="checkbox"/>				
Airline: (ATR) <input type="checkbox"/>				
Instructor: (CFI) <input type="checkbox"/>				
Instrument Rating <input type="checkbox"/>				
Single Engine Sea <input type="checkbox"/>				
Multi-Engine Land <input type="checkbox"/>				
Multi-Engine Sea <input type="checkbox"/>				
Center Line Thrust <input type="checkbox"/>				
Helicopter <input type="checkbox"/>				
Type Ratings (Specify): _____				
TOTAL				

_____ These hours can be verified by pilot log books

_____ These hours can be verified by records described below:

APPLICANT REQUESTS APPROVAL IN THE FOLLOWING MAKES AND MODELS OF AIRCRAFT

MAKE AND MODEL OF AIRCRAFT _____

TOTAL LOGGED PILOT IN COMMAND HOURS IN THIS MAKE AND MODEL AIRCRAFT _____

In what specific areas have you flown? _____

Are you flying under a waiver?* _____ If yes, give details _____

Ever penalized for violation of F.A.R.?* _____ If yes, give details _____

I have not had any accidents involving damage to aircraft I have piloted, nor caused damage or injury to third parties or their property, nor has any insurance company or underwriter cancelled, declined, or refused to renew any insurance on my behalf, except as follows:

(If additional space needed for any answers, use space on reverse side)

I affirm that the statements in this application are true to the best of my knowledge and belief, are made in good faith and no information is withheld which would adversely affect my pilot rating and approval by any insurer.

*Absence of entry means negative answer

PILOT'S SIGNATURE _____



AVIATION INSURANCE SERVICES

Jeanne Kautter CFI

P.O. Box 14640 • Omaha, Nebraska 68124

(402) 391-0438

Precision Flight Team and The Ninety-Nines

by Hazel H. Jones

At the fall Board of Directors meeting in Oklahoma City, The Ninety-Nines officially assumed the management responsibility of the United States Precision Flight Team. The USPFT previously was managed by NPA (National Pilots Association) until NPA was dissolved.

With the International Competition scheduled in 1981, AOPA Air Safety Foundation took on the responsibility of getting a team ready for the competition. Regionals, and then a national competition, were held in order to find a team to represent the USA.

The Air Safety Foundation does not have the organizational structure to run competitions all over the United States and approached the Ninety-Nines to see if we were interested, as our organization was ideal for this activity. The concept fits our organizational structure, and it also fits our purpose. It is an exciting flying activity and a real challenge. We have accepted that challenge.

What exactly is USPFT? It is not aerobatics; it is not a speed race; it is not dangerous. It is the epitome of safety. It actually is doing the very things every pilot must do to fly an airplane, but doing it with extreme precision. For those of you who have served as judges and support staff for NIFA, you know what we are talking about. It is a navigation event where a precise flight plan is planned and executed. It is power-off landings and power-on landings and an exercise in computations using a mechanical computer.

Is it fun? You bet! Is it easy? NO! How many times have you watched from the ground while the NIFA competitors have tried to hit spots on the runway and groaned inwardly when the landing was out of the box? We have all squirmed in the right seat, while our pilot flew a prescribed navigational route and suffered when he or she missed a checkpoint. The "Walter Mitty" in all of us has wistfully thought it would be fun to try. Now we will all have that chance.

The Precision Flight Team competition is open to anyone with at least 100 hours. Past participants have been mostly men from all areas of aviation, from an airline captain to a local flight instructor, and have included dentists, ranchers, computer programmers, aircraft salesmen, and FBOs. Now the Ninety-Nines have an opportunity to sponsor a flying activity open to both men and women in our aviation community. We also have the opportunity to sponsor a local or regional event and even participate. It can be a chapter activity that will get us back to flying. With the high cost of everything, it enables us to fly and practice with a definite goal, and yet each practice session is

reasonable in cost.

Needless to say, the organizational activities are already underway. A lot of things must be in place before we can start competitions. Past President Lois Feigenbaum has agreed to head the Executive Committee. There will be a board of advisors appointed comprised of past participants, knowledgeable people in precision competition, and other interested parties. A "How To" manual is being prepared as well as an SOP for local, regional, and national competitions. Mail-out material is being printed, posters made, forms for bidding designed, applications for entry prepared, etc.

The Executive Committee plans on dividing the country into regions (not necessarily like our present sections) with regional managers being appointed. When all are in place and information in hand, chapters will be invited to bid for local events. The locals should be held sometime after June of 1982.

Here is how it will work. A chapter will have sufficient information to determine whether they wish to bid on a local event. They will bid and hold the competition. Winners' names will be forwarded to the Regional Manager and the Executive Committee. After the locals are completed, bids will be taken on hosting a regional event. The same or different chapters may wish to do this. Again the winners will be forwarded to the Executive Committee. Bids for nationals will be received and the nationals will be held. From the nationals will come the team members for the 1983 competition to be held in NORWAY. A

chapter may wish to join another chapter in hosting one or more of these events, or they may not wish to participate at all. The board hopes there will be at least one or more locals in each region. The more competitions held, the better the team will be that will represent our country.

The SOP and "HOW TO" manuals will be in chapter hands in plenty of time to make the decision to participate or not. Now, however, is not too early to start thinking if your chapter would be interested in hosting such an event. Things like airport availability, adequate trained personnel, an agreeable FBO, motel accommodations nearby, and local support in your area should be considered. Since part of the entry fee will remain with the chapter, it is possible this could be a money making project. The same goes for regionals and nationals.

Although we have accepted the USPFT as a project, the Ninety-Nines Board envisions this spreading to our members overseas. Using the same format, our members in other countries can go to their local flying club with offers to help sponsor local, regional, and national competitions with the idea of preparing a team from their country for the international competition in 1983. This can be yet another strand that ties us together as a truly international organization. When Carolyn Pilaar was asked what the single most important thing was about being a member of the USPFT team, she said, "The chance to represent my country in an International Competition."

This fits us all, doesn't it?



Foothills Chapter Chairman Carolyn Pilaar, here with the other members of the U.S. Precision Flight Team, is the only woman team member.

50th Anniversary celebration scheduled

International Forest of Friendship Atchison, Kansas May 20-22, 1982

Amelia Earhart's home town, Atchison, Kansas, will be the focal point, May 20-22, 1982, when the world celebrates the 50th anniversary of her epic solo flight across the Atlantic in 1932. At the time, A.E. was the first President of the International Organization of Women Pilots, The Ninety-Nines, named after the number of charter members. Today, there are almost 6000 members in 33 countries around the world; proof positive that women are in aviation to stay.

The banquet, May 21st, will honor at least eight women who had an active pilot's license before May, 1932, and still hold a license today. They all have their own airplanes and hopefully most of them will be able to fly them to Atchison. (Melba Beard's "Bird" only makes 90 miles an hour with a tail wind.) What a stirring salute to Amelia and the flying world to see 400 years of active aviation history lined up on the apron at the A.E. Airport in Atchison!

Some lucky person who donates \$5 to the International Forest of Friendship for the A.E. Watch Fund, will win the first watch flown across the Atlantic twice. It was worn by Amelia on both her Atlantic flights in '28 and '32.

The watch is inscribed:

"This watch was worn by
AMELIA EARHART
ON HER TWO
TRANSATLANTIC FLIGHTS
and presented by her to
H.G.S. Jr.
just before her death."

NOTAM

BY-LAWS REVISIONS DUE MARCH 1ST

NOW is the time to submit bylaws revisions for consideration by the Bylaws Committee. Please send your revision suggestions to Jerry Whitbeck, 14911 Lacehaven Drive, Dallas, TX 75248. Deadline for material to be considered is March 1, 1982.

Gordon Selfridge* gave me the watch when we were working on the Amelia Earhart Commemorative Stamp ceremony in 1963. The money raised from the watch will be used for special projects for the Forest, mainly for a Forestry Intern to set up the official records of the Forest and start a dialogue with the thirty-three countries represented in the International Forest of Friendship, and to publish The Golden Book of Memory Lane — the bios and pictures of the honorees — in time for the 10th Anniversary of the Forest in 1983.

**See box for story of how Gordon Selfridge came to have A.E.'s watch in his possession.*

The Wright brothers, Wilbur and Orville; Moya Lear, Chairman of the Board of Lear Air; Freda Thompson, the first licensed woman pilot in Australia and Donald Douglas, aircraft designer, are a few of the outstanding contributors to aviation who will join the more than 200 honorees already in Memory Lane.

Our goal, for 1982, is 50 new honorees, one for each year since A.E. flew the Atlantic, to tie in with our 50th anniversary celebration. The sponsor of each honoree donates \$200.00 (tax deductible) to The International Forest of Friendship. This helps to offset the cost of the granite plaques, engraved with the honoree's name, set in the concrete ribbon known as Memory Lane, that meanders through the Forest.

The 99's airmarking crews will paint a compass rose on the apron of the A.E. Airport in Atchison, positioned on magnetic north, so it can be used to swing compasses. And Atchison will be ringed with four airmarkings — north, south, east and west — in memory of Blanche Noyes. (Blanche was head of the FAA Airmarking Division for 35 years. She died last October.)

The Forestry Department of Hawaii is giving us layerings from the Chinese Banyan tree Amelia painted on Hilo Island while waiting for the weather to clear to make her record-setting flight from Honolulu to the Mainland.

Other ideas include a tie-in with the ceremonies being held in Londonderry, North Ireland, where Amelia landed after her Atlantic crossing. And Alice Hammond is working on a special edition to our series of First Day covers for the benefit of the Amelia Earhart Scholarship Fund.



Photo courtesy of the Atchison Globe.

AE's watch, for many years, was in the possession of Gordon Selfridge of Selfridge's of London. Following AE's arrival in London after crossing the Atlantic in 1932, she realized that she needed appropriate clothing for appearances, etc., and went to Selfridge's to shop. She quickly won both the friendship and enormous admiration of Gordon Selfridge, which later led to him giving her a special watch which she was wearing on her last flight, and she reciprocated with the watch she wore across the Atlantic.

The watch Selfridge gave Amelia was originally made for De Hane Seagrave, a world record breaker whom he much admired. Following Seagrave's death in a motorboat record-breaking attempt, the watch was returned to him by Seagrave's wife. Selfridge's account of the exchange of watches with AE is detailed in George Palmer Putnam's book, *Soaring Wings*, p. 113, as follows:

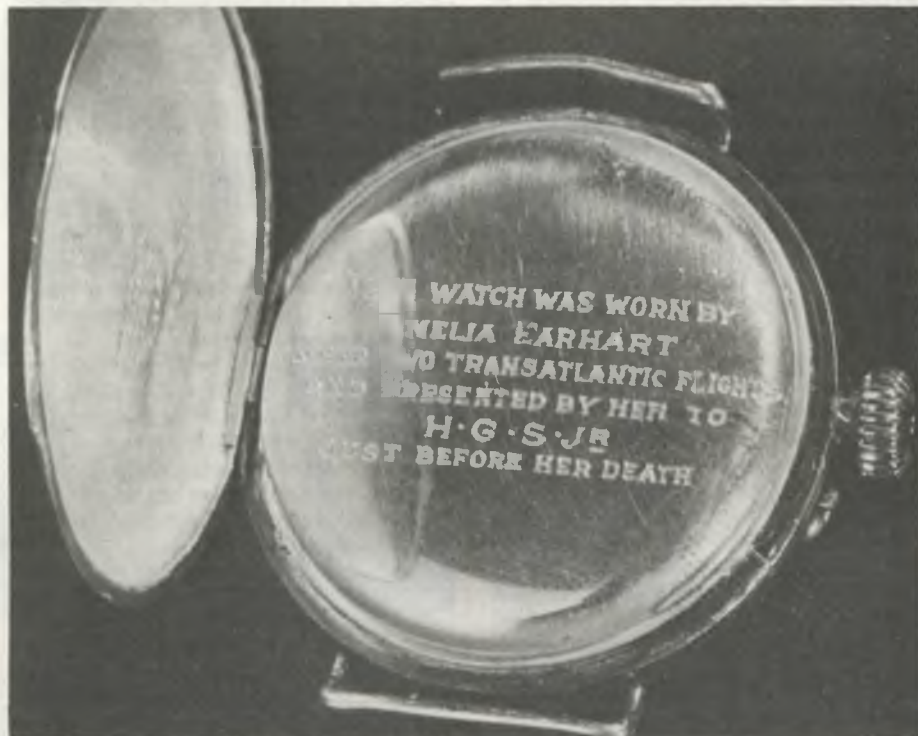
"And then I met Amelia, and I had a growing feeling that a watch made under such circumstances, and for a person for whom I felt such an intense personal affection as I came also to feel for her, ought to be inherited by her who had obtained, just as naturally and with even more personal charm, my enormous admiration.

"As you remember, I gave it to her in America, and I think she liked it. She gave me in return the silver wrist watch she was wearing. It had a stop mechanism, and she told me it was the only watch that had, at that time, twice flown the Atlantic. I have it still. She was, of course, fond of it as being her own watch, and made me promise to give it back — in return for the gold one that I had given her — whenever she asked for it. I am awfully glad to know that she was wearing the one I gave her ..."

As usual, we will stay in air-conditioned Newman Hall, on North Campus. Twin-bed rooms, with connecting baths, are \$6 per person, per night. Reservations should be sent directly to Betty Wallace, North Campus, Benedictine College, Atchison, Kansas 66002.

Come and relive half a century of nostalgic history, as we set our sights on outer space. As A.E. said in 1933, "There are no new worlds to conquer this side of the Moon."

Fay Gillis Wells,
Co-General Chairman
International Forest of Friendship



NOTAM

ADDRESS CHANGE INSURANCE — 99 EVENTS

Elizabeth V. "Susie" Sewell, who handles the insurance for 99 events such as air races, poker runs, airtours, etc. and who is also the treasurer for the A.E. Scholarship Fund, advises us of the following new address:

P.O. Box 19129
Oklahoma City, OK 73144

Legislation Information

by Betty Jane Schermerhorn

Your Legislation Chairman, Joan Kerwin, asked if I would write a column reflecting the legislative activities and problems of the Ninety-Nines in Canada. It is amazing how many problems are similar across international boundaries!

Our government is attempting to make general aviation users pay for equipment and services which we neither need nor want, but that the airlines want.

They funnel off fuel taxes to the general coffers without crediting the aviation community for its contribution. They have imposed landing fees of \$5 at four major airports, although it costs considerably more than the \$5 to process the billing and collection of the fee.

Another example of their efforts to curtail general aviation is their effort to evict training from the Ottawa International Airport. A study has shown that a little over 70% of movements there are made by general aviation (primarily by the two training establishments on the field), 10% are military and less than 20% are airline movements.

A few years ago ELTs became mandatory. Then they had to be removed when there were problems with lithium batteries, but few other batteries fit the temperature requirements the government demanded. Owners had invested in an apparatus they could not use.

ELTs will become compulsory again next spring. However, few of the original ones are acceptable with new batteries under the new regulation until they have been rebuilt by the manufacturer. Many of the original manufacturers are no longer in the ELT business.

Please do not get the impression that we and our government are constant adversaries. Transport Canada has a policy of consulting the aviation industry when formulating regulations. Topics presently under consideration include:

- review of the Aeronautics Act Part I
- redesignation of Canadian airspace
- a campaign to reduce the number of weather related accidents
- development of a voluntary incident reporting program

— a federal system of central aircraft registry for liens, leases, etc.

Until last spring, each Canadian governor acted for her section in co-operating with the government. Continuity was being lost by changes of governors, interruptions of communications between the East and Western Sections, and inability of governors to go to Ottawa to attend meetings. It was decided to establish the position of liaison officer between all Canadian Ninety-Nines and the Federal Government, especially, but not exclusively Transport Canada. The liaison officer can remain in this position indefinitely, thereby bringing continuity to the Ninety-Nines' representation to government. There is a provision for removing her if she no longer performs the job acceptably. Betty Jane Schermerhorn has accepted the appointment to this position.

Our Members of Parliament seldom have much knowledge or understanding of general aviation. We, too, find it necessary to inform and educate them and to "Write on."

99s Aerospace Workshop joins Congress

by Evelyn Sedivy Cowing
Air Age Education Chairman

The Ninety-Nines without question is a unique organization. True, some may view us as just another aviation organization, but a longer look at the make-up of our membership and chapter activities will help to uncover our unique features. Our members come from all walks of life and have varying degrees of aviation experience. Their personal interests make it possible for our organization to be involved with such activities as aerospace education, airmarking, airport beautification, scouting programs, public relations, legislation, safety education, air shows, and many other activities too numerous to mention.

As our organization continues to grow in membership and becomes better known in and out of aviation circles, more and more members are asked to give speaking engagements and to serve as resource persons in classrooms. More and more requests are being received by the Ninety-Nines for aviation materials and other aviation information. To help our members be better prepared in fulfilling these requests, the Ninety-Nines initiated a "Ninety-Nines Aerospace Education Workshop" in 1978 and agreed to conduct such a workshop every two years.

The Ninety-Nines workshops have not been without problems. Financing has always proved difficult — our organization's budget is not large enough to give the necessary financial support needed to successfully conduct such a workshop on a regular basis. Attendance at the workshops is also linked to finances — scholarships to help defray the attendees' expenses were given at the first workshop and helped to insure participation. But nowadays without scholarships, who can afford transportation, lodging, meals, registration fees, etc., to attend all the meetings one would like? Each year it also becomes more difficult to obtain worthwhile speakers — not only are they swamped with so many speaking requests that they have to be more selective in their participation, but with today's economy, they, too, are cutting back in budgets and are accepting fewer requests.

It would appear that the Ninety-Nines' emphasis on aerospace education workshops is somewhat doomed. But it need not be. It must be remembered that aerospace education workshops are not new. For several years, such agencies as the Federal Aviation Administration, the Civil Air Patrol, and the National Aeronautics and Space Administration have carried on extensive programs of cooperation with schools and colleges as well as with various organizations to assist with the steadily increasing stream of requests for

information and materials pertaining to aviation and space.

What is new, however, is the many different approaches to aerospace education and the extent to which people and organizations are becoming involved. A glance at any of the many aviation calendars of events will show a huge selection of meetings, seminars, conferences, and workshops — varying from one day to one week in length and being held in practically every state in the union. Most sessions are geared for a specific audience, however, and cover aviation subjects for the aviation trades and professions. Only a few are concerned for the most part with education rather than with technical aviation, and offer a program broad enough to appeal to both the general and specific audiences.

One such conference that offers "something for everyone" is the annual NATIONAL CONGRESS ON AEROSPACE EDUCATION which is sponsored by the Civil Air Patrol, the Federal Aviation Administration, and the National Aeronautics and Space Administration. This Congress attracts approximately 600 participants from around the nation and affords the participants an opportunity to exchange ideas and to learn of new developments and techniques in the fields of aviation and space. The Congress program features renowned aerospace leaders and speakers and includes a number of group discussions, seminars, sessions devoted to a variety of topics, and a choice of tours in the local area.

In these times of over-crowded calendars and tight pocketbooks, one must think realistically of ways to get the most value for the least expense. It's time we stop re-inventing the wheel and going our separate ways. With this thought in mind, the Ninety-Nines will not conduct their own separate workshop this year, but instead will encourage the members to support and participate in the 15th annual CONGRESS ON AEROSPACE EDUCATION which will be held April 1-3, 1982, at Atlanta, Georgia. Our organization's participation in the Congress will include having a segment on the program and having an exhibit.

There are many advantages to the Ninety-Nines participating in the Congress, but the three major advantages that come to mind are:

1) The Congress program offers so much more than the Ninety-Nines could ever dream of offering. Although the Congress is geared to an audience interested in aerospace education, you need not be an educator to attend. Anyone with an interest in aviation and/or space will thoroughly enjoy what the Congress has to offer.

2) For the most part, transportation is provided which makes the Congress the most "affordable" aerospace conference. The involvement of the Civil Air Patrol as a sponsor allows transportation from most areas of the nation to be available through military airlift. (Military airlift is transportation provided at no cost to members of the Civil Air Patrol, using military transport aircraft.) Ninety-Nines who are not already CAP members may qualify for airlift by obtaining an aerospace educator membership (approximately \$15-\$20).

3) The exposure that the Ninety-Nines receive through the Congress is tremendous. A large segment of the Congress audience is not familiar with our organization. Many of those who have heard of the Ninety-Nines are not aware of the many projects and activities in which we are involved. The Congress provides us the opportunity to offer our services to hundreds of educators and community members, pilots and non-pilots as well.

Registration is \$45.00 if mailed before March 1, 1982, and increases to \$50.00 if mailed after that date. The primary Congress hotel is the Sheraton-Atlanta with the Atlanta Biltmore serving as the overflow hotel. For additional information on the Congress, contact: Ms. Jeanne Wilson, HQ CAP/ED, Maxwell AFB, AL 36112, or call AC 205-293-5371. All hotel reservations must be made through Ms. Wilson.

Requests for airlift or CAP membership may be made through the Director of Aerospace Education at the respective regional CAP Liaison offices listed below.

Mel Ziehl, DAE
USAF/CAP, Bldg. 751
North Central Region
MPLS/ST PAUL IAP 55450
(IA, KS, MN, MO, NE, ND, SD)

Ms. Jule Zumwalt, DAE
USAF/CAP
Pacific Liaison Region
Mather AFB, CA 95655
(AK, CA, HI, NV, OR, WA)

Wesley R. Kimball, DAE
USAF/CAP
Great Lakes Liaison Region
Wright-Patterson AFB, OH 45433
(IL, IN, KY, MI, OH, WI)

Robert C. Smith, DAE
USAF/CAP
Northeast Liaison Region
BLDG. 17-31, Stop 20-D
McGuire AFB, NJ 08641
(CT, MA, ME, NH, NJ, NY, PA, RI, VT)

(cont. on facing page)

Board of Directors meeting

Oklahoma City, Nov. 6-9, 1981

by Betty Jane Schermerhorn



A check for initial funding for future U.S. Precision Flight Team operations is presented to Janet Green by Steve Brown with AOPA Air Safety Foundation.



Headquarters' office equipment is updated with the additions of a Series 5600 automatic feed postage meter (above) and a Xerox document size copier with stream feeding capability (below).



Aerospace Education Congress

Noel A. Bullock, DAE
Det 7 RDAE USAF/CAP
Lowry AFB, CO 80230
(CO, ID, MT, UT, WY)

Kenneth Perkins, DAE
USAF/CAP, Bldg. 802
Southeast Liaison Region
Dobbins AFB, GA 30060
(AL, FL, GA, TN, MS)

Bill Reynolds, DAE
Middle East Liaison Region
USAF/CAP
Andrews AFB, MD 20332
(DE, MD, NC, SC, VA, WV)

C.E. Neal, DAE
USAF/CAP
Southwest Liaison Region
USNAS Bldg. 1239
Dallas, TX 75211
(AZ, AR, LA, NM, OK, TX)

President Janet Green called the meeting to order. Those present included Vice President Hazel Jones, Secretary Charlene Falkenberg, Treasurer Barbara Goetz, Directors Gene Nora Jessen, Betty Jane Schermerhorn, Ruth Dobrescu, Marilyn Copeland, Immediate Past President Thon Griffith and Executive Director Loretta Gragg. The following is a meeting synopsis highlighting items of particular interest to the membership.

Jan Million and Lu Hollander visited the meeting to report on *The 99 NEWS* and to discuss the guest editor concept which is being developed. The November issue featuring "Women in Space" is an example of this project. The Jan.-Feb. issue will feature chapter projects.

The Board received gifts on behalf of the Ninety-Nines. These include a set of Lindbergh Memorial Medallions in sterling silver from the estate of Pat McEwen. There was an autographed book from Marion Ferguson. Ninety-Nine autographs included in it are by Matilde Moisant, Blanche Noyes, Louise Thaden and Fay Wells. Several books were donated to our library.

Research into methods of establishing and maintaining material for a research center is being continued, committee chairman Gene Nora Jessen reported. The committee is still collecting and preparing information for a proposal requesting a grant to assist with financing the initial costs of the project.

Jeanne Kautter, Omaha Area Chapter, visited the meeting to officially present the master policy for the 99 Group Insurance Program.

Public Relations Associate Joan Kerwin visited the meeting November 8. She reported that she is in the process of developing a packet to hand out to prospective members. Joan is also working on publicity to help celebrate the 50th anniversary May 20 of Amelia Earhart's crossing of the Atlantic.

Letters or bids about hosting the 1987 International Convention have been received from the Western Canadian Section, Mexico, India and Panama. Non-U.S. sections who wish to bid are asked to forward their proposal to President Janet Green before March 1, 1982.

While Headquarters looks after processing membership and renewal applications, a need is apparent for a Membership Committee to look after other aspects of membership activity. Betty Jane Schermerhorn has accepted the position of Membership Chairman.

Executive Director Loretta Gragg reviewed the needs for Headquarters' office equipment. Both the copier and the postage meter are now inadequate to handle our

present work load. The office could be much more efficient with the purchase of a burster to assist with preparing the computer printouts for mailing. Chapters looking for projects might consider working towards the purchase of some of this equipment.

The Board expressed unanimous "thanks" to Nema Masonhall for her donation of a Kodak slide projector and carousel.

Mr. L. Sadler of the FAA visited to project the film of a 1971 Walter Cronkite broadcast "You Were There." This CBS production tells the story of Amelia Earhart's last flight. The film, a very interesting and moving story, is available for purchase through Phoenix Films at a cost of \$459. The Ninety-Nines should obtain a copy.

Mr. Steve Brown, of the AOPA Safety Foundation, extended an invitation to the Ninety-Nines to take over the management and operation of the U.S. Precision Flight Team Program. Precision Flight Competitions, under the auspices of the FIA, are held at the International level every two years. The U.S. team was among the 15 nations that competed in England in 1981.

The Safety Foundation will assist with money, advice and publicity. The Ninety-Nines were approached because we have the organizational format that the program needs. Chapters can individually or in groups sponsor local competitions. Local winners would then compete in regional and national levels to choose the International Team.

There will be no funding from the 99 International level. This would be a United States project, but Ninety-Nines in other countries would be able to assist their team selection as they see fit.

It was decided to accept the invitation based on the funding commitment of AOPA and the selection of a National Director for the program.

The Standard Operating Procedures (SOPs) for chapters are being updated and will be available from Headquarters in the near future.

Omaha Area Chapter member Jeanne Kautter officially presents the master policy for 99s group insurance to Janet Green.



SCHOLARSHIP INFORMATION

Applications are now being accepted for the Marion Barnick Memorial Scholarship offered annually by the Santa Clara Valley Chapter. Ninety-Nines members or those with daughters who qualify may obtain application forms from: Stella Leis, Scholarship Chairman, Santa Clara Valley 99s, 101 Oak Hill Way, Los Gatos, CA 95030. Basic information on the scholarship is as follows:

1. **Name** — The Marion Barnick Memorial Scholarship
2. **Amount** — \$1,000.00
3. **Criteria for Selecting the Recipient** — Major field of study must be in Aeronautics (Advanced pilot rating, Airport Management, A and P Mechanic rating, etc.). Must be female. Or any qualified member of the Ninety-Nines, or qualified female member of her immediate family, may apply.

Must attend San Jose State University, West Valley College, Foothill College or Gavilan College.

4. **Means of Selection** — The colleges will recommend eligible candidates. The Ninety-Nines Chapters will screen and recommend eligible candidates.

The Santa Clara Valley Chapter Ninety-Nines Scholarship Committee will select the recipient. Decision of the committee to be final.

5. **Disbursement of Funds** — Santa Clara Chapter Ninety-Nines will disburse \$1,000, in a lump sum, at the discretion of the scholarship committee.

6. **Duration of the Scholarship** — The award will be given annually for as long as the principal and interest shall last.

7. **Deadline for Application** — May 1, 1982.

8. **Application Forms** — Forms will be available from the Santa Clara Valley Scholarship Chairman or in the Financial Aids Office of colleges mentioned above.

LAST FLIGHT

ELEANOR B. LAY ROSS, Charter member of The Ninety-Nines and Charter member of Western New York Chapter, passed away at Syracuse, NY on December 3, 1981.

Careers Seminar

AVIATION CAREERS FOR WOMEN SEMINAR

March 26-27, 1982, Wichita, Kansas

Friday, March 26, 1982

- 1:00 p.m. **Registration** for factory tours and seminar — LaQuinta Inn
- 2:00 **Aircraft factory tours:** Beech Aircraft Corp. or Cessna Aircraft Co.
- 6:00 **Registration** for those not on tours — LaQuinta Inn
- 7:00 **Buffet Reception:** Kansas 99 home, transportation

Saturday, March 27, 1982

- 8:00 a.m. **Continental Breakfast** — Cessna Training Academy, Complimentary, Cessna Aircraft Co.
Additional registration
- 8:45 **Welcome to Wichita** — Kansas Chapter Chairman, Kay Weber
Cessna Aircraft Co. Management
- Learning to Fail Successfully** — Steven J. Brown, Director, Course Development, AOPA Safety Foundation, Washington, D.C.
- 9:35- **Airline Careers** — Norah O'Neill, 747 Co-pilot, Flying Tigers Airlines
Vice President, ISA, Women Airline Pilots, Bainbridge Island, Washington
- 10:35- **Coffee Break**
- 11:00 **Maureen McMaster**, Marketing Training Instructor, Cessna Aircraft Co., Wichita, Kansas 99
- 11:45- **Questions and Answers** — Seminar summary
- 12:00 p.m. **Transportation Luncheon** — Beech Activities Center
- 1:30 **Remarks:** Janet Green, Int. 99s President, Ocean Springs, MS
Welcome to Beechcraft — Beech Aircraft Management
Mary Enstrom, Aviation Education Specialist, Beech Aircraft
Successful Career Planning
- 2:25- **Military Aviation Careers** — Captain Stephanie Wells, USAF, T-38 pilot
Reese AFB, Lubbock, Texas
- 3:15- **Coffee Break**
- 3:30- **General Aviation Careers Opportunities** — Mary Aikins, FAA Examiner, PPD Winner, Kansas 99, Wichita KS
- 4:15- **Questions and Answers** — Seminar summary
- 4:30 **Transportation** to airports or motel

This second annual Aviation Careers for Women Seminar is sponsored by the International 99s and Kansas 99s. Men are welcome to attend if registered. This is an educational seminar designed for high school and college students, 99s, and other interested persons.

Registration

REGISTRATION: Aviation Careers for Women Seminar

\$20. postmarked by March 10. \$25. after. Send to: Marilyn Copeland, Int. 99 Careers Chairman, 1308 Kevin Road, Wichita, KS 67208. — 316/686-0201

Name _____ Address _____

Phone _____ Affiliation or school _____

Will arrive by _____ Place _____ Date/time _____

Tours: Beech _____ or Cessna _____ or none _____

MOTEL RESERVATIONS are to be made directly to the LaQuinta Motor Inn. They should state for **99 Aviation Careers Seminar**. Att. Helen Schultheis, Mgr., 7700 E. Kellogg, Wichita, KS 67207. 316/681-2881. 1 night deposit guarantees. Must be made by March 10. 1 person, 1 bed, \$25., or 2 persons, \$28.; 2 beds, 2 people, \$31., extra persons, + \$5. each. LaQuinta is near Towne East Shopping Center.

New Aerospace Education materials available

by Evelyn Sedivy Cowing, Chairman
International Aerospace Education
Committee

Aerospace Education Committee chairmen on all levels continuously remark that the 99s do not have any aerospace education materials for their use or for distribution to members and non-members. For a time, a 99s coloring book which was developed a few years ago met this need. However, this item is no longer available, and because of the economics involved in updating and reprinting, it is not likely that a second coloring book will be printed.

To help fill the void of 99s aerospace education materials, the 99s have joined the Civil Air Patrol in producing and distributing two brand-new materials on Amelia Earhart which cover her life and her achievements. These materials consist of an Amelia Earhart Learning/Activity Booklet and an Amelia Earhart Personality Learning Packet.

The Activity Booklet contains 20 pages of pictures to color and student activities which involve language skills, math, art, word puzzles, etc.

The Personality Packet contains several large posters and a teacher manual/student activity booklet. The self-contained packet

can be used by the students in a self-study learning center or can be modified for teacher instruction. The student activities are based on task cards keyed to curricular areas. The teacher manual contains instructions, a materials list and a pre/post test. The poster art is reproduced in a format size for making transparencies on the school's duplicating machine.

A complimentary copy of these Amelia Earhart materials has already been forwarded for your chapter's use. Additional copies are available from 99 Headquarters at the following prices which include postage.

Activity Booklet \$1.25 each
Classroom quantity of 30 \$1.00 each
More than 30 — write for special bulk rate

Personality Packet \$2.00 each
Classroom quantity of 30 \$1.50 each
More than 30 — write for special bulk rate

The "mark-up" from the 99s' actual cost on these materials is insignificant, but it is hoped that from this small profit margin, monies for the International Aerospace Education Committee can be raised to develop other needed 99s aerospace education materials.

The success of any project endeavor on the national level comes from the support and participation of the chapters. Your help in promoting these items will be greatly appreciated.



Activity booklet

Personality packet



New Horizons

RUTH DILG

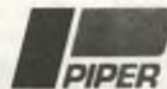
Feb. 12, 1923 - July 14, 1981

Palomar Chapter lost a long-time, hard working member and friend when Ruth passed away in her sleep on July 14. We had had the pleasure of seeing her only a few days before at a meeting and lunch, when she and Pam Vander Linden, a well-known racing team, were discussing their Pacific Air Race entry.

Ruth and her husband, Marvin, both received Private licenses on Dec. 24, 1969, and she soon became our chapter member. They bought an airplane, participated in many fly-ins, and again got Instrument ratings on the same day, Sept. 25, 1975. Ruth flew 5 Powder Puff Derbies, 3 Air Race Classics, and several Pacific Air Races. She always worked on some phase of the All Men's Palomar Air Race — and any other project the chapter did.

She attended many Southwest Sectionals, several International Conventions, and held various chapter offices. Although her earthly wings may be folded, we, her friends, are sure she soars to new heights and beyond new horizons.

by Mary Pearson



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The McDonnell Planetarium in Forest Park. Entertaining and educational shows are offered in the 400 seat theatre. Permanent exhibits include a Foucault Pendulum demonstrating the motion of the earth, a seismograph used to record earthquakes and a full scale Thor missile.

Convention '82

by Jan Pocock

A few years ago, St. Louis bragged in their publicity that they had everything from A to Z! Although they don't use this pitch anymore, the fact remains that, from the magnificent 630 ft. Gateway Arch, to the world famous St. Louis Zoo, it's still true. Even more than when they were promoting our town that way!

When you come to St. Louis in August, you'll have all the ingredients for a memorable time close at hand, if not within walking distance.

A few miles west of downtown, across the wide Missouri River, is St. Charles, original

capitol of Missouri, which has undergone a fantastic restoration on its downtown Main St. If you are into "antiquing," this is the place to see. (And buy!) For more modern shopping, and closer to downtown, there are several beautiful shopping malls, but the ultimate has to be Plaza Frontenac in St. Louis County, with Nieman-Marcus at one end and Saks 5th Avenue at the other. Enclosed are some very posh shops, indeed, in a mall that was designed for the most discriminating of tastes.

For really fun shopping, dining, and theater going, you'll want to visit Westport Plaza in West County. At first, you'll think you've made a quick trip to Switzerland when you see the Swiss Chalet motif of the buildings. (No Alps, though, just gold windowed skyscrapers surrounding the plaza!)

On the cultural side, a visit to Forest Park could easily fill several days. You'll need at least a full day to see the 83 acres of award winning animal habitats of our zoo. The Zoo Train makes getting around much easier for you, and for a quick tour, you could just stay aboard, and glance from afar. However, we bet you'll want to get off at each stop and wander around awhile, especially at "Big



One of the "kids" enjoying a ride on the Zooline Railroad at the St. Louis Zoo.



Grant's Farm, 281 acre estate of August A. Busch, Jr., featuring Grant's cabin, built and occupied from 1854 to 1860, still stands as an historic landmark. Trackless trains provide easy travel around the estate, home of the world-famous Clydesdale horses.



Cat Country," a recent addition. You'll also find our lovely Art Museum, Jewel Box with beautiful floral displays, and the Missouri Historical Society, featuring a Lindbergh museum, within the boundaries of Forest Park. Undoubtedly a must stop for our aviation minded friends will be the McDonnell Planetarium with its fabulous Star Theater. This and our world famous outdoor Municipal Opera (The Mury), are also located in Forest Park.

The Missouri Botanical Gardens, located in west St. Louis, is an historical landmark and very much worth a visit. More than 79 acres of carefully tended greenery and flowers, an indoor rain forest at the domed Climator, featuring lush tropical plants including orchids of all types, a perfectly divine outdoor Japanese garden, and much more!

We would be remiss, indeed, if we didn't call your attention to the home of the world famous Clydesdale horses, Grant's Farm. Actually the palatial estate home in West St. Louis County of our Master Brewer, August Busch, Jr. (Anheuser-Busch), the park-like setting has been converted to a game preserve with real live deer and buffalo roaming at will. General U.S. Grant's cabin

was moved to this location, giving it its name. After touring the grounds via the "train," you may enjoy samples of Mr. Busch's wares at the Barnhof. Just across the road is the barn where some of the Clydesdales reside, and they are even more spectacular in "person" than what you've seen on T.V. ads or in parades. Magnificent animals!

About a half hour west of Grant's Farm, you'll be at the gates of Six Flags Over Mid-America, theme park featuring the "Screaming Eagle" roller coaster, plus more than 100 other rides, shows, and attractions. You will need at least a day at this fun place! Super enjoyment for "kids" of all ages!

There are many and varied museums in our metro area, to please nearly every taste. For instance, the recently renovated Museum of Transport would be of special interest to our transportation minded folk. As you drive in the gate, the first thing that greets you is a venerable old "Gooney Bird." (DC-3, to those too young to know!) The Park is devoted to old trains (some of which you can climb aboard), and old cars, trucks, and buses. Also, the classic, one of a kind super car built especially for Bobby Darin, is

on display there.

There is a free Museum of Science & Natural History and the fascination of more than 50 magical exhibits in the "Magic House." (There is one area where your hair stands straight out! Really!!)

None of the places mentioned is planned for specific tours during our Convention; however, when you get to St. Louis, we'll have much more pertinent information on all these places and many more. Our transportation committee will be on duty in the hotel to advise you about the best way for you to travel, from "A" to "Z" (or wherever!). For instance, there are express buses running between downtown STL and 6 Flags.

Sincerely hope we've managed to whet your appetite for fun-filled time in St. Louis and surrounding area so that you'll be sure to meet with us in St. Louis, in August '82, because all of this excitement is just waiting to become part of your unforgettable St. Louis area vacation.

Next, we'll tell you all about the immediate downtown area and the exciting things waiting for you there, within walking distance of the beautiful Marriott Pavilion Hotel, our convention headquarters.

Good ideas for Chapter Activities

by Marilyn Copeland

As a former chairman of a large chapter, I have continued an interest in what makes some chapters grow and even sponsor new chapters nearby, while others continue to stay at about the same size, losing about as many old members as they gain new members. Lack of communication with older members often is observed.

In addition to a wide variety of well planned programs and projects, planning new projects and activities, not just doing the same ones year after year, can stimulate new interest. Being creative in projects and using facilities that are available in the community can broaden the program.

An example of a very successful chapter that has exhibited continued growth and "spin off chapters" is the Orange County Chapter. Chairman Beverly Allen presented the following summary of chapter activities and projects undertaken:

1. 3¢ a pound rides
2. Airport tours — school children
3. Orientation rides - Scouts
4. CFI re-validation clinic
5. Flying Companion Seminar
6. Chapter fly-ins — 1 day: Borrego Springs, Yucca Valley, Big Bear
Chapter fly-ins — overnight: Sedona, Columbia, San Francisco, Mexico
Places to fly for lunch: Bermuda Dunes, Nut Tree, Mexico, Loretto, Mullege, Santa Inez, Bay of L.A., Harris Ranch, Big Bear, Death Valley, Catalina
7. Airmarking
8. Joint chapter meetings
9. Speakers' Bureau — We have slide presentation, "For the Fun of It," and also a smaller presentation, "General Aviation Serving You" which we show at service clubs and schools.
10. Show the GAMA Film
11. Workshops — Aerospace
12. Air races: work on start, terminus or one of the stops
13. Work with NIFA as timers and judges
14. White Elephant Sale once a year
15. Give scholarships to college students at Cypress and Orange Coast Colleges
16. Picture Hunt
17. Take "goodies" to controllers in tower
18. Visit TRACON
19. Pot lucks with our meetings
20. Attend FAA Seminars — We also pass out information on the 99s during the break and have gotten new members
21. Pilot of the Year Award (P.O.Y.)
22. Get new ratings
23. Take APT Rides — The instructors in our chapter take the girls for rides — free. We also started taking them when we went on a fly-in. One girl would ride one way and get APT and another one would get APT going home.
24. Booth at airports
25. Christmas giving — Instead of having

- prizes at our Christmas party — we collected articles and gave them to Fairview Hospital for the patients there.
26. Interviewed two of our members — These are ladies 81 and 84 years old, and put articles in our newsletter and in history book on their flying experiences
27. Took planes from Fullerton Airport to the Anaheim Education Center for the pre-flight for our Flying Companion Seminar. I won't say this is easier than taking the people to the airport, but it was interesting.
28. Ten members of our chapter donated \$10 each to get a life membership for one of our members who is 81
29. Chapter voted to give subscription of 99 NEWS to member that dropped because she is now 84 years old, and no longer felt she had anything in common with our young members.
30. Donate history books to libraries and colleges. Four so far.
31. Aviation display at local library.
32. Direct Relief Flight (DRF)
33. Designed new patch for 5-years APT
34. Picked up brochures from Orange County Airport, regarding the airport, to distribute when we give talks to service clubs and schools.
35. Work with Orange Coast College Aviation Department — for preventive maintenance class in fall.
36. Work with Orange County Pilots Assoc. to support their airport program, and work on problems with Orange County Airport.
37. Write letters to Congressmen, etc. for joint use of Los Alamitos Airport. (We have sent approximately 75 letters to Senator Steed, Senator McCloskey, and Carol Hallett.)
38. Had tower operators and TRACON personnel for one of our programs
39. Had Glen Odekirk for program in April — personal friend of Howard Hughes — built first plane for Howard Hughes and facility where it was built — also invited husbands for this meeting and friends to attend program.
40. Program with slides of Spruce Goose.
41. Help at Air Shows
42. Held meeting in a hangar, and took picture of members, and had potluck — picture was later sold to members of chapter as a fund raising project. A black and white copy was also made and is being used for news releases.
43. Purchased copies of "I'd Rather Be Flying" from Phoenix Chapter and gave to controllers from our tower and TRACON — who presented our program in March.
44. Join LIGA (flying doctors) on trips to Mexico.
45. Nov. 99 NEWS had a notice stating that they had extra copies of the 99 NEWS if anyone wished to write for them — I did,

and mailed them to girls who had attended our meetings as guests

46. Host a section meeting.
47. Give airplane rides to Scout troops and school children who have done something special as a reward.
48. Chapter cookbook — We did this several years ago, with lots of flying terms used and it was very clever.
49. Our history book for the chapter was lost, so we started a new column in our Plane Tales this year called "Meet your members" and the girls write a column about themselves. After it has been published in the newsletter, it is written up for our history book, and a picture or pictures added — for our new history book. Each girl was given one entire page or more to fill up and we gave them a point on their P.O.Y. if they did it.
50. Help get petitions signed for joint use of military airport for General Aviation
51. Attend SCAG meetings
52. Attend meetings of Long Beach City Council and airport group
53. Attend city council meetings in Newport Beach and Costa Mesa when airport issues are being presented. Also speak on behalf of General Aviation
54. Biennial Flight Reviews
55. Bringing old newspapers to our meetings to collect for Orange Coast College Flying Team that was participating in the NIFA. (fund raiser)
56. Plan a luncheon, brunch, or whatever and invite girls in classes at college so they can become familiar with the 99s — for potential members.
57. Take a balloon ride.
58. Have your chapter members be the program — each one introduces themselves and tells about their family, other hobbies (other than flying). We did this and found that many of us had other interests that were similar and enjoy them when we are not flying.
59. Sold See's suckers at our meeting as a fund raiser for NIFA.
60. Have members bring cookies or other "goodies" to meeting, and sell recipes to members as a fund raiser.
61. Donate funds to Amelia Earhart Scholarship Fund, Forest of Friendship, Computer Fund, etc.
62. Put on S.P.L.A.T. day at Oceanside Airport — one of our members organized this who is based at that airport ... had flying contests, T-shirts (each contestant was given one and others could be bought) had lunch and real fun day ... also trophies ... six of the girls from our chapter participated as contestants, judges, stamped T-shirts, helped with lunch, etc.) Made funds for their association at Oceanside.
63. Had a business card project — which turned out to be great for the chapter but didn't turn out to be much of a fund raiser. Cards cost too much but all our girls order them continually and great to hand out to potential members, etc.

The Project



Ribboncutting at the Women in Aviation Exhibit Opening, August 8, 1981. L to R: Carol Shigley, San Diego Chapter Chairman; Dotty Helm, Exhibit Project Co-Chairman; Betty Gillies; Eva McHenry, Project Chairman; Melba Beard, Lynn Briggs, Bobbi Trout. Gillies, Beard and Trout are Charter Members of the Ninety-Nines. Briggs helped found the San Diego Chapter over 30 years ago.

Three hundred fifty guests were in attendance at the San Diego Aero-Space Historical Center as the Mayor's proclamation was read, declaring August 8 as "Women In Aviation Day" in San Diego, in honor of the opening of the Women In Aviation Exhibit in the Center's Museum. Betty Wharton emceed the late afternoon ceremony at which Exhibit Project Chairman Eva McHenry acknowledged the proclamation, and formally presented the exhibit on behalf of the four area Ninety-Nine chapters: San Diego, Palomar, El Cajon Valley and Mission Bay. On hand for the ribbon-cutting were Ninety-Nine Charter Members- Betty Gillies, Melba Beard and Bobbie Trout and long-time San Diego Ninety-Nine and Museum supporter, Evelyn Briggs.

At the festivities arranged by Museum Board Member Marian Banks, service was provided by former flight attendants in uniform. Local women in military aviation, also in uniform, were among the guests touring the exhibit and enjoying the slide show presentation of guest speaker Janice Brown, Bakersfield Chapter Ninety-Nine. She made aviation history in 1980 by piloting the MacCready-designed Gossamer Penguin, world's first aircraft powered solely by the sun, and by setting altitude and

endurance records in the Penguin's successor, the Solar Challenger.

In presenting the exhibit, McHenry noted, "It is fitting in a city and Museum noted for 'The Spirit of St. Louis' that Ninety-Nines bring to attention in this exhibit the special 'spirit' of women in aviation. The initiative part of this spirit was expressed by Amelia Earhart in her poem "Courage," and Phoebe Omlie expressed the determination of that spirit in her favorite adage, 'The little red god of grit, never knows when to quit.' Whether they were sharecropper's daughters or socialites, the women portrayed in this exhibit had in common the spirit that leads to accomplishment. We offer tribute to these women of spirit in the belief that the power of example will generate future accomplishment."

Examples of spirit had already served to inspire the San Diego area Ninety-Nines in the project of creating the exhibit itself. When the San Diego Aero-Space Museum and other buildings in San Diego's Balboa Park were destroyed in an arsonist's fire in 1978, plans to restore the AWTAR and The Ninety-Nines displays began to be made. The project grew in proportion to the efforts of many individuals of diverse talents and contributions.

The San Diego Chapter members, with experience in developing the Flying Companion Seminars and a seminar SOP, led the way. Ava Carmichael, organizer of the seminars and co-author of "From White Knuckles to Cockpit Cool," supplied the initial enthusiasm for the exhibit project and began the search for grants and available memorabilia.

As major museum building progressed over the next two years, Project Chairman Sandra Clary laid a foundation in research and memorabilia collection and provided the additional dimension of a library to the project. Work in book-plating and collection was carried on by Patti Rogers who was also responsible for the calligraphy on donor plaques and cards.

The grant application to a local women's fundraising group, made by Sandra Clary and Dorothy Helm, yielded funds for the purchase of the exhibit room projection equipment — two slide projectors with dissolve feature and a programming unit. Betty Wharton attended audio-visual programming seminars and produced a 4-minute show on the AWTAR that is available by push-button at viewer demand. Ruth Douty, 99 transfer from the Colorado Chapter who served as Project Chairman in 1979, taped the narration for the slide show.

As Eva McHenry became project chairman in 1980, additional space was given to The Ninety-Nines by the Museum for the WIA Exhibit. With the goal of maintaining basic continuity of appearance and providing for relatively easy rotation of displays, she arranged for the design and building of the exhibit.

Project Co-Chairman Dorothy Helm directed the work of eleven groups of Ninety-Nines who made intermediate selection of material by subject area, and who often launched research and collection efforts of their own. The leadership duo then edited narratives and co-ordinated the photographic display with graphic artists 99 Jan Hall and, at that time a potential 99, Sandy Small.

With experience in staging and window-dressing, Pat Fry gave her talents to arrange for reproductions of clothing and for the complete dressing and hairstyling of the five abstract form display mannequins and the Amelia Earhart wax figure.

An agreement with the Museum for the building of the \$36,000 exhibit required a pledge of \$18,000 by the San Diego Ninety-Nine Chapter. To augment the donations of special contributors, a variety of fund raising activities over a three year period called for the efforts of virtually every involved

cont. on p. 20

The Project cont. from p. 19

member of the four chapters.

The contributions in many forms of individual members and chapters from outside the San Diego area and from the leadership of The Ninety-Nines was very gratifying. Special support came from Ninety-Nine Archivist Lu Hollander, the Board of Directors of the AWTAR and the Long Beach and San Fernando Valley Chapters.

It is the hope of the San Diego Ninety-Nines that their example will encourage other Ninety-Nines to discover their glorious heritage, and to initiate and support projects that reveal and promote the accomplishments of women in aviation.

The need for support of this particular project continues in order to provide for on-going exhibit development and proper maintenance of the exhibit. Inquiries regarding memorabilia and funding should be made to Pat Fry, San Diego Chapter Chairman.



Charter Members Melba Beard, Bobbi Trout and Betty Gillies before a photo-mural of the first meeting of The Ninety-Nines in 1929. Propeller was donated by Melba Beard.



Abstract form mannequins in Airline Section wear PSA 1960's uniform and first stewardess uniform of 1930, reproduced with funds from San Diego Chapter of United's Clipped Wings.

Ninety-Nine Charter Members Bobbi Trout, Betty Gillies and Melba Beard pose in front of the wax figure of another Charter Member, Amelia Earhart. Background poem, "Courage," was written by A.E. before she became the world's most famous woman pilot.

The Exhibit

Located past the entrance design that incorporates the 99s' compass rose logo is a large oil painting of fifteen famous women pilots by artist Roy Gjerston. Before pursuing graduate studies at Yale University on an Amelia Earhart Scholarship, Joanruth Baumann, a former San Diego Chapter chairman, secured the permanent loan of the painting from her employer General Dynamics/Convair.

In the FIRST LADIES OF THE AIR section, attention is given to Blanche Stuart Scott, Harriet Quimby, the Stinson sisters, and Ruth Law. Others portrayed include Neta Snook Southern, Amelia Earhart's flight instructor; Bessie Coleman, the world's first licensed black pilot; and "Tiny" Broadwick, the first woman to parachute from an airplane. On display loan from the Smithsonian's Air and Space Museum is a parachute used by Broadwick, whose nearly 1,000 career jumps included demonstrating the coat pack parachute for government officials in San Diego in 1914.

Following the display of the first air derby for women is THE NINETY-NINES section which is highlighted by a photo-mural of the club's first meeting in 1929. A large propeller donated by Charter Member Melba Beard is mounted below the mural. Plane displays include those of profiles of Charter Members, INTERNATIONAL 99s and 99 ACTIVITIES. In a showcase for 99 artifacts, a mannequin is clad in a uniform worn by West Coast 99s in the early 1930s.

A free-standing display and mannequin case within the 99s section is devoted to AMELIA EARHART, Charter Member and first elected President of The Ninety-Nines.

Collage photographs were supplied by Purdue University through the efforts of Anne Black and the Indiana Chapter. At Eva McHenry's request, Kimo Kaawa of the Hollywood Wax Museum created an exact likeness figure of the famous aviatrix. Funds for clothing reproductions for the figure were supplied by local Zonta Clubs whose members were among the project's most enthusiastic and generous supporters. To complete the outfit, a scarf worn by A.E. was kindly donated by Muriel Morrissey, Amelia Earhart's sister.

The lead-in for the WOMEN IN WORLD WAR II section is Cornelia Fort's dramatic account of a flying lesson interrupted; she was instructing a student in a Cub over Honolulu when the Japanese attacked Pearl Harbor. Although profiles of civilian test pilots such as Teddy Kenyon and Barbara Jayne are included, the main emphasis is given to the WAFS and WASPS and profiles of leaders Nancy Harkness Love, Betty Gillies and Jacqueline Cochran. A large reproduction of Fifinella, the WASP logo designed by Walt Disney, forms the backdrop of the showcase in which is displayed the WASP uniform of Kay Brick and other artifacts. Also included is a large print by Charles Hubbell of all the planes flown by the WASPs.

The most popularly known events for women pilots, the "Powder Puff Derbies," are emphasized in a special section. Although different races will be highlighted later, primary attention is given now to the AWTAR (All Woman Transcontinental Air Race), sponsored by The Ninety-Nines. Features of this section include a back-

lighted map of the routes of the 30-year race, a showcase for trophies and memorabilia and a display flip rack holding photographs of winners and other racers.

The AIRLINES section contains panel displays of pilots and early "stewardesses," and the mannequins are dressed in flight attendants' uniforms — a Pacific Southwest Airlines mini-dress uniform of 1960 and a reproduction of the first stewardess uniform of 1930. Funds for the reproduction were supplied by the San Diego Chapter of United Airlines Clipped Wings.

Seating in the exhibit room is provided opposite the viewing screen by a carpet-covered seat built around a shiny gas tank that is a seat itself. The gas tank was used by Jacqueline Cochran in a Seversky plane in which she flew a Bendix race. Cochran and Louise Thaden with Blanche Noyes, all Ninety-Nines, in separate years in the late 1930s, bested the chiefly male competition in the famed race.

A jumpsuit, helmets and other Cochran memorabilia are on display elsewhere in the exhibit. Cochran, who held more world aviation records than any other pilot, male or female, is profiled on the RECORDS AND AWARDS panel.

Other display panels include: MILITARY TODAY (Navy pilots Rosemary Conatser and Joellen Drag); ETC...ETC...ETC... (Whirly-Girls, Anne Morrow Lindbergh Glider Club of San Diego, Hanna Reitsch, among others); contemporary AVIATION CAREERS & ASTRONAUTS; and SPOTLIGHT (now on Janice Brown). Profile preference in these sections is given to Ninety-Nines.



Two San Diego Aero-Space Museum visitors discover the back-lighted map of the routes of the 30 year AWTAR or Powder Puff Derby.



Pat Fry directs Kent Lee, hairdresser for Hollywood Wax Museum, in the cutting of the Amelia Earhart figure's human and individually implanted shock of hair as project chairman, Eva McHenry looks on.

Sky High Days

EVENT: SKY HIGH DAYS PURPOSE: TO PRESENT AVIATION CAREER ALTERNATIVES FOR YOUNG WOMEN

by Mary Curtis

On October 17, 1981, after many months of preparation, the Idaho Chapter presented a magnificent all day event (1000-1600) to introduce aviation career alternatives to the Silver Sage Council of the Girl Scouts. Called Sky High Days, the event was attended by some 632 Girl

Scouts, Brownies and friends who toured through Boise Cascade Hangar to see and touch beautiful aircraft on display, meet talented women pilots and receive handouts and 'goodies galore.'

Guests were able to listen to and ask questions of such marvelous people as FAA Tower Chief (ret.) Delphine Aldecoa; USAF Captain Ann Smethurst; Wein Airline Flight Engineer Marilyn Merritt; our very own 99, Ann Stott, CFI Instructor at our local Cessna FBO; Sue Ranney-Grimes, Corporate Learjet pilot of Boise Cascade Corp. and last but not least, Pat Jenkins, Pilot in Command of WOODSTOCK. What's a

Postcards - 500 - Beech (Staggerwing/King Air)

"Aviation Spoken Here" Posters - 500 - Beech

4 different "Learn to Fly" booklets, total 500 - Cessna

Variety of Aviation Careers Pamphlets
Teacher's materials, AE biographies
- FAA DCA/GADO BOI

Balloons & Pins - Girl Scouts

List of colleges and universities offering Aviation Careers

Lists of various Aviation related Career opportunities

Our committees generally consisted of many individual 99s with a lot of overlapping in all areas.

PUBLICITY was shared by the Girl Scouts and the 99s. The Girl Scouts put out all of the formal news releases to the media. The 99s attained other publicity in the media through friends in Aviation (i.e.) T.V. personnel via letters and personal contact. We also had good radio and T.V. coverage through Public Service messages, (i.e.) Community Calendar.



"We can really learn how to fly?"



Delphine Aldecoa, FAA Tower Chief.

Woodstock?? Yes, you're right ... Woodstock is a spunky, bright yellow helicopter Hughes 300C model.

From the hangar, they were able to continue their tour through and by a Piper Turbo Arrow, Cessna Turbo 210, Rockwell Turbo Commander, Lear 35, Bell Jet Ranger and of course Woodstock.

PLANNING/PREPARATION TIPS:

The number one thing you do is **TAKE A DEEP BREATH AND REMEMBER THAT IF YOU'RE A 99 YOU CAN DO ANYTHING.** From that point on we begged, borrowed and I'm not sure but we might have stolen ... We had:

- 1) Historical photographs (donated by our local airport)
- 2) Aircraft lithographs donated from Piper-Cessna-Beech
- 3) Learjet calendars, airline posters & Air Force posters
- 4) Refreshments donated by the Girl Scouts, McDonalds & Albertsons
- 5) Room Dividers — rented and used as back drops for station speakers
- 6) Conference tables loaned by Hewlett-Packard, used for materials displays
- 7) Hand-outs included:

"Gone Flying" posters - 500 - Beech



Ann Smethurst, USAF. "Yes, even women can fly military airplanes."



Marilyn Merritt, WEIN Air Alaska Flight Engineer.



"Golden Arch" lunch on the ramp.

PROPERTY consisted of back drops (free-standing dividers), tables (conference) and chairs. The dividers were at stations for speaker's posters and materials display. The tables held all handouts and demonstration models. We also had multi-colored stringed flags at the aircraft display and lots of packing barrels used for leftovers of every sort.

SECURITY & PEOPLE FLOW: Hangar displays were set up inside the hangar for each participant. 99s were

stationed at each check point to maintain traffic flow and to direct troops, prevent bottlenecks, etc. Each 99 was also instructed to carefully watch aircraft and other displays to insure no damage was incurred. 99s stationed outside of the hangar explained the operation of the aircraft as well as maintaining coverage of same. This required twelve 99s and two or three roving members to keep participants in coffee, to 'spell' others, lunch breaks, etc.

LAST BUT NOT LEAST ... The **CLEAN UP COMMITTEE ...** We swept, we mopped (200' x 75' hangar). We polished, we shined, we emptied trash, we did bathrooms, you name it, we cleaned it. ... **EXCEPT we DON'T DO WINDOWS ...** (only because there weren't any we could reach).

AFTERMATH ... Next to the airport, only around the corner from Boise Cascade Hangar, is this neat little PUB ... They serve popcorn and other fun things ... Did we??? We certainly did and thoroughly enjoyed it. The only other thing that we would have enjoyed more would have been a podiatrist and a hot tub!!

RECAP: When Silver Sage Council Girl Scout Director, Pat Carr, asked one of our members, Gene Nora Jessen (membership chairman) if we (99s) could do something concerning Aviation for the Girl Scouts. SHE said Yes ... I'm not sure Gene Nora knows how to say NO ... Actually what she might have been thinking was that she would get all these little Girl Scouts and Brownies interested in flying and they would all become 99s, and then we would take over the world ... Well, anyway ... she said yes.

Then our 99 chairman, Karen Marchbanks, convinced our Learjet person, Sue Ranney-Grimes, that there were other things to do besides fly Learjets ... and that

she should be chairman of this big event ... (You should hear Sue's side of it.)

Sue then outlined and coordinated events and, oh, by the way, Sue also is employed by Boise Cascade Aviation, who then of course, generously donated their magnificent hangar for the day, plus all the printing for participant information. (They are in the paper business.)

From that point Gene Nora, who was also our media spokesperson, made arrangements through Wein Airlines and the USAF for speakers Marilyn Merritt and Ann Smethurst. She also convinced Delphine Aldecoa, FAA Tower Chief (ret.), to participate.

Some of our chapter talent was Ann Stott, Flight Instructor; Pat Jenkins, who flew WOODSTOCK, cute little yellow Hughes 300C helicopter, 150 miles from Diamond, Oregon; and, of course, our Chairman of the Day, Sue Ranney-Grimes, who flies cute little Learjets.

Our day started the night before (16th) with a co-membership function with ZONTA, featuring our SKY HIGH guests ... Our real day (17th) started at 0800 with donuts (no calorie type), coffee and coordinating with the Boise Cascade Mechanic. He moved the Lears out of the hangar for our display. Our local Cessna and Piper dealers taxied down the 210 and Arrow. They were displayed as diagram shows. We then set up all the tables, backboards, literature, flags ... 3 BIG 99 BANNERS (rah!!), trash containers, etc. The Girl Scouts started arriving at exactly 1000 and continued until 1600 ... At 1630, our Chairman, Karen, suggested a quick meeting, gave us a few "warm fuzzies" and then told us we had to mop the hangar, etc.

Included in the handouts were Balsam Glider model kits ... They were normally 79

cents, but Gene Nora found a bargain closeout ... 10 cents apiece! She bought 500 of them. We had beautiful name tags made by 99 Anita Lewis, super photography by 99 Barbara Sall. The only cost for our guests was for our Air Force person, Ann, and that was only to pick up the \$80 extra to go from SFO through Boise to Texas. All other participants' time and travel was donated.

Then the THANK YOU's ... To quote Karen and Gene Nora, "There were hundreds of them," and we are so very grateful for all the marvelous people who contributed so very much.

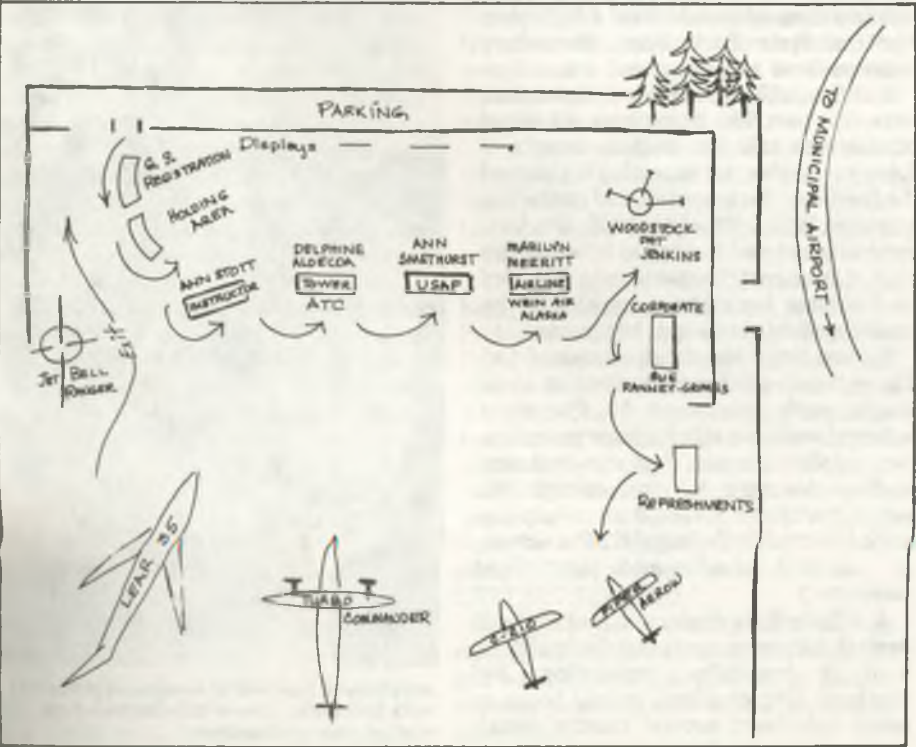
We would suggest that if any of you plan a future project similar to this that one of the main things is to keep the groups small (10-15), and group by age. But ... the very most important of all was our main objective ... we introduced young women to aviation, and after it was all over, 600 little girls had been able to see, feel and touch airplanes and to talk to enthusiastic women who cared enough to give of their time and talent.



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Flying Companion Seminar



SCV 99 Marilyn Orloff uses oversize flight computer to show students how the computer works during technical session in classroom at Aeronautics facility of San Jose State University. Photo by Edmond Pelta

by Kathy Pelta

Three years ago the Santa Clara Valley Chapter gave our first Flying Companion Seminar. It was modeled on the ones started by the 99s in the San Diego area. This October, we gave our seventh — and it was our most successful.

Putting a seminar together becomes easier every time, as we accumulate experienced workers and materials. We kept a written record, which has provided us with a useful collection of job descriptions to turn over to the team of 99s giving the seminar the next time around.

TO BEGIN WITH ...

As we started out, we had to ask ourselves a number of questions. They are listed below, with some of the solutions we have worked out.

1. **What will it include?** We knew it would be easier to plan a schedule of classes if we defined, for ourselves and the attendees, what we expected to cover. We did not want to be a ground school, nor a pinch-hitter course. We tried not to get too technical. Seminar courses include flight basics, radio, map-charting, and weight and balance. We conclude with "Try It, You'll Like It!" a talk by an enthusiastic 99 about her early fears and later joys of flying.

(On the first day, we ask students to complete a questionnaire about their flying

experience and things that make them uncomfortable. We find there are always "experienced" companions who know the basics and hope we will teach them to fly, and others who think pilots use a nail file, or maybe a filing cabinet, to "file" a flight plan. Most students have been somewhere between those two extremes.)

2. **Who will teach?** Most instructors were our own 99s. Sometimes we asked outsiders to talk (on medical aspects of flying, or weather, for example.) We learned the hard way the importance of contacting outsiders **WELL IN ADVANCE**. Doctors, especially, seemed to need to schedule this kind of "non-profit" activity early. We tried to anticipate last-minute cancellations by having available back-ups, just in case.

3. **How large should the seminar be?** The optimum number of students we could handle easily was about 50. For more technical work, we split the large group into two smaller groups. For the technical sessions we tried to have enough 99s working as classroom monitors to help any student in trouble (finding a VOR on a chart, or working the complicated flight computer.)

4. **Who will be chairman, and who will assist?** Job assignments included publicity, food & hospitality, registration, and teachers. Our chairmen usually began to solicit volunteers several months ahead,



Jerry Shreve, Professor of Aeronautics at San Jose State University, gives a slide-illustrated talk on weather. Photo by Edmond Pelta



SCV 99 Betty Hicks, Coordinator of the Aviation Program at Foothill College, uses her own slides during her lecture on instruments. Photo by Edmond Pelta

Students at Flying Companion Seminar learn how to read cockpit instruments, and then are given sample problems to solve. Photo by Edmond Pelta



Good food at lunchtime is an important feature of a successful Flying Companion Seminar. Patty Sherwood, Pat Gladney, and Mayetta Behringer of Santa Clara Valley Chapter arrive with a submarine sandwich to slice for the crowd.



bringing sign-up sheets to each meeting until they were filled.

5. What special equipment will we need? We used tape recorder, slide projectors, and a movie projector (for the FAA film "How Does an Airplane Fly?"). It's a good idea to have a source of back-up equipment lined up, in case you burn out a bulb, or worse. (And don't forget extension cords for coffee pots, ice for lemonade, and trash bags for paper plates when lunch is over.) If you reserve equipment early, you can devote your energies to more serious problems as seminar time draws closer.

6. What materials will we use, and where do we get them? We worked closely with the FAA, since the seminar is considered a safety program. The FAA was generous with help and materials. We found aircraft-related companies and organizations happy to provide free materials, but it is necessary to write ahead of time. Most materials in the kits issued to the students were copied from lists, charts, and illustrations our own 99s provided. We asked students to bring charts of the local area (not necessarily current) for the map work.

Each student kit contained: map of the San Jose Airport; traffic patterns; lists of tools a pilot uses, fun places to visit, gifts

suitable for a pilot, etc.; FAA brochure on "How to Obtain a Weather Briefing"; plastic flight computer (from Exxon); plastic ruler (from AOPA); schedule of classes; blank "I Have a Question" forms; and a questionnaire to be turned in after the seminar with student evaluations and suggestions.

This year we fastened the collection of materials for the kits in red or blue folders; the students were assigned to the smaller technical sessions according to the color of the folder.

7. When and where will the seminar be held? We decided to hold the seminar on Friday evening and all day Saturday. Fortunately, the Aeronautics Department of San Jose State University had space available. The facility provided important features we needed: 1) a place to park airplanes for preflight demonstrations; 2) a hangar with space to set up tables for coffee breaks and the Saturday noon buffet; 3) large room for lectures, movies and slide presentations, and smaller classrooms.

GETTING STARTED ...

We tried to get easy things out of the way early (planning agenda, collecting materials and equipment). This gave us an idea of potential problems while we still had time to solve them.

Several months before the seminar we publicized it at the 99 booth at the Moffett Field Air Show and took names of people who might want to attend. About one month before the seminar we sent notices to registered pilots in the area. We contacted newspapers and distributed leaflets to flying clubs, general aviation offices in the county, and aviation departments of local colleges.

For food, we tried pot-luck the first year and found it meant too much work for everyone. Now we have settled on submarine sandwiches from the local deli for our Saturday lunch. We ordered enough food for 50 participants and nearly as many 99s who were on hand to help. Members of the chapter brought the vegetables and dip for the lunch, fruit and cookies for the dessert, and snacks for coffee breaks.

THE BIG DAY ...

With careful planning, there should be few problems on the big day. We feel these features contributed to our successful seminars:

1. Blanks for questions were available at lectures, as well as in the student kits. It gave

cont. on p. 26

Flying Companion Seminar

students a chance to write down questions without interrupting lectures. We had question-and-answer times after lectures and at the end of the seminar.

2. We made a real effort to keep on schedule. A 99 was "bellringer," to signal time to move on to a new topic, another speaker, or a different classroom. We had "stand and stretch" breaks of a minute or two during long lectures and work sessions.

3. Since the radio and its way to reach help in an emergency is something all companions are familiar with, we had a separate session on the radio. For some

seminars we taped ahead of time conversations between local pilots and tower, to play and re-play for the students. We also had a small VHF transistor radio so they could listen to conversations between pilots and tower at the San Jose Airport. The flying companions were delighted to find they could get a little radio and do the same, any time they wanted. They liked this exposure to "garbled radio talk."

4. After sessions on radio and chart-reading, students got to take a cross-country flight by means of slides and tape recording. They had in their kits a transcript of actual radio sounds (ATIS, pilot/tower communication) recorded recently when two 99s made an actual cross-country flight. We also had color slides of the terrain seen

by the pilot. We played the tape, and at the same time projected on two screens, side-by-side 1) pictures of the terrain at various checkpoints, and 2) the chart, with route of flight and checkpoints marked.

"AND NOW THAT IT'S OVER ..."

After the seminar, when the last student has gone, an exhausted chairman and any of the 99s still around usually meet for an informal debriefing. It gives us a chance to talk about first impressions while those impressions are still fresh in everyone's mind. A more serious evaluation, and a look at the students' evaluations too, will be done later.

Then comes the fun part: planning our next Flying Companion Seminar.



SVC 99 Janet Hitt, Accident Prevention Specialist, San Jose GADO, discusses "Your Fears and Your Feelings" with seminar students. Photo by Edmond Pelta

Students get "hands on" experience as SVC 99 Mayetta Behringer goes through steps of preflighting her airplane. Photo by Edmond Pelta



At preflight session, SVC 99 Vera Arnold displays samples of pure and contaminated 80 and 100 octane aviation fuel. Photo by Edmond Pelta

NOTAM

Flying Companion Seminar SOP and illustrated text for Companions, *From White Knuckles to Cockpit Cool* by 99 and 49½er, Ava and David Carmichael, are available through the San Diego Chapter.





Orange County 99s, Leslie Bush and Bev Allen welcoming the Companions.

Eleanor Todd, Orange County 99, introduces the Sectional Chart.



Orange County 99 Marci Mauthe demonstrates Tools the Pilot Uses.

Additional Tips On Flying Companion Seminars from Orange County Chapter

by Gwen Haynes

1. There are two ways to go with a Flying Companion Seminar, non-profit or profit.

If *non-profit*, you provide an educational seminar as a public service to the companions/public. Your local GADO will print and mail flyers (which you have designed) to local pilots at no cost to the chapter. You may charge enough to cover expenses, but may not make a profit and no mention of the fee can be made in flyer.

If for *profit* (it has been demonstrated to be a very successful fund-raiser) you publicize and/or print and mail flyers at your own expense. Lists of pilots can be purchased from two Oklahoma City companies: Zytron Corp., 2000 Classen Center, Suite 125 South, Oklahoma City, OK 73106. (405) 528-7166, and Myriad Computer Systems, 7720 N. Robinson, Building 7, Oklahoma City, OK 73116, (405) 842-4480.

Zytron's lists are by *State* on microfiche (you'll need library with equipment to read list). \$6/state, min. order, 6 states.

Myriad's lists are by first 3 digits of Zip Code. You can read it as is. \$16/1000; \$50 minimum order with \$50 deposit required. Available on pre-printed address labels for \$19/1000.

2. **Seminar Locations.** Orange County held their latest seminar at the Anaheim Education Center. The school setting proved perfect in that all the necessary audio visual aids were available, i.e.: overhead projectors, screens, movie projectors, a lectern and PA system.

3. It is also advisable to take out a one-time **liability insurance** policy for the event, just in case of injury — the 99s

could be sued, as could the owners of the building you are using.

4. **Simulators**, always popular with the Companions, were provided for Orange County by local FBO's, Flight Schools and Ground Training Facilities. All seem quite willing to donate the equipment (to further the cause of aviation and a non-profit organization) if you give them enough advance notice to reserve the machines.

5. **Pre-flight film** was used by Orange County for their latest seminar instead of transporting Companions to the airport. The film, provided by the FAA, was very informative and was produced by Wally Funk, a Los Angeles 99 employed by NTSB. An "optional" actual pre-flight was offered as the last item on seminar schedule.

6. Sample Flying Companion Seminar Schedule.

Friday Night 6:00-9:00

- Registration (:20)
- Introduction (:10)
- How the Airplane Flies (:30)
- Basic Instruments (:25)
- Coffee Break (:15)
- Tools the Pilot Uses (:15)
- Weather & Turbulence (:25)
- Airport Orientation (:20)

Saturday 9:00-4:00

- Radio Procedures (:20)
- Introduction to the Sectional (:40)
- Plotting the Course (:60)
- Coffee Break (:15)
- Computer (:25)
- Simulator (:30)
- Lunch (:30)
- Places to Fly (:30)
- Flight Plans (:25)
- Weight & Balance (:20)
- Medical Facts (:20)
- F.A.A. Presentation (:15)
- Coffee Break (:15)
- Preflight Introduction — Film (:15)
- Evaluations (:10)
- Preflight — Actual (optional)

Rotation

New Ratings

East Canada Section

Donna Deakon - First Canadian - IFR
Adele Fogle - First Canadian - ME

Middle East Section

Gall Heffner - Maryland - IFR
Anitra Ruth - Maryland - Learjet
Marcy Deckelbaum - Potomac - CFI
Robin Rosenball - Potomac - ME
Annette Weaver - Washington, DC - COMM, IFR

New York-New Jersey Section

Racquel McNeil - Garden State - IFR
Pat Knoles - Western NY - IFR

North Central Section

Pat Fairbanks - All-Ohio - CFI-H
Sharon Hauke - All-Ohio - IFR
Sandy Gordley - All-Ohio - IFR
Janet Shirly - Greater Kansas City - COMM
Marla Christensen - Greater Kansas City - AGI
Christine Murdock - Indiana Dunes - COMM
Keren Johnson - Indiana Dunes - COMM, IFR
Susan Dyer - Michigan - IFR
Valerie Nicholson - Michigan - CFI
Jan Young - Minnesota - AGI, IGI

South Central Section

Mary Jo Voss - Shreveport - CFI*
Bandy Andersen - Santa Fe - Glider
Kay Bond - Santa Fe - Glider

Southwest Section

Lynn Schug - Long Beach - CFI
Leslie M. Hico - Long Beach - IFR
Margaret E. Nelson - Marin County - CFI
Leslie Jose - Mt. Diablo - CFI
Martha Illiff - Mt. Shasta - CFI
Georgia Back - Monterey Bay - IFR
Halle McGonigal - Monterey Bay - Learjet
Sandra Pratt - Monterey Bay - MEL
Dianna Norwood - Palms - IFR, COMM, ME
Paula Debols - Phoenix - COMM ASMEI, CFI
Nancy Rogers - Phoenix - CFI
Merilyn Keon - Phoenix - CFI
Sue Cedarquist - Santa Paula - CFI
Sherry Moore - Santa Paula - CFI
Melody Rich - Santa Paula - IFR

*A.E. Scholarship Winner

AIRTOUR '81

by Connie Gould
Santa Clara County Chapter

"We must start emphasizing the value of General Aviation again — and again — and again! ... I feel that it's vitally important that we mount a campaign of public awareness as to the positive aspects of aviation." Shirley Winn said it in the September 99 NEWS, in a letter to the editor, and she knows — she and the Sacramento Valley Chapter did it in saving their own Sacramento Executive Airport.

All over the country, there are many airports which are already troubled; and we can say with some certainty that as population pressures increase, airport problems will also increase if nothing is done to reverse the trend.

I feel that in all conscientiousness and for the sake of our own flying freedom, and that of general aviation in the years to come, we, as 99s, should pitch in and do what we can towards relieving the situation of troubled airports. We have the capacity as demonstrated by all the organizational skills that go into races and such events; and an aviation awareness project such as an air tour can be equally challenging, often a lot of fun, and very satisfying.

The impetus for our event came from Monterey Bay (California) Chapter, which in May, 1981, put on what they called a County Air Tour that sounded extremely interesting, broad in concept and really worthwhile. The minute I heard about it I knew it was something my Santa Clara Valley Chapter needed to do, and soon others were interested, too. With the cooperation of Monterey Bay members Geneva Cranford, chairman of their event, and Lynne Kastel, I will try to explain the basic nature and purpose of an air tour and how to go about it for the benefit of other chapters who might like to follow suit.

What, you may ask, is a County Air Tour? In our context, it was a fairly large-scale aviation awareness event directed towards those persons — VIPs, you might call them — who have influence in their communities and who, in many cases, will make the decisions regarding airports. Often these persons do not have realistic ideas of the needs of airports, or a valid concept of the significant and positive economic impact of an airport on their community. (Our prize example is the aide to a County Supervisor who, when we tried to explain our event, asked, "But what is general aviation?")

AIRTOUR was a "guided" aerial tour of a county or area, designed to give the participants a new and wider perspective of their county, their airports, and general aviation. The participants were flown by 99s and other pilots who donated their time, their pilot skill and their planes. Following the tour, the guests joined us for lunch and a short informative program.

The goal was better understanding of mutual problems, greater willingness of officials to work with general aviation and the hope that official decisions would be made on a more informed basis. The mere fact that pilots were willing to spend so much time, effort, and money on improving

the image of general aviation had a positive effect. Geneva reported a definitely improved situation with the local press after their Air Tour.

Because a county air tour will involve a different locale and a different airport situation each time, it will be a different event each time. Actually, the idea is the thing — once someone comes up with an idea for an event, anyone can adapt the idea according to their local circumstances. (Our heartfelt thanks to the Monterey Bay Chapter for their wonderful idea.)

In our two cases, while our counties are neighbors, they are different in many respects as to size and composition of the areas as well as aviation activities. Monterey County is huge in area with a population of only some 290,000. The largest city is Salinas (population 80,000), and major industries are agriculture and tourism. The county has two controlled airports, and one uncontrolled airport. It no longer has even commuter airline service, and there are no significant airport problems except occasional complaints about noise concerning one runway at Monterey.

Santa Clara County is only half as large



Hospitality table at Palo Alto Airport. Pilot, Peg Ewert; hostesses former WASPs's Patty Sherwood, Pat Gladney; rider Janet Baker.

Mayetta Behringer, pilot; Dottie Theurer, rider; Leland Levy, Palo Alto City Council; Angelo Froasolone, Mountain View City Council.



but has a population of 1.3 million, almost all concentrated in the north end, a high-technology area which borders on San Francisco Bay. San Jose (population 630,000) is the largest city. The county extends south in a large valley which is almost entirely agricultural.

The county has four airports: San Jose Municipal, an airline carrier terminal, and three county-operated airports. The county is also the site of a Naval Air Station, Moffett Field. San Jose is at the southern tip of the San Francisco-Oakland-San Jose triangle, one of the busiest airspaces in the world.

All of these airports are having problems of one sort or another. To take the simplest case, the use of Moffett Field as a reliever airport is opposed by several surrounding cities. It is coveted by San Jose Municipal for joint civil-military use as a reliever airport (it is used to barely 25% of its capacity) and by land developers. In the Santa Clara County AIRTOUR, we had representatives from eight (of our 15) cities involved in airport "hassles." Due to the complexities of our situation, we tried to educate our guests concerning only general aviation and its economic impact on the county.



General Aviation Terminal, San Jose. Pilot, Harry West; rider, Pat Rowe; John Connelly, Milpitas Deputy City Manager; Nancy Ianni, San Jose City Council; Lauren McQueen, San Jose Airport Commission Chairman.

Planning the Event

In considering a complex project like an air tour, a chapter should realistically analyze its local situation and needs: the willingness of members to work and their numbers (is it commensurate with the needs?) and the availability of other pilots or FBO's willing to help. It should ask, "Do we have the finances for such a project?"

I will describe what we did for the Santa Clara County AIRTOUR, contrasting it with the Monterey County event when helpful. We each followed the same procedures, appropriate to our own situation.

The decision to go ahead was made and the date was set for the first Saturday after election day, November 7. It turned out to



Reid-Hilview Airport — luncheon site. G.B. Aero courtesy of Bob Barnick, son of Marion Barnick who died in the crash in Antarctica.

be most fortuitous, because only a week later we learned that in late November or early December the County Board of Supervisors was scheduled to make its decision about the new update of the County Airports Master Plan. We couldn't have asked for better timing to make a positive impact.

At the next chapter board meeting, \$600 was designated for Aviation Awareness. Several members have remarked since that they were glad to help earn money with Flying Companion Seminars (which seem to be our favorite project) to finance projects like the AIRTOUR.

Within a week, I had a fine committee set up. Immediate tasks:

- Educate our own members (we didn't do enough of this)
- Line up pilots
- Select guests and send out invitations
- Pick a luncheon site (with airport parking) and arrange lunch
- Contact speakers for our program, agree on topics
- Make arrangements at all four airports for reception of guests
- Work out the most informative and interesting route (Peggy Ewert)
- Prepare suitable handouts (using much AOPA material).

From the start, an Editor or Editorial Committee is needed. In particular, all written material which goes to the guests should be very carefully edited for both content and form (and to avoid appearing amateurish). The invitations, for instance, were our vital "first impression" and our only "sales pitch." They should be the result

of several persons' ideas as to content and wording. Handouts and programs should also have a broad input as they are what the guests take away with them.

We had a competent editor, but didn't make full use of her skills, and it showed in spots.

We also needed members to handle publicity (Pat Cain), photography (Verna West), design programs (Stella Leis), make informative signs, decorative banners and name tags (Willy Gardner). There were lots of little jobs like ordering insurance, etc.

PILOTS — To start, we sent out a flyer in our newsletter, so that our own members would have the first chance to fly. We described the event briefly, and asked them to participate by flying two or more guests in their plane over a pre-planned course. They would act as guides for their passengers, using informative material received ahead of time. All plane expenses would be tax deductible. We said we needed pilots with at least 500 hours (following Geneva's requirement) and 50 hours in type.

We also appealed to the Santa Clara County Airmen's Association, to members of the California Aviation Council and to certain other pilots. I asked only one FBO — and the immediate response was the offer of a Cessna 402 with 10 seats. We ended up with more male than female pilots, but with a large, effective crew of 99s on the ground. (I'll leave that for someone else to explain.)

Geneva had advised me that the first thing to do was to arrange for insurance

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coverage from the 99s, so Susie Sewell, Headquarters insurance officer, was one of the first persons I contacted. She sent me an insurance form for individuals along with the one for the chapter, as I had thought evidence of individual insurance was necessary. However, later on I learned that the amount of insurance required of the individual is up to each chapter to set for each event. We decided that perhaps evidence of insurance was not really necessary for a short flight over home territory, and let the matter of insurance drop.

About two weeks before our date, I talked (by phone) with all the pilots who had signed up, to be sure they were still with us and asked some of them if they would be willing to shuttle to another airport if necessary. Everything was go!

Ten days before the event, I sent out pilot briefings, including a list of 24 points of interest, a freeway-system map with the route and the 24 points clearly marked on it; a parking plan at the airport where we would have lunch, a contingency plan, etc. The marked maps (Peggy Ewert's idea) were items that both pilots and guests appreciated. All the maps can be numbered the same, and pilots at different airports can start the circle route at the number

library reference desk; friends of friends — ask all members if they have any contact with involved officials; contacts that developed in the course of talking with prospective guests or concerned individuals (Airport Commissioner, Airport Managers, etc.).

We tried to invite everyone we could think of concerned with aviation and land-use problems: County Supervisors, members of the Aviation Modes Committee, Mayors, City and County Planning Commissions, City Council, Airport Commission, Chambers of Commerce, etc. Our Modes Committee is an extremely important advisory committee to the County Supervisors, but very little publicized. Be sure you are aware of any similar committee in your area. A good file of your names, with addresses and phone numbers, is vital.

Most of our prospective guests didn't respond one way or the other — partly a sign of the times, partly due to the area: some eventually said they got so many invitations they essentially ignored them all. So, after the date by which we had asked for their decision, we began calling, and got quite a few positive responses as well as some negative.

INVITATIONS — I had first thought to send out fine printed invitations, on social-type stationery, but as things turned out, we sent out letter invitations, as had Geneva, on our own letterhead. It was just as well. Since an air tour is not a well-known type of affair, we had to describe it; we also made a one-paragraph sales pitch. By the time we had added names and addresses to contact, and the request that they tell us at which airport they wanted to be picked up, we needed a letter. In a P.S. (for emphasis) we asked them to please let us know their decision by a certain date.

About a week before the event, we sent reminders to our guests, in the form of "boarding passes" on colored paper. We hoped they might attract attention.

SELECTING A LUNCHEON SITE — We wanted our luncheon at the airport, to avoid transportation problems, and it had to be at an airport that had adequate parking for all the planes expected. None of our airports had suitable restaurant facilities, nor a park nearby for a barbecue (which Monterey Bay had). But we were fortunate enough to receive a donation of the use of a large, clean(!) hangar at Reid-Hillview.

While arranging for parking with county officials, we took advantage of their cooperation and generosity, and through them were able to obtain the loan of tables, chairs, an audio system, and a lectern — set up and taken down — a tremendous donation.

Thanks to all the cooperation, we were able to afford a catered luncheon. We got further help (cash donations) from the San Jose Chamber of Commerce and a large local electronics firm that has a fleet of private planes. With much trepidation, I had asked (by mail) just three possible donors I

had had conversations with — and two of them responded generously. I am sure we could have financed the whole affair if all of us didn't have such a feeling of distaste for "begging."

Having a catered luncheon certainly made life easier for the luncheon chairman. One comment: if a luncheon is held in a hangar, the caterer might (literally) need a guide to find his or her way around the airport. At least ours did! (A somewhat delayed luncheon was the worst snafu of the day.) And since an airport may be a bit isolated, check it out ahead of time for electrical outlets, water source, restroom facilities, etc.

DECORATIONS — We didn't get together and plan decorations — they just happened: colorful signs to mark our hangar, a big "General Aviation Welcomes AIRTOUR '81," a series of large U-2 photographs loaned by NASA, some colorful imprinted balloons to fill the vast corners of the hangar.

RECEPTION OF GUESTS — Of course we needed space at each of the four airports to receive our guests. Both the county and city Airport Directors were entirely cooperative and gave us not only space, but a table or desk and chairs, and the use of the Operations phone. (We would have used the phones either for an emergency, or to consult about the no-go decision in case of marginal weather.) We brought AIRTOUR signs to mark the desks and a bunch of



Sherri Sager, Aide to Congressman Norman Mineta, San Jose, being filmed for television on Channel 11.

corresponding to their airport. Or, separate maps, each beginning with "1" can be prepared for each airport, along with correspondingly numbered lists of points of interest — this is a little less confusing for the guests.

GUESTS — In the matter of guests, Geneva and I had very different experiences. From her sparsely populated county, more guests responded (45) than from our much more populous area(38).

Sources for guest list were: County Transportation Agency, Aviation Section; the League of Women Voters "Facts for Voters" leaflet; City Hall, County Clerks,



Barbara Winkler, Santa Clara County Transportation Committee; Sherri Sager; Wesley Smith, Milpitas Planning Office.

bright balloons so no one could miss us. We had four greeters or hostesses at each of the three larger airports to meet the guests, introduce them to their pilots, give them name tags, maps, routes, etc.

We recruited 99s as "riders", initially to fill up the seats, but a move that turned out to be one of the most valuable things we did. They answered questions, kept the guests off the pilot's back and provided flexibility in seating. They prevented a guest from ever being alone in a back seat in case another guest failed to show.

Assigning guests and riders to a specific pilot turned out to be a real fun game,

especially as the time grew near. I tried, to the extent that I knew each person, to "match" them; to put a knowledgeable person with the guest who needed to know, the quiet pilot with the more outgoing rider, etc.

The Big Day couldn't have been better. All the good weather in weeks was saved up for that day, and it was absolutely gorgeous, clear and sunny and warm, despite overcast the day before and a storm the week after. A few guests were no-show, and a few were late, but the other guests accepted our explanation that we had to keep track of where everyone was, and waited patiently till the cut-off time.

The planes returned with their loads to the hangar for lunch, with everyone talking about their wonderful flight and in some cases, their new experience. Somehow the mood at the hangar was almost as if we had served wine — it was that sort of day. Our special guest, Carol Hallett (a 99 from the San Luis Obispo Chapter, and by now a candidate for Lieutenant-Governor of California) arrived early, flying her Debonair up from Atascadero, stopping off to speak to us, after which she would continue on her way to a special session of the State Legislature. Everyone talked informally as we waited for lunch, relaxed enough so that some of the groups became real aviation forums.

The luncheon was great — (when we finally got it; by then I realized that extra time to talk before lunch was of the utmost value), the speakers were great, and everybody took their handouts with them. Our Chairman, Marilyn Orloff, was M.C. and also spoke on general aviation and on its impact on the county economy. Betty Hicks had done a tremendous amount of calculating and figured out how many hours, miles, gallons of gas, and dollars her "Time Machine" — her plane — had saved her over the years. Congressman Mineta (San

Jose area), Chairman of the House Subcommittee on Aviation, was in Washington, but sent his aide with a message. He is proposing a bill that would require the consideration of some military airports for joint use.

Our last speaker, Carol Hallett, wisely avoided our local airport situation and talked about the billions of dollars of ADAP funds being withheld by Congress, funds that should go to improving airports and providing safety features such as VASI's.

There was plenty to talk about, but the pilots had to return their guests to the airport from which they had departed. By 3

o'clock, the hangar was empty, the tables cleared, the trash cans full, the parking signs down. It remained only to thank all who made the event possible, and, after weeks of effort, to relax at last.

A very nice part was yet to come — thank-you letters to us from many of our guests, and from several of our pilots. And even several notes to me from some of our own members, who thanked me for my efforts in putting on the AIRTOUR, and wanted to say they were glad to have participated. I have a very good feeling that all the effort that went into the AIRTOUR was well worthwhile.



Connor Vlakancic, on take off from Reid-Hillview, homeward bound after AIR TOUR '81.

Connie Gould, Chairman Air Tour Committee; Carol Hallett, 99 from San Luis Obispo, Assemblywoman, Minority Floor Leader, candidate for Lieutenant Governor, California.



DONATIONS TO INTERNATIONAL HEADQUARTERS LANDSCAPE

Col. Daniel Snow (Memorial)
husband of Evelyn Snow,
Shreveport Chapter by T.W. & Mary Wheelock
Dian & Charles Wheelock
Travis Wheelock
Terry Wheelock

Betty Gillies
Bobbi Trout
Melba Beard & Lona Atkinson by Phoenix Chapter

PAT McEWEN RESOURCE CENTER

New York-New Jersey Section	Joan Kerwin
Southeast Section	Sandra Lapsley
Long Island Chapter	Hank Newman
Nebraska Chapter	Joanne Nissen
Orange County Chapter	Jean Pearson
Ruth Dobrescu	Helen Wray
Hazel Jones	

MEMORIALS

Blanche Noyes by Olive Ann Beech
Ruth Dilg by Agnes Longevin
Barbara Goetz

In an emergency situation, would you survive?

High Sky Survival Seminar



Wearing "the latest" in aircraft survival gear are Velma Lee Copeland-Barnett and Ingrid Zeeck. These suits make it possible for pilots flying over water to remain afloat should a forced landing occur.

"I want people to recognize that nature has everything necessary to survive. They only need to know how to use what is available ... there is no magic to survival, just knowledge.

"The first-hand experience of saving a life, applying first aid or life support, or constructing a water solar still out of garbage bags, is a strong foundation for confidence," said Ken Burton, Survival Instructor for the AOPA Air Safety Foundation.

Burton, an aviation physiology and survival specialist for the Air Force for more than 20 years, recently instructed at a Survival Seminar sponsored by High Sky Chapter of the 99s.

In the course, students were taught that, above all else, body temperature should be maintained at normal levels.

Also, once down, it is important to stay with the aircraft unless it's burning. Utilize parts from the plane to help in survival efforts — for instance, deflate the tires and use them to start a signal fire.

Topics covered in the course included first aid supplies, shelter construction, fire building, food and water procurement, ELT's and alternative signaling devices, water survival equipment, civilian and military search and rescue, what you can do to aid in your own rescue, emergency off-field landings and necessities of life.

Students also received a general first aid list for their own survival kits, and Burton suggested that each pilot personalize the kit to fit individual needs.

Ken Burton, AOPA Survival Instructor, supervises the use of an insulating wrap by Dr. and Mrs. Zeeck.





Skill in fire building without matches is practiced by 99s Sherilynn Adcock, Sharon Lee Cox and Girl Scout Leader Mary Ann Norwood.



Learning to construct shelter from the elements, Mrs. Raymond Viverette uses materials from the survival kit.

Survival kits are packed with insulating wraps such as the one being demonstrated by Dr. Phillip Zeeck and his wife, Ingrid. Assisting them are Mrs. Marcus Bates (left) and Ramond Viverette (right).



News, Activities and Projects

CARIBBEAN SECTION

Beachcomber Chapter

The November meeting of the Beachcomber 99s was held on the evening of the 14th at Ann Biering's lovely condo near San Juan Airport. The two Prinair pilots Ann shares her place with — Susan Ward and Pamela Wolfe — had fixed a delicious quiche and salad dinner, which everyone enjoyed while catching up on the latest news.

We're pleased to have two new members: Pamela Wolfe, who arrived recently to start training as a First Officer for Prinair, and Sue Leferson, who keeps quite busy as Manager of the Virgin Islands Diving Schools in St. Thomas, when she isn't up flying.

Susan Ward has been a First Officer with Prinair for a year now and recently passed her ATP written exam. Eleanor Morgan claims she is still loading 7,000# of cargo a day ... but occasionally gets to fly left seat in the DC-3 and is getting checked out in the Beech-18 at Virgin Air.

Lynette Gumbs is taking ground instruction for her Instrument rating and hopes to start flight training soon. We're looking forward to the return of Debbie Carlson, who will be assigned to San Juan Center, once she completes air traffic control training. Navy Lt. Peaches Wolf is now stationed in Korea and sends her regards to her 99 friends in the Caribbean.

Marijane Evans and Vince Sipple ferried one of the American Inter-Island Convair 440s to Dothan, Alabama, for overhaul in mid-September, then took off for a month's vacation in Europe.

Seems like our "Beachcombers" sail in and out as much as they fly! Ann Biering has been cruising around the Caribbean on a trimaran with another "off duty" air traffic controller.

Sandra Lapsley is sailing to Texas at the end of this month with husband Tiner, who has been transferred to the FAA office in Houston. Marijane Evans and Vince Sipple are hoping to go cruising full-time in their 29-foot sloop early next year, and Pamela Wolfe had just returned from a six-month sail in the South Pacific when she got the job offer from Prinair!

The "business" part of the evening consisted of electing new officers for 1982: Chairperson, Ann Biering; Vice-Chairperson, Eleanor Morgan; Secretary/News-reporter, Susan Ward; Treasurer, Lynette Gumbs; APT Chairperson, Pamela Wolfe; Program Chairperson, Debbie Carlson; and

Membership Chairperson, Sue Leferson.
by Marijane Evans

INDIAN SECTION

'Meet Our New Pilot'

Vandana Wagh, this young debonair pilot, was fascinated by the little birds in the



With 83 very precious hours to her credit, new Indian Section member Vandana Wagh enjoys every moment she can fly.

sky which eventually gave her a thrust to fly.

She was fortunate to bag a scholarship from Madhya Pradesh Flying Club, Indore, and took to the air in 1976-77. She did receive a wee bit of resistance from her parents initially but her supportive brother (a budding engineer) navigated her course dramatically and got her air-borne.

As is the case with most of us, her first solo she says, was 'Exciting' though 'Nerve-wracking'. She has some very precious 83 hours to her credit and enjoys every minute she flies. Her friends look up at her and are occasionally envious, while the family members and relatives feel proud of her.

Besides flying, she has passed her MS in Organic Chemistry and majored in Polymer. She has a BA in Indian Classical music (Vocal) but, incidentally compares Western Music programmes on the All India Radio, Indore. During her leisure hours she plays badminton or is painting portraits — any comers are welcome.

Her greatest aspiration and priority as it stands today is to be a 'Commercial Pilot'.

by Mohini Shroff

EAST CANADA SECTION

Eastern Ontario Chapter

The Eastern Ontario Chapter's Annual Potluck dinner was very well attended by members, spouses and prospective

members. We appreciate Isabel and Bill Pepler opening their home to our chapter. The event served to put us all in the Christmas spirit.

The committee that is planning the East Canada Section spring meeting met in December at the home of Suzanne Frogley. Those present included Suzanne, Michelle Samson, Betty Jane Schermerhorn, Margaret Taylor and Lorna de Blicquy. The program will include a seminar with Debbie White, an aircraft mechanic, a program about wise use of fuels through proper understanding of the EGT and Cylinder



Spring Section meeting organizers Suzanne Frogley, Michelle Samson, Betty Jane Schermerhorn, Margaret Taylor and Lorna de Blicquy met in December at Suzanne's home.



Three Eastern Ontario members newly APT by virtue of having passed Transport Canada Flight tests are Betty Jane Schermerhorn, Class I Instrument Rating; Carolyn Thomas, Commercial License; and Suzanne Frogley, Class I Instrument Rating.

Head Temperature Gauge by Alcor and a visit to Canada's National Aviation Museum.

Members who planned to spend Christmas away were Lorna de Blicquy via airlines to Barbados and Betty Jane Schermerhorn via her Comanche to Florida.

First Canadian Chapter

At a Saturday morning fly-in meeting, held Nov. 28 at Buttonville Airport, the chapter proudly inspected the "Diplome d'Honneur", recently received from the Federation Aeronautique Internationale. The membership was congratulated on



Holding the "Diplome d'Honneur" presented to First Canadian Chapter by the Federation Aeronautique Internationale are Betty Innes and Margo McCutcheon. The award was presented in recognition of the chapter's service to the aviation community. Photo by Betty Innes

their diligent work, especially in presenting Safety Seminars.

An excellent film on engines and winter flying was also shown, a good reminder, as we prepare to cope with snow conditions.
by Carolyn Cutt

WESTERN CANADA SECTION

Alberta Chapter

After a very successful Spring Session of Aviation Safety Seminars, the Alberta Chapter of the 99s was spirited on by many requests from local pilots and an interested general public to organize yet another series of Safety Seminars to be held in the fall.

While many Alberta Chapter members must travel as far as 500 nautical miles and farther each month to attend our meetings, their enthusiasm wasn't dampened, which reflected in a very good turnout for our Annual Poker Run and the air marking held at Oyen, Alberta, in September of this year. More air markings are scheduled for the spring of 1982.

In a continued effort to remain current on Air Regulations and Air Navigation Orders, our chapter vice-chairman, Karen Bailey prepares and distributes a short quiz at each meeting which the girls really enjoy working on together. A ten minute film was also viewed on "Disorientation."

Three prospective members were in attendance at our November meeting and more new members are expected at our next meeting.

by Judith A. Clarke

Past Alberta Chapter Chairman Jo Harris and her husband, Murray, placed third in Canada's Governor General's Cup National Air Rally held at Cranbrook, B.C. this fall. Rally Chairman John Dallorf (left) presents their trophies.



Alberta Chapter members gather at Oyen, Alberta, for an airmarking meeting in September.



Roberta Taylor, vice-governor of the Western Canada Section and chairman of the Canadian Rockies Chapter, received a regional aviation award in December for her contribution to general aviation in southeastern British Columbia.



Serving on the Chief Judges Committee at Sparwood, B.C.'s airport for the Governor-General's National Air Rally were Glen Olson, Canadian Rockies Chapter member Rosalee Babin and Norm Matheson. Their job was to record arrival and departure statistics as race entrants did a fly-by and shuttle climb to 10,000 feet to cross the Lizard Mountain range. Canadian Rockies Chapter members helped organize the Rally.

MIDDLE EAST SECTION

Delaware Chapter

Sixty 99s and five guests were registered for the October 9-10 Middle East Fall Sectional meeting at the Ramada Inn in Wilmington, Delaware. The meeting was hosted by the Delaware Chapter Ninety-Nines. A highlight of the meeting was the tour of Flight Safety International at Greater Wilmington Airport. Thirty-six people took advantage of the tour which was scheduled one time on Friday evening and once on Saturday.

Ray Conway, Vice President and Director of Operations of Chester County Airport, Inc., at Coatesville, Pa., spoke at the luncheon on Saturday, October 10. His talk, on government regulations with regard to general aviation, was informative and entertaining.

The business meeting on Saturday morning was conducted by Governor Helen Davidson of the Greater Pittsburgh Chapter. Chapter reports were made by chapter chairmen. The third annual Middle East Memorial Scholarship Fund Award was given to Elizabeth Matarese of Washington, D.C. She was awarded a check for \$250.

Governor Davidson introduced Betty Jo Ault, the new Governor. Governor Ault plans to visit a monthly meeting of each chapter in the Middle East Section during her two years in office.

After the second tour of Flight Safety, on Saturday afternoon, the Middle East Fall Sectional Meeting was adjourned.

Donna Powell, immediate past chairman of the Delaware Chapter Ninety-Nines, has



Being sworn into the Air National Guard in Delaware Chapter member Donna Powell.

been inducted into the Air National Guard. She has been at Lackland Air Force Base, Texas, for basic training and will soon be assigned to Dover Air Force Base, Dover, Delaware, for advanced training in air medical evacuation.

by Ann Butler

Eastern Pennsylvania Chapter

The Eastern Pennsylvania Chapter has sponsored two very successful Safety Seminars in the last couple of months. We also had a Poker Run in October, which was enjoyed by all participants.

When you come to the Reading Air Show next June, you will find the Eastern Pennsylvania Chapter in a booth, as we were two years ago at the last Show. In addition to having information on 99s available, there will also be a continuous-running movie of Women in Aviation, and our members will help out with the registration in that booth.

The Pennsylvania Aviation Council, an advisor to the legislature, had an important meeting Oct. 30. Our own Marge Bryant received the Governor's Trophy Award as the "Outstanding Aviation Person of the Year in Pennsylvania." Wonderful!

Also Pennridge Airport — Marge and Jack Bryant — received an award for the

"Outstanding General Aviation Customer Service." Marge and Jack were two of the panel members for a discussion of what the legislature needs to know about Aviation Legislation.

by Louise Sacchi

Maryland Chapter

Many members of the Maryland Chapter attended the Super Safety Seminar at Martin State Airport October 3-4. We set up our information booth there, attracting many potential members. Our attending members were Harriet Zapf, Doris Jacobson, June Hanson, Joan Kosek, Joan Bates, Sally Williams, Ginny Vogel, Gail Heffner and Laurie Creaghan.

Chesapeake Appreciation Days were held October 31 and November 1 at Sandy Point State Park. The airshow, which was coordinated by the Maryland Chapter, included aerobatics, seaplane rescue, sky diving and hang gliding. Our information booth and flight simulator attracted many people interested in flying. Ginny Vogel, Doris Jacobson, Sherry Marshall, Helen McSorley, Janice Colvin, Sally Williams, Joan Kosek and Joan Bates helped man the booth and hand out information on General Aviation.

Donna Suwall taught a four-hour pinch hitter course at Martin State Airport on November 21. Donna, who is a flight instructor and a former teacher, made the course entertaining as well as informative. Topics covered were flight and engine instruments, throttle control, radio navigation, radio phraseology, aeronautical charts and landings. Ninety-Nines Gail Heffner, Laurie Creaghan, Mary Beth Autry, June Hanson and Doris Jacobson



Participants in the Pinch Hitter course learn how to pre-flight an airplane from Maryland Chapter member Laurie Creaghan (right).



Instructor Donna Suwall and Doris Jacobson explain the 99s to the Pinch Hitter class.

helped the 12 participants with course plotting. Using Gail Heffner's airplane, Laurie Creaghan demonstrated how to do a preflight inspection. Doris Jacobson took some time to explain the purpose of the

Ninety-Nines to the class.

by Mary Beth Autry

Washington D.C. Chapter

Twelve 99s and guests enjoyed a visit to the Shannon Air Museum in Fredericksburg, Virginia, on November 7. Fourteen antique aircraft are on display there in addition to experimental and other aircraft. The weather had changed a fly-in to a "drive" day, but the tour was adequate compensation.

Gerda Ruhnke and Jean Marsom placed second in the Autumn Gold Air Rally in Asheville, North Carolina. The daring duo enjoyed their first race flying a Turbo Arrow.

A tour of Goddard Flight Center was planned for November 14. However the 25 participants were disappointed to have the Space Shuttle ground them. We did receive an explanation of the grounds and toured the museum there, but the buildings themselves were off-limits. We consoled ourselves trying to outwit the talking computer and then had lunch at McDoogal's Restaurant nearby in Beltsville, Maryland.

by Frances J. Wehman



Holding the trophies they won in the Autumn Gold Air Rally are Jean Marsom and Gerda Ruhnke.

NEW YORK- NEW JERSEY SECTION

Central New York Chapter

The November meeting of the Central New York Chapter took place at the home of Nancy Fratti, who gave a slide show on stripping and painting her "Howard Johnson" C-150. Marcia Buller also presented a slide show on rebuilding a Piper Tri Pacer.

A delicious Moroccan lunch was served, and after a demonstration of Nancy's antique music boxes, we were treated to Beethoven's Moonlight Sonata which she played on her priceless Knabe reproducing piano.

It was decided that we send \$50 to the Bette Davis burn fund.

Our chapter is ordering an assortment of Snoopy aviation pins to be sold as a money raising activity.

Elaine Cost and her 49 $\frac{1}{2}$ er, Emil, have ordered the plans for a "Weedhopper," which they will be building in their basement



Central New York Chapter members proudly display their artwork at Warren-Eaton Airport in Norwich, New York, after a numbers painting meeting in June. The tired pilots are Muff English, Virginia Breed, Joyce Revelle, Nancy Fratti, Shirley Ludington, Millie Murray and Nancy Morgan.

this winter.

by Elaine G. Cost

Garden State Chapter

The Garden State 99s continue to be on-the-go and involved in many interesting activities. September found us treated to a wonderful soaring weekend in Wurtsboro, New York, at the summer home of Cheryl and Jack Hoyt.

For many of us, soaring was a new experience and an exciting one. We're happy to have two active sailplane pilots as members of the Garden State 99s (Diane DeLange and Cheryl Hoyt as well as 49 $\frac{1}{2}$ er Jack Hoyt) to show us what "ridge" flying is all about. Food, flying, fun — FABULOUS!

Taking advantage of the warm September weather, we painted a compass rose at Hammonton, N.J., and in early October we repainted Lakewood's airmarking. Several more airports are on the "waiting list" for spring.

The chapter celebrated its "sweet sixteen" birthday by having an aviation costume birthday party October 25th. 99s and 49 $\frac{1}{2}$ ers really came up with some terrific outfits for the occasion!

The November meeting at Monmouth County Airport afforded us the opportunity to learn more about the efforts of the CAP and search and rescue missions from our guest speaker Colonel Bochenek, Wing Commander, N.J. Civil Air Patrol. It was an interesting day. We hope all of you had a happy Thanksgiving. We know that Racquel McNeil surely did. Racquel received her instrument rating the day before! CONGRATULATIONS, RACQUEL, from ALL OF US!

by Betty Pifer

Claire Angelini, Grace McGuire and "fatigued officer" Racquel McNeil help celebrate Garden State Chapter's sixteenth birthday at an aviation costume party.



Greater New York Chapter

The Greater New York Chapter 99s met on November 17 at the new quarters of the Wings Club, now at The Traffic Club in the Grand Central Station building in New York City. First order of business was to reschedule the "Meet the Authors" cocktail party, sponsored by the Greater New York Chapter 99s and the Wings Club "Second Thursdays" program, for Thursday, February 11. A roster of distinguished aviation authors will be honored including 99s Elinor Smith (*Aviatrix*) and Louise Sacchi (*Ocean Flying*) and the following: Gordon Baxter (*How To Fly*), Jules Bergman (*Anyone Can Fly*), Robert N. Buck (*Weather Flying and Flying Know-How*), Len Buckwalter (*The Pilots' Night Flying Handbook*), Richard L. Collins (*Flying Safely and Flying IFR and others*), Hugh Downs (*The Best Years Book*), Sally Keil (*Those Amazing Women In Their Flying Machines*), Herschel Smith (*Aircraft Piston Engines*), Richard Taylor (*Positive Flying and Understanding Flying*), and David B. Thurston (*Design for Safety and Design for Flying and others*).

The party will be at the new quarters of the Wings Club and hors d'oeuvres and wine will be served from 5:00 till 7:30. Authors' books will be on hand. Tickets are \$10 per person. For information call Wings Club, 212-867-1770.

This meeting welcomed new member Marie-Louise Schmidt, who holds single and multi-engine ratings for both land and sea, and was a member of Aéro Club France for two years when she was based in Paris.

The Long Island Chapter 99s invited the Greater New York Chapter to join them in their annual Christmas dinner on December 13th at the Marcpiere Restaurant in Melville, Long Island. Chapter Chairman Ruth Wentz and husband, Bob, attended along with Marion Andrews, Nina Claremont, Bonnie Tiburzi, Agnes Havey and husband Ambrose, Doris Renninger and Eleanor Friede. A great time was had by all, and the two chapters vowed to work together on other projects in the new year.

by Eleanor Friede

Long Island Chapter

The Long Island Chapter started special meetings in October to organize and plan the Fall 1982 New York-New Jersey Section meeting that will be held here. The tentative dates are October 1-2, 1982.

Kathy Lusteg, in her job as Social Studies Chairman for the Middle Schools in the Patchogue-Medford School District, has been chosen to participate in a Federal Grant Study Workshop Program at Southampton for 10 days in December. This is quite an honor as only 21 in the district of between 700 and 800 persons were chosen, and Kathy has been with them for less than a year. She has also been asked to fly the Superintendent of that school district to meetings in other areas.

Carol Maffetone will head the newly

formed Committee on Aviation Information for the L.I. Chapter. She will be in charge of keeping us up-to-date on recent FAA changes and/or regulations, NOTAMs for our local airports and the Northeast, flying activities and, in general, any information that will be helpful in our flying.

Jill Hopfenmueller wanted to fly. The baby-sitter cancelled. Alex, two years old, was placed in his car seat, strapped by seat belt into the rear seat of the C-172. As soon as the prop (and noise) started, Alex objected by screaming. He does this with all noise, such as automobile engines, lawn mowers, etc. But as Jill figured, he promptly fell sound asleep for the duration of a lovely day's flight. Start them young!

Diane Fisher, after a great deal of long, tedious work, has obtained Part 135 and Part 141 for her Mid-County Flyers at L.I. MacArthur Airport. They have also been certified to give Private, Commercial and Instrument FAA written exams. Anyone in the N.Y. area is welcome and discounted rates will be given to classes being held in the area that need multiple tests at one time.

helmet for female aviators.

Anita Coderre was provided a piano and let loose with song and rhyme. Anita is great at putting together songs that tell what the members of the chapter have done throughout the year. Ronni Minnig is our official party organizer and does a superb job every time. We wish everyone a happy flying year ahead.

by Patricia Rockwell

New York Capital District Chapter

Swapping their nightly November meeting date for a Veteran's Day Fly-in — Drive-in luncheon at Bereford's Farm (Knox Airport), the Capital District 99s were delighted to welcome new member Pat Harmon as their guest speaker. Pat served in the Air Force during WWII and entertained our group with "Tower Tales" — her experience as an air traffic controller at Langley Field, Virginia.

Yours truly (Trish Bianchi) attended a NASA sponsored teacher workshop on October 23rd. The conference entitled, "Aeronautics," was part of the Space

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After all this lengthy, hard work Diane and Nina Claremont of the Greater New York Chapter took a vacation to the AOPA convention in Orlando, Florida, in Nina's Piper Arrow. After Orlando they continued to Port-au-Prince, Haiti. It was a 28 hour round trip, including only two hours of actual instrument flight. Part of this two hours the rain was so severe, it took the paint off the leading edges of the wings and cowling. Traveling the longest over-water leg of 183 nm to Haiti, the only nav-aid available to the girls was ADF. Diane remarked that she spent a lot of time peering through binoculars, hoping to see land and hoping the land they saw would not be Cuba.

They emerged right on target in Haiti and were heartily welcomed. The newspapers wrote about the two women pilots who had arrived. Fortunately Diane could read a little French as their story was written in that language. A real souvenir!

Diane and Nina have been invited to fly to the Philippines for the next AOPA convention this coming year. There are no women pilots in the Philippines. Philippine representatives have offered to sponsor that leg of the trip for them. The two 99s are trying to obtain sponsors on this end for the rest of the trip. Know anyone interested in helping?

December 13th marked the Long Island Chapter's annual Christmas party. Some seventy members and friends of our chapter and the Greater New York Chapter got together for a wonderful evening of food, song and fun. Ruby Bostic made a spectacular entrance in a stunning, red, off shoulder gown slit up the side, certainly dispelling the old myth of knickers and

Shuttle '81 program being promoted by NASA to acquaint students with the Columbia launch. Since September, my school has concentrated its science program on aviation and space. Representing Altamont Elementary School, I found the workshop both entertaining and constructive, and came away with many ideas to incorporate into the aviation unit I teach to 3rd and 4th graders.

Upcoming events for our chapter include a January 27th Eastern Region Flight Instructor of The Year Awards Banquet co-sponsored by the FAA, Flight Instructors Association, and the CD 99s.

by Trish Bianchi

Western New York Chapter

The Western New York Chapter co-sponsored an FAA Safety Seminar during November. In addition, \$100 was taken in at a baked goods sale, and several 99s and 49½ers received Pilot Proficiency Wings.



Western New York Vice Chairman Darla Richter and Chairman Pat Kneiss relax at the seminar, "How to live with a Pilot."

The chapter also sponsored two pinch hitter courses at Buffalo Air Park. The Saturday sessions were attended by 18 women. Breakfast was served by the 99s, and we received TV coverage from all three Buffalo TV channels. Many of the women have started the flying portion of the course, and some have decided to fly from the left hand seat and go for a license.

Our Christmas party was a success. It was attended by 80 people, as we combined resources with the Erie County Aviation Association.

by Dorothy Hake

signed it over to Doris Scott, President (WA & SM).

Call her Colonel! All-Ohio 99 Jean Hixson just completed her second tour of duty with the United States Air Force at Wright-Patterson Air Force Base.

All-Ohio Pat Fairbanks just acquired her CFI-Helicopter. A couple of years ago Pat made application for the Amelia Earhart Memorial Scholarship and won. The request was a helicopter rating. Thanks to the money, she now has it.

by Jeane M. Wolcott



Chapter members greet new and old friends at the Chicago Area Christmas party.



Grace Harris, halfway up Mount Fuji in Japan, enjoyed many side trips while in Japan as a delegate to the annual conference of the Federation Aeronautique Internationale.

speaker will be either Ed McAvoy or Jack Harrington of the National Transportation Safety Board. The Fly-In this month will be to Mitchell Field in Milwaukee, Wisconsin, with lunch at the Hoffman House.

Work has already begun on two of our projects for the new year. Our annual Safety Seminar will be presented in the early spring, and the chapter is busy planning and working on the A.E. Luncheon for the International Convention.

by Marjorie Sundmacher

Greater Kansas City Chapter

Our sixth annual tribute to the Wright Brothers, Dec. 6, 1981, was a terrific evening. Held at the lovely Alameda Plaza Hotel, the banquet featured an excellent menu and a speaker from the National Aeronautics and Space Administration, Col. John Blaha.

Col. Blaha is an astronaut who has been in NASA's space shuttle program for about eighteen months. In an interview before the dinner he observed that transportation history, like that of the Wright Brothers, is being made again, only it's on a higher plane because of the Columbia space shuttle flights. "History will show the flight John Young flew last April was the same as the one Orville Wright made in 1903," he said. "It unlocked the door of things to come."

Over 230 guests, including North Central Governor, Val Johnson, heard Col. Blaha describe some of the future plans of the space program. By its 5th and 6th missions the shuttle will carry cargo, he told us, and it will eventually have numerous other uses. He thinks the work and money spent on the program will be worth the investment and

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NORTH CENTRAL SECTION

All-Ohio Chapter

All-Ohio Vice-Chairman Rosalie Burchett volunteered to act as liaison between this chapter and the St. Louis Chapter concerning the 1982 International Convention. Rosalie will determine what part the Ohioans will play at International.

All bills have been paid, audits completed and All-Ohio Bev Hirzel announced that the Buckeye Air Rally 1981 made the most money to date. A portion of the funds will go toward the Buckeye Air Rally 1982 to be held in Xenia, Ohio, and approximately \$1,000 will be donated to the Amelia Earhart Memorial Scholarship, Women's Air and Space Museum, and NIFA. 99 Connie McConnell chaired the Buckeye Air Rally in 1981 and was responsible for all the funds collected (donated). A really super job by Connie and 49½er Jim McConnell.

Speaking of Jim McConnell ... through his hard work and support of 99 Connie during the Buckeye Air Rally, and as a member of the Chapter, he was named the outstanding 49½er and received the Emmett Blowers' Award.

Additionally, the All-Ohio Chapter worked extremely hard at Ways and Means under the leadership of 99 Sandy Gordley. The sale of Christmas tree ornaments, lambskin seat covers, 99 cups with crests, plus a number of other items made it possible for the Chapter to donate the following: NIFA - \$50.00 and Amelia Earhart Memorial Scholarship - \$125.00.

Each year, under the direction of Past-Chairman Vi Blowers, the Chapter volunteers its time to the Dayton Air Fair operating the Information and Lost and Found Booths. Actually, the Lost and Found Booth should be renamed "Lost Parents and Found Kids Booth." As the proceeds grow from this very popular Fair, so do the contributions made by the Fair Board to the All-Ohio 99s. When the project was first undertaken, the chapter agreed to contribute all proceeds to the Women's Air and Space Museum. This year Vi Blowers presented the chapter a check for \$300.00 and Treasurer Martha Velesky, in turn,

Ann Arbor Chapter

The Ann Arbor Ninety-Nines are most proud to receive the Ninety-Nines Great Race Award Cup, which was presented to us in our absence at the International Convention in Boston this past July. We are delighted to have grown from our seven charter members in July 1980 to a total of 19 this October, with the addition of Denise Rousseau.

We were pleased to have a successful fly-in to Marshall, Michigan, on October 17. In spite of the fuel crisis, six of our members and friends were able to attend and enjoy a great brunch at Laverne and Shirley's!

by Jean Martin

Chicago Area Chapter

The year now drawing to a close has been a very busy one for the Chicago Area Chapter, and we are looking forward to the next year which promises to be just as full of opportunities for our members.

Our Halloween Party was a great success. It was held in a hangar at Pal-Waukee Airport, and many of our friends joined us for the occasion. Most of our members arrived in costume, and prizes were awarded for the best dressed. Debby Karas won first prize, a reservation for our Christmas Party, with Mary Krautkramer and Diane Cozzi winning second and third place.

The chapter's November meeting was held at Hackney's Restaurant in Wheeling, Illinois, where a large group met for lunch and the business meeting. Vic Heurlin, Captain of the Morton Salt Jetstar and a member of the Air Force Reserve, gave a slide presentation on "Air Rescue" accomplished by the Air Force. Our November Fly-In was in Dwight, Illinois, where fourteen people enjoyed brunch at the Country Mansion Restaurant.

December brought our annual Christmas Party. This year we again met at the O'Hare Ramada Inn for dinner and dancing overlooking the airport. We also pinned two new 99s during the festivities, Mary Mason and Terry Sussman.

Our January meeting will be held on the 21st at the home of Esther Noffke. Our

eventually two-thirds of the flights will be commercial.

"The Japanese people are exceptionally friendly and their cities are remarkably clean," is the opinion of Grace Harris, who recently returned from Tokyo after attending the annual conference of the Federation Aeronautique Internationale as the delegate from this country. A former Secretary of the National Aeronautic Association, Grace has attended these meetings throughout the world and has made friends in many foreign countries.

The November fly-out to Sky-Haven Airport in Warrensburg, Mo. was a tremendous success. Our chapter had an opportunity to meet with some members of the newly-organized Missouri group there.

Ruth Stafford won the flying award for the most airports flown into in the past two months — 13 different airports. Her prize is a free dinner at the January meeting.

The GAMA film, "Making the Difference," is now being shown to school children's groups and various other interested individuals as part of our Air Age Education program.

by Jayne Blust

Indiana Dunes Chapter

Winter just could not wait a few more days ... with snow showers in the South Bend Airport area, the gals wanting to fly in for the November 21st meeting were grounded and ended up driving. The meeting was held at the Michiana Airport in the Post and King building. Ellen Herring, Christine Murdock, Betty Parrish, Lynn Metzger and Margaret Statzell were the hostesses.

Feature for the meeting was the annual "box lunch auction." Prizes went to Charlene Falkenberg for the most aeronautical; to Shirley Bundy, for the most unique; and the one which brought in the most money was our newest member to the Dunes ... Cherry Householder.

The program was held before the meeting ... 49½%er Rawson Murdock, husband of Chris, demonstrated a Benson Homebuilt Gyrocopter. It was a bit cold but Rawson was able to fly.

The Indiana Dunes welcomed two new members, Cherry Householder and Susan Raizer, who were pinned at the meeting. Welcome aloft!

Christmas in Scandinavia ... and the tree held many aviation related ornaments ... gifts of Dunes' members to hostess Charlene Falkenberg.



News of our members ... Val Lyons opened a new flight school, Westwind Aero, in the Butler building at Chicago's Midway Airport. Charlene Falkenberg has started a new instrument ground school class with 22 students. Four of the students are from the Dunes: Phyllis Petcoff, Pat Poling, Shari Kraar and Barbara Jennings. Barb is coming for a refresher course as she is instrument rated.

Christmas in Scandinavia ... this was the theme for the evening's festivities for the Indiana Dunes Chapter. The party was held at Charlene and Walt Falkenberg's home in Hobart, Indiana, on December 12. Fifty persons attended (except yours truly who had an unexpected concussion with youngest son at a hockey game). The group came from Illinois, Indiana and Michigan and at least 45 of them held licenses to fly airplanes.

Each member of the Dunes brought an aviation oriented Christmas ornament for the hostess' tree. Also, each couple contributed a dish to the buffet dinner, many being Scandinavian dishes; the dessert table also abounded with Scandinavian sweets.

Eligible 49½%ers are initiated each year at the Christmas party, and this year they were Jim Petcoff, Phyllis' husband, and Pete Bettig, Barbara's husband.

The January meeting of the Indiana Dunes will be held in Dyer, Indiana. Happy New Year from all of us in the Dunes Chapter to all 99s.

by Pat Magon

Lake Erie Chapter

While the chapter's flying activities have been somewhat dormant (most of the members now hold full-time jobs), individual members have managed a few VFR trips. Co-Pilot of the Year Bev Demko and husband Paul invited Marg Juhasz on one leg of their most recent vacation. Excellent November weather made very enjoyable a CAVU trip to Washington, D.C. with an intermediate stop at Carlisle, Pa. (very impromptu — "where do we want to stop for lunch") where the girls tried to call charter member Margaret Wellington, formerly of Meadville, Pa. On to College Park, Md., just a short distance from downtown and riding down to the Smithsonian on the Metro, a wonderful experience. Highlight was the Air and Space Museum. More members must take this trip next summer.

On the home front, Chairman Dodie Jewett and Vice-Chairman Bernice Barris arranged to sponsor a FAA Safety Seminar on Thursday evening, December 10, at Mayfield High School. Mother nature responded, dumping several inches of snow and freezing temperatures, along with, of course, blowing snow. At dinner beforehand we commiserated "we're nuts — no one will come out tonight." Well ... FAA Safety Specialist Brian Calendine marvelled more than once during the

evening at the impressive size of the crowd in view of the bad weather (nearly 100 attendees).

Meanwhile, Rose Ray is hard at work planning a creative charter anniversary dinner in January. The pot luck will be based on a "TCA" with those closest to her home bringing main dishes and those "on the outer ring" bringing cold or easier-to-transport dishes.

by Margaret Juhasz



Co-pilot of the Year Bev Demko and Marg Juhasz walk across the Mall to the Air and Space Museum.

Michigan Chapter

Michigan Chapter 99s met at the Detroit Boat Club on Belle Isle November 15th. Members Lillian Snyder and Julie Clark prepared a super program entitled "Flying the Air Show Circuit" with guest speaker Bob Lyjak of Ann Arbor, Michigan. Bob was the star of "Affair in the Air," a film made at Oshkosh in 1978. It was breathtaking! His presentation centered around the "show biz" side of flying. We were very happy and proud to welcome three new members to the Michigan Chapter, Ann Baughman, Mary Paschke, and Marsha Schaeffer, at that meeting.

Chapter members joined the three other Michigan Chapters in East Lansing to celebrate the holiday season early in December. A great time was had by all and we thank member Valerie Nicholson for her participation in the planning. A highlight of this event was Chris Winzer's reading of an Executive Declaration by Michigan's Governor, William G. Milliken, to the group. The Declaration was originally presented on October 3, 1981, at the Super Safety Seminar in Lansing and declared that date as General Aviation Day in Michigan. We sincerely appreciate the fact that Chris brought the framed document to the Christmas Party and made such a fine presentation. All in all we had a lovely day, fine meal, gifts and lots of socializing and it was a great way to wind up the year with our flying friends.

Applications are now available for the Chapter "Keep-'Em-Flying" grants. Active Michigan Chapter members in good standing having a specific use for a grant may apply before April 30. The Executive Board will review the applications in May and three \$100 grants will be awarded in June '82. With the cost of flying continually on the rise these grants are certainly helpful.

Last year one member applied her grant toward a multi-engine rating, another worked on proficiency and another member obtained her Biennial Flight Review. The grant is a one-time benefit per member and applicants not selected this year are encouraged to reapply.

Finally, our Mary Von Mach Scholarship Chairman, Claire Ojala, advises that a recipient has been selected for '82. The presentation is slated to take place at the Annual Amelia Earhart Brunch in Pontiac, Michigan this February. Cadet Captain Leane Kufchock was selected on the basis of her career interests and fine CAP bio-sketch. She gets the honor of attending the Michigan CAP Solo Encampment in Alpena this summer via this scholarship. Leane is the fourth recipient of this scholarship and we are most happy with the progress of each previous winner. Claire keeps in contact with these fine young women and her committee will be preparing an indepth report for the brunch.

by June L. Beers

Minnesota Chapter

Joan Summerfeld reports that on October 3, 1981, the Minnesota Ninety-Nines were honored by the Minnesota branch of the American Cancer Society at a morning breakfast meeting at the Kahler Hotel in Rochester. Twenty-four 99s and four of their husbands received Certificates of Appreciation and an Honorary Membership from the Cancer Society for the flying these people did for the Society during their Daffodil Fund Raising Drive on April 1, 1981. Clara Johansen accepted the group award for the 99s to a standing ovation by the assembly. The Minnesota Chapter has been asked to participate in the Cancer Society's Daffodil Days again in 1982. We proudly accepted the invitation.

The Minnesota Ninety-Nines are quite a group of women as proven again October 10 when a crowd of them showed up at the Airlake Airport in Lakeville for another one of those thrills of a lifetime that comes with being associated with aviation.

Members of the Minnesota Chapter, "aloft" on a beautiful October day, learn about ballooning at their chapter meeting.



This particular "thrill" was hot air ballooning. The day was orchestrated by Terry Ludtke, our Flying Further Chairperson. Anyone who is organizing something to do with those giant helium balloons has to have it all together. And Terry did!

The first thing she did right was to arrange for perfect ballooning weather (which doesn't occur all that frequently in Minnesota country). The skies were clear, the winds were light, and the fall color was at its peak.

Ed Chapman of Balloon Ascensions, Inc. had two balloons at the airport. Ed and his assistant, Marty Coddington, provided ground instruction as well as an inflight lesson in climbs, descents, level flight, landings, and even a few "crunch and goes."

When the day was over Terry commented, "Our Minnesota Ninety-Nines gained 1.5 hours dual time for their logbooks in a new category of aircraft and a new outlook on the miracle of flight."

Our November meeting was special, too, and almost a "must" for all Minnesota pilots. A safety seminar on Minnesota Winter Flying was presented by GADO Accident Prevention Specialist, Verdon Kliemenhagen.

The Minnesota 99s have ended the year of 1981 in a festive way. Our December gathering was one that will remain a happy memory for a long time because it combined the best of Christmas traditions. Each year the Minnesota Dance Theater presents "The Nutcracker." It was through the efforts of Madeline Niosi and her 49½er, Emil, that a bundle of the hard-to-get tickets were purchased way back in August and made available to the 99s and their husbands and/or friend. What a fantastic turnout we had for such a special event! After the matinee performance on Sunday, December 13, the 99s and their guests gathered at the home of Gayle Vail for cocktails and a buffet dinner. It was a beautiful Minnesota winter evening with a light snow falling on the luminaries which greeted the guests as they went up the walkway to Gayle's home. Definitely a gala afternoon topped off by a gala evening.

We look forward to our January 10 meeting in Edina at the Point of France. Our guest will be Senator Steve Engler, a member of the Minnesota Senate Transportation Committee.

by Mary K. Hudek

Quad City Area Chapter

With the success of our fund raising dance on November 7, our simulator is a reality. We cleared \$336 on the dance, and with the help of some more donations to our project, our simulator will be delivered in December. We will enjoy a well-deserved Christmas party on December 4 at the Officers Club, Rock Island Arsenal, to celebrate the end of a rewarding year.

Welcome to our newest 99, Judy Spencer. Judy is a welcome addition to our

chapter and has already shown her enthusiasm and love of flying.

We hope the Holidays will be joyous for all of you, and may the New Year bring CAVU and may the winds be always at your back. Happy Flying ... Quad City Area 99s!

by Judy Pobanz

Scioto Valley Chapter

With an appropriately timed program on icing conditions and the hazards of flying therein, Nancy Shaw hosted the November meeting of the chapter at her home, providing the perfect setting for a pot luck dinner. Also at this meeting Nancy, as Membership Chairman, formally welcomed new member, Janie Weiser, into the chapter and presented her with her 99 pin.

The chapter's December meeting, hosted by Bonnie McSwain, included a gift exchange and special decorations that combined the aeronautical and Christmas themes. As a memento, each member went home with a tiny airplane mounted on a cloud of feathers (Cloud 9?).

by Lee Loffer

NORTHWEST SECTION

Central Oregon Chapter

The Central Oregon Chapter had an exciting "first year" in 1981. We received our official charter in May and installed seven charter members at a dinner ceremony in July.

By fall our membership was fourteen strong. Highlights of the first year included a presentation on medical flying facts by Dr. James Detwiler, a local physician/pilot; a garage sale; and our very first runway painting. December was a Christmas potluck and an exchange of \$1.00 gifts with our 49½ers joining in. The originality and uniqueness of the gifts resulted in a very hilarious evening.

Looking into 1982 with great enthusiasm, we accept the Eastern Oregon Chapter's challenge for 100% participation in the safe pilot program. Our first step is to sponsor an Accident Prevention Seminar on Mountain Flying. Jim Laird, Eugene GADO, will be the featured speaker. Local businesses have

Speaker at the Northwest Section meeting was Ernest K. Gann, noted author. With him are Governor Jean Davis, Intermountain Chapter; Mary Wohlgenuth, Pegge Blinco, Gayl Ratigan, Columbia Cascade Chapter; Ellie Canadale, Greater Seattle Chapter; and International Officers Hazel Jones and Janet Green.



been very supportive and we have some super door prizes. Please join us in Bend at Cascade Natural Gas on January 28, 1982 at 7 p.m.

Our project for February is oriented towards aviation education. We are working with Redmond Flight Service to provide area pilots with a working knowledge of a flight service. This will include pilots signing up for a three hour session of monitoring/observing each operating position. For further information, please contact Debra Campton, P.O. Box 833, Redmond, OR 97756. Best wishes for the new year from the Central Oregon 99s.

by Pat Washburn

Intermountain Chapter

Beryl Fitzpatrick ferried two Cessna 150's to Spokane from Trenton, Missouri and Sigourney, Iowa for new student pilots. She enjoyed the 37 hours of solo time experience.

Barbara Hutton and Karen Wolf have recently become current after a long dry spell. Welcome back to the sky again.

We had a delightful champagne Christmas brunch on Dec. 5 in Spokane. Needless to say, there was a great deal of hangar flying done.

Ellen Thisted will be spending a year in Japan as an exchange student. What a fantastic opportunity! She plans to contact 99 members in Japan and perhaps she will have the chance to fly with them.

by Gloria Tornbom

Wyoming Chapter

A pre-planning session for the 1983 Northwest Sectional meeting was held on October 25, 1981, in Casper, Wyoming, with a delegate from the North Dakota Chapter in attendance. Afterwards, a picnic and open house took place at the new home of Vice Chairman Judy Logue. With the first snowfall occurring the preceding day, the hot tub was an enjoyable feature.

by Shirley L. Everett

SOUTH CENTRAL SECTION

Austin Chapter

It has been a busy summer and fall for the Austin 99s.

In June, with temperatures over 100°, we airmarked two runways and the identifier, CLL, at College Station, Texas. Virginia Mattiza flew over in her 201, Robbie McBride in her PA-12, and Paula Faught in her Warrior, which is a record number of planes for the Austin Chapter to fly to an airmarking.

In September, Judy Reinhart received her Soaring license and had the chapter meeting at her home. The program was on soaring and consisted of films, two guest speakers and even a sailplane in her backyard for us to climb aboard.

In October, the chapter meeting was held at the home of Jumper Barbara Gard of the



Capt. Barbara Gard of the Texas National Guard took her private pilot checkride the same day as the space shuttle, Columbia, was launched. Barbara is Austin Chapter's newest member.

Texas National Guard. Barb had an interesting program of films on jumping, plus all of her jumping gear displayed on the living room floor. Barb just passed her private pilot checkride and is joining our chapter.

We also welcome two new transfers to the Austin 99s: Pat Johnson from Santa Rosa and Laura Jobe from the Texas Dogwood Chapter.

Our holiday plans included a covered dish party at Thelma Havice's home at Onion Creek, and a December 18 tour of the Texas Aeronautical Commission offices with Laura Jobe, prior to a luncheon.

by Virginia Dare Mattiza

Colorado Chapter

The NIFA Regional Flying Meet was held in the Boulder-Denver area with Metropolitan State College hosting the event. Colorado 99s served as judges, score keepers and event assistants for the two-day session. Mary Adams was the Chief Judge assisted by score-keeper Linda Schreffler. Anita Hessin, Charlene Lawrence, Mary Lou Gunson, Peg Berg, Diana Williams, Nancy Aldrich, Susan Rhodes, Joan Boyd, Mary Jane McKillip, Carol Leyner, Charlotte Klyn and Cindi Chamberlain representing Alpha-Eta-Rho and also a Colorado 99, worked as ground crew in assisting to make the meet run smoothly.

Mary McKillip, Colorado Chapter, admires the afghan she won at the fall South Central Section meeting. The afghan was handmade and donated by the Golden Triangle Chapter.



It was a cold, windy marginal weather day for pilot and ground crew on Friday. However, by midday all events were underway and a successful first day was completed. The following day pilots competed in airplane recognition, simulation flight and flight computer proficiency use.

Mary McCoy, airmarking chairman and sometimes called "Two gallons short, Mary," arranged for our Fall airmarking event at Brush, Colorado. Four airplanes flew in nine roller pushers, two liners and our chairman. We also had two come by land. The airmarking was a real social event as the people at Brush were great hosts and

hostesses. What a fun way to spend a Sunday afternoon.

Hats off to Santa Fe ... sixteen of our members enjoyed a terrific Sectional! We were also very delighted to receive two recognition Awards.

The annual Christmas Party was held this year at the home of Diana and Mark Williams. Who said planned Pot Luck couldn't be elegant, festive and gourmet! Better check your weight and balances, Ladies.

Flight Without Fear continues to be one of our special interests. Carol Leyner reports that our second class was completed this fall with a high degree of success enjoyed by the participants. Carol will continue as the 99 Moderator for the Winter session which began in early 1982.

by Barb Hobson

Golden Triangle Chapter

The Golden Triangle Chapter celebrated its twelfth anniversary at its October meeting. Dottie Hughes presented a program on Air Age Education projects, and the chapter learned techniques through participation in a paper airplane contest, the compass rose game, and releasing "weather" balloons. Linda Wolf's husband, Wayne Janousek, showed a film on aviation oddities.

Mary Wheelock and Beverly Stephens attended the South Central Section in Santa Fe where Mary, with her customary good luck, won a wreath. She always wins a prize! Mary Jane McKillip of the Colorado Chapter won a crocheted afghan donated by Golden Triangle.

T.W. Wheelock, Mary's husband, is building a Skybolt, and he invited the chapter to his hangar for a demonstration in aircraft construction. He hopes to have the Skybolt flying in a year.

At our November meeting Helen Hill reviewed the use of charts. We refreshed our skills on locating places, determining information given for airports, radio aids, topography, and airspace.

Our chapter co-sponsored with the Fort Worth Chapter an FAA General Aviation



Golden Triangle Chapter members Mary Wheelock, Beverly Stephens, Beverly Sims, Barbara Pereira, Linda Wolf, Dottie Hughes, Pat Evans, Kim Haltom, Judy Bruce, Karen Mott, and Ellen Hamlett celebrate Golden Triangle Chapter's 12th anniversary at their October 20 meeting.



Linda Wolf, Golden Triangle Chapter, receives the David James Nevison Scholarship in Pilot Technology from Carole Shlipak, Executive Director of the Dallas County Community College District.

symposium at the University of Texas in Arlington. Subjects discussed were aircraft maintenance, aviation law and insurance, weather, and use of simulators.

Linda Wolf has received the David James Nevison Scholarship in Pilot Technology. Presentation was made November 30 at Mountain View College, Dallas, Texas, by David's parents. David Nevison was a flight instructor and a student in Pilot Technology at Mountain View and was killed in an airplane crash at Lancaster, TX, Airport in 1978. The \$1,000 scholarship is given toward the cost of tuition and fees in pursuit of advanced ratings or certification. Linda is enrolled in the Aviation Technology Program and will graduate in 1982 with an Associate Degree. She plans to get a Bachelor's Degree in Engineering and will apply the scholarship toward her commercial and instrument ratings.

The Golden Triangle Chapter took holiday candy, cookies, and other goodies to area aviation facilities such as FBO's and FAA centers to show our appreciation for their services. This is an excellent opportunity to create good will between women pilots and the line boys, mechanics, controllers, and those who work behind the scenes to make our flying safer and more pleasant.

Our Chapter had its Christmas party in conjunction with its December meeting. The annual Chinese gift exchange was a

smashing success as 99s and guests vied for favorite items, and John Robertson tried unsuccessfully to give away his hangers (clothes hangers, that is!).

by Beverly Stephens

Houston Chapter

The Houston Chapter of 99s conducted a spot landing contest at Skylakes Airport, Waller, Texas, on November 8, 1981. The weather was cool and windy, which prevented a large number of contestants from competing. The trophies were won by



Contest winners are Mike Alexander, first place winner Peggy Campbell, Carole Phillips and Margaret Nelson.

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our own members. Peggy Campbell, chapter chairman, took first place followed by Mike Alexander, Carole Phillips and Margaret Nelson.

Donations of clothing and toilet articles were collected for Rusk State Hospital. Mike Alexander delivered about 500 lbs. to the hospital during a check ride with one of her students.

The annual Christmas dinner party was held December 12th at the home of Margaret Nelson. Thirty members and guests attended — all enjoyed the party, particularly the gift exchange. There were some most unusual gifts from the creative pilots in our group.

We are looking forward to 1982 hoping to increase our membership, and participate in airmarking activities.

by Faye Willis



Attending the recent dedication of the new FSS facility at Midland Regional Airport are High Sky Chapter members Velma Lee Copeland-Barnett, Ingrid N. Zeeck and Pat Davidson.

High Sky Chapter member Van Allan Van Wie, Midland, Texas, is president of the Confederate Air Force Auxiliary, the Colonels' Ladies. In the background is a WW II AT-6.



Even a windy day didn't stop Houston Chapter's spot landing contest.

Kansas Chapter

The Kansas Chapter of the 99s held its 2nd Flying Companion Seminar on November 7th and 8th. There were 10 slightly uneasy flying companions enrolled for the short course in basic skills. This highly motivated group wanted to know how to be of help to their pilot, both in case of emergency as well as in routine flying. We offered the 9 women and 1 man basic skills in navigation, radio work, instrument interpretation and emergency procedures. The course is intended to make flying a more enjoyable and knowledgeable experience for the non-pilot.

The class we offer runs for a two-day period. We started at 9 a.m. and worked until 5 p.m. on Saturday. We took time out for a coffee and doughnut break mid-morning and a light lunch at noon. Our fee of \$25 included the food and all the materials needed except for the sectional and computer-plotter. Beech Aircraft was kind enough to allow us the use of their training

FSS Chief Ray Burton is presented a 99s Certificate of Appreciation by Velma Lee Copeland-Barnett during the dedication ceremonies of the new FSS building, Midland Municipal Regional Airport.



facilities for a classroom as Cessna Aircraft did for us during our April session. Beech also donated a kit containing much information and materials that we needed. On Sunday we completed our course with a look at single engine aircraft under construction at the Beech plant.

Our only purchase for each kit was an excellent book entitled *From White Knuckles to Cockpit Cool*, written by San Diego 99 member, Ava Carmichael and her husband, David. This book is written with clarity and good humor. It explains in understandable terms some of the mysteries of flying such as weather, map reading, radio communication, as well as a bit of aerodynamics. They touch briefly on the topic of health, tensions, drugs, alcohol, altitude, etc. and their effects upon the pilot. The clever art work by Lupe Blea serves to put the nervous right seat flyer more at ease. After all, flying really can be fun!

We are encouraged by the good responses to our Flying Companion Seminar and plan to hold our next one in February. We were given good newspaper and TV coverage both times. We also ran a 2 column ad for several days in the newspaper. We distributed flyers to places most frequented by pilots. Word of mouth helped and coverage in the Beech and Cessna house organs also helped.

We felt satisfied with the results after both sessions. If we can help even one non-flying passenger out of a tight spot sometime, or if we can make them more at ease in the airplane, it will be well worth all the time and effort we put into it.

by Paula Brude

Oklahoma Chapter

Talk about being wx bit, our chapter had a couple of weekend activities that sorta sputtered. Our Fall Flying Companion Seminar ran a poor fourth to the wx, football and Halloween. Then, to add insult to injury for our Safety Seminar in Erick, another front charged through, one of those 4 links out of a log chain kind. Dana and Mark Gibson had flown out on Saturday to talk horses 'n' stuff with our host couple, Charlene and Turner Davis, who also have race horses.

FAA Accident Prevention Specialist Lou Sadler with OKC GADO braved the elements and conducted an interesting and informative seminar for all (5) 99s, husbands, friends and pilots in the area.

At least, Monday was a better day wx-wise, so the Fairview Fly Lady Derby entries started flying in: All-Ohio 99 Jeane Wolcott; Greater St. Louis 99 Tex Wickenhauser and sister, Ruby; Ft. Worth 99 Edna Gardner Whyte and Karen; Sammy Lou Lambrechtse and Kay Alley, Kansas 99s and five Oklahoma 99s. It was quite an assortment of planes — a Beech A-36, a Cessna 210, a Mooney, a Bonanza, a couple of Cherokee 180s, a batch of 172s and one Cessna 152. Phyllis and Bob Howard were the overall winners.

Our December meeting is always a dinner and white elephant one, 'tis fun for everyone.

by Nema Masonhall

Santa Fe Chapter

October was a busy month for the Santa Fe Chapter. We hosted the South Central Fall Sectional, and it was quite a success. Our girls worked hard, and in spite of the time and work involved, three members still managed to achieve new ratings.

Sandy Anderson and Kay Bond earned their glider ratings and Jenny Beatty is a new private pilot. Jenny and Judy Nagle are new members to the group.

A Christmas party is planned for members in Keno Bay, Mexico, from December 28th through January 3rd. The group will be flying their own airplanes down to enjoy the sun and beach and leave the winter cold behind.

Also in the planning is an airmarking of Santa Fe Airport for the spring.

We want to thank everyone who came to the sectional and helped to make it such a success.

Shreveport Chapter

Shreveport Chapter has two \$100 winners so far in the GAMA Sweepstakes: Marjorie Hardcastle and Sarah Munn. Sarah will use hers while working on her instrument training.

Our newest CFI, Renee Sharp, is now teaching at the Barksdale AFB Aero Club. She also is freelancing at Greater Shreveport Air Center.

Our 99 trailer headquarters is located on the airport next door to the C.A.P. hangars and trailer. A state-wide Flight Clinic was held here recently, and C.A.P. asked us to furnish food for the lunch break to save them transporting everyone to local restaurants. This we did and increased our funds considerably. We enjoyed it, and it was so convenient for them, they have asked us to do it again.

Shreveport's GADO 11 has a new Accident Prevention Specialist, Eddie Bass. He has already asked us for our help on his programs. We expect to be somewhat more active now on Safety Seminars, etc., than we have for the past three or four years. For the most part we have only been coffee girls, which is not our cup of tea. (No pun intended.)

Hope you saw in the New Ratings that I now have my CFI. After a seige of blocked ears, a "ski-knee," and being struck dumb a couple of times, I finally made it, thanks to the Amelia Earhart Scholarship. Never could have done it otherwise. Thanks, 99s! My 49½er, Bennie, was my instructor — has been for all my ratings. (Yes, we are still married.) He says he will not do my CFII, but wants to give me my checkride. He's Operations Inspector for the FAA. Woe is me! I really enjoy flying with him ... for the most part.

by Mary Jo Voss



After the big feast, the expressions seem to say, "What a way to go." Tulsa Chapter's fly-in breakfast at Western Hills Lodge.



Tulsa Chapter Chairman Johnnie Salyer has plenty of help during the Bristow air marking.

Tulsa Chapter

On November 7th, the Tulsa Chapter couldn't have asked for a more beautiful fall day to airmark Bristow. What a wonderful time we had!

There were 15 hard workers out on the runway measuring, marking and snapping lines, including the Aerospace Torch Bearer girls. The managers of the Bristow Airport, Jim and Barbara Ray, treated us to a delicious chili luncheon.

Another fun day was November 17th when the 99s and 49½ers flew to Western Hills Lodge for a fly-in breakfast. This was another one of those beautiful fall days here in Oklahoma, and we really took advantage of it. Our spirits soared as six planes arrived at the airport, piloted by M/M Bill Landrum, Sue Parnell, M/M Pete Palmer, M/M Ron McCullough with daughters Karen McCullough and Cheryl Sloan, M/M David Rankin, M/M Bill Salyer, and M/M Evan Whitehead. What a lively time we had when we headed back to our planes. We're gonna do it again real soon.

by Fran Rankin

Lights on the Runway in One Week

Fran did it!!! Could you collect the money, line up material and workmen and have runway lights installed in one week? We are proud of Fran Rankin. She has proven to be a woman of action. The Harvey Young Airport needed improvement on the lighting. Fran is working toward her instrument rating and with volunteer help such as Tommy Fisher and Kenneth Gee from Public Service Company, Harvey Young on his tractor and other volunteer help, the airport has big beautiful lights along the runway.

by another Tulsa 99

SOUTHEAST SECTION

Carolinas Chapter

November, always a good flying month, found the Carolinas flying into Twin Lakes, N.C. to share a meeting with several guests from the Piedmont Lady Pilots Association, with the speaker for our N.C. safety meeting, Mr. Paul Justice from the Charlotte GADO. Mr. Justice brought two fine films for our review and an interesting discussion following the films.

Our hostess for the meeting was Dolores Simerson, who served a most fantastic pot of chili, courtesy of her 49½er, Dick. This is the third year in a row Dick has provided the chili for our November meeting and the Carolinas now happily accept this as a tradition to be continued year after year after year ...

Many thanks to Paul Justice for a super safety meeting and Dick Simerson for a fine repast!

by Ksena M. Stone



Last minute brushwork on the 99 logo signals a good job done. The fancy red hat is that of Southeast Section Governor Bonnie Quenzler.



Spaceport and Suncoast Chapter members are just getting into the spirit of things; 11 letters to go!

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Florida Chapters

On November 14, 1981, two of the Florida chapters met at "Charlotte County Airport" to paint a runway. The painting crew included members of the Spaceport and the Suncoast Chapters and some dedicated 49½ers.

The rather extensive lettering had already been laid out when the first workers showed up and the turnout was so large and enthusiastic that the name of the airport was already finished, with two coats of paint, by lunchtime. There was even enough time to paint the Ninety-Nines logo as a signature! Spaceport Chapter's Bonnie Carr's brother-in-law had provided lunch for the crew and each chapter retired to its own corner of the hangar for a business meeting-cum-hamburger.

This was such an effective venture that the two chapters are already planning more joint airport paintings.

by Jeannie L. Ball



Working with the Women in Aviation display at Goldsboro Mall are Kitty Hawk Chapter members Diane Tunnel, June Rodd, Sandy Hollingsworth, Sue Moneypenney, Lorrie Tunnel and Esther Fordham.



Lisa Cook, Evelyn Studlick and Patsy Zeringue "gawking" at the lovely interior of the Learjet that Evelyn flies for Jet America.



New officers of the New Orleans Chapter: Pat Besselman, chairman; Linda Charles, secretary; Lisa Cook, vice chairman; and Mary Donahue, treasurer.

Kitty Hawk Chapter

We got off to a good start for our new year with a well-attended organizational meeting in October at Raleigh-Durham Airport. Following the meeting, several members went on to Oktoberfest, which was a smashing success.

A couple of weeks later, several members set up a very thorough display on Women in Aviation at the Goldsboro Mall.

For our November meeting at the Rocky Mount-Wilson Airport, our Aerospace Education Chairman presented an enlightening slide presentation on Women in Aviation from the times before the Wright Brothers to the present.

SOUTHWEST SECTION

El Cajon Valley Chapter

Our November 2nd meeting was at Golden State Flying Club with 12 members, 2 roadrunners, and 2 guests attending. Doris Ritchey, Lynn Coulthard, and Dottie Campbell reported flying with an Air Force Airlift plane to Aerospace Education Seminar in Sunriver, Oregon. Lynn and Doris also attended the CAP Conference and Doris went on a practice search at Apple Valley. Helen Haranka and 49½er on Autumn Leaf Tour of Arizona, Colorado, Utah, Idaho, and Nevada stopping at the Grand Canyon for dinner with June O'Neill King and 49½er! I think by now Helen has seen most of the world in her interesting travels! Eileen Kreuzer and mother on commercial jet to PVR AND LAS! And, Robin Vickerman flew to AZ to take her mother from Minnesota on her first flight with Robin. I bet Robin's Mom is real proud of her. Roadrunner Doris Taylor attended OX5 Convention in San Antonio with hubby, Chuck. And Debbie Ross invited Melody Neuhausen, one of her students, to the meeting. Vi, Cay, Carole Hale, and Nancy Kitzig also attended.

Congratulations are in order to Dottie Campbell for her expertise in organizing our successful and fun Flying Companion Seminar Nov. 6-7. All members and roadrunners did a fantastic job to make it an interesting and educational experience for those attending.

And, I would like to congratulate Eleanor Richardson's mother, Jean Jacobs, who also attended our chapter meeting and began flying at age 80! I was honored to speak with her and she reminisced about a flight she made in 1941 aboard a passenger DC-3. The trip was from her home state of Pennsylvania to Burbank with a stopover in Chicago. The flight took 19 hours! And to think it now takes about 6 hours to travel that same distance! And she laughed as she told me about her first hair permanent which took all day of curlers, drying, and sitting! I really enjoyed her company and these tidbits of history she was kind enough to share with me.

Now, our Christmas Potluck Party was at



Installation of officers at New Orleans Lakefront Airport included a wonderful lunch with local 99s, 66s and guests.

Dottie Campbell's with a good turnout and food and presents for everyone. It was a lot of fun. Members from San Diego and Mission Bay Chapters also attended as well as 49½ers and a guest of Lynn Coulthard's visiting from Maui.

by Syria Jane Zoch

London Bridge/Havasu Chapter

The London Bridge/Havasu Chapter, which received its charter in January of 1981, has been showing some semblance of activity. In February, they assisted the Phoenix Chapter in airmarking the Bullhead City Airport on a typically windy, cold day. In April, four of us (which was 50% attendance), attended the Southwestern Section meeting in El Centro.

On our meeting day, which is the second Saturday of the month, we fly to airports in our immediate area for a meeting and for recruitment purposes. We held our last meeting for the year in June, as we lose some of the girls as they retire to the mountains during the summer months. We opened the current year by scheduling our flights and began by flying to the Kingman Airport during their first air show and received a warm welcome and recognition.

The Monterey Bay Chapter paid us a visit in October and we spent a delightful weekend boating and had a cookout at the Nautical Inn. Also in October, we held a plane wash at the Havasu Airport and received much cooperation from the airport and plane owners. Another plane wash is being planned for February or March, depending on the weather.

In November, the Palomar Chapter flew into Havasu for a weekend, and we spent another delightful weekend making new friends whom we hope to visit in the near future. Plans are being laid to work with the Girl Scouts in the area of safety in flying and perhaps recruit some future 99s.

by Betty Wright

Long Beach Chapter

Long Beach Chapter Ninety-Nines' first annual poker run was so much fun and such a success that plans for a bigger and better one next year are already in the mill.

Lynn Schug, Sharon Crawford and Betty Engstrom were the planners of this year's poker run with lots of help from many of the chapter members. Having the poker run on Halloween Day added to the fun and excitement. Everyone flew to the airports in costume. The weather cooperated except for high winds at Fal-Bob, Riverside.

Participants who bypassed that airport, in the name of safety, received their cards at Torrance Airport, the finishing point. Other airports were Fullerton, Cable and Compton. Grand Prize Winner was Joyce Mitchell, who received a weekend ground school course, donated by Accelerated Ground Training, Inc.

Second prize winner was Jane Kropp (Fullerton 99s) who won a ride in a Great

Ongoing projects of the Monterey Bay 99s

Our favorite and ongoing projects in the Monterey Bay 99s are the County Air Tour, the Flying Companion Seminar, and the Salinas His and Hers Great Pumpkin Classic air race.

The first County Air Tour took place in 1967 as a means to increase awareness of the aviation community and the County's beautiful environment among local officials and civic leaders. This year members hoped to duplicate the success of the first air tour.

Geneva Cranford and Helen Shropshire, the project's co-chairmen, initiated planning activities by sending a letter to the County's elected representatives, Board of Supervisors, city councils and mayors, county department heads, newspaper publishers, and business leaders. The letter invited them to participate in the air tour and explained:

- that they would be flown around the county by 99s and other local pilots;
- that the pilots would be donating the flights;
- the purpose of the air tour; and
- the purpose of the Ninety-Nines organization.

The response from pilots and politicians was electrifying. The Monterey Bay 99s pilots were Geneva Cranford, Joanne Nissen, Sandra Pratt, Kay Harmon, Dell Hinn, Georgia Beck, Carolgene Dierolf, and Lynne Kastel. Local fixed base operators also donated planes and pilots. Forty-five representatives from business and government responded.

Put to music, the 1981 Monterey County Air Tour could have been entitled "Around the County in 80 Minutes." Twelve planes took off Saturday, May 2 from Salinas, Monterey, and King City Airports on a 225-mile route designed to give passengers an aerial view of Monterey County. The route took the planes from Moss Landing south through the Salinas Valley to San Ardo, west to Hearst Castle, north along the Big Sur coast to the Monterey Peninsula, and landing at Salinas Airport.

At Salinas Airport the pilots, passengers, and ground hostesses gathered at Elfriede Park, a small park near the control tower built in 1980 by the Salinas Owners and Pilots Association. California Assembly Minority Leader Carol Hallett (R-Monterey County), a 99 herself, spoke to the gathering about the importance of general aviation and the economic impact of the County's local airports.

Press coverage was excellent. Stories appeared in the *Salinas Californian*, *Monterey Peninsula Herald*, and *King City Rustler* as well as on the evening news.

The County Air Tour was tremendously successful and we have no doubt that it will be repeated next year!

One of the longest running projects of the Monterey Bay 99s is the Salinas His and Hers Great Pumpkin Classic (GPC) air race. The race, held every Halloween or the weekend closest to it, just completed its sixth year. The 99s sponsor it in conjunction with the Salinas Owners and Pilots Association. The race

brings in approximately 40 teams from all over California, and one team comes yearly from Washington state.

The route is about 300 miles with take-off at Salinas Airport, heading east to the San Joaquin Valley, southeast down the valley, and back up the Salinas Valley to the finish. There are two fly-bys. Weekend events begin on Friday with impoundment and registration, evening briefing and socializing; Saturday morning breakfast, weather briefing, take-off, and race; afternoon barbeque; evening awards banquet; and Sunday morning hospitality before departure.

The 99s have participated in the event since its inception. Members have worked on every aspect of planning the race — kit preparation, registration, hotel accommodations, transportation, press coverage, barbeque, and banquet. During the race weekend, 99s are everywhere, as timers, spotters, hostesses, chefs, and awards presenters.

This year one of the more humorous Great Pumpkin Classic air races took place. Kay Harmon and Geneva Cranford had key leadership roles and Geri Chappell and Joanne Nissen also worked throughout the race weekend. This year's course, which was not revealed to the racers until the evening before take-off, ran southeast to San Ardo (fly-by number one) and over the mountains to the Dubois Ranch (fly-by number two). Bently Wallace, heading up the Saturday morning briefing activities, took all of the racers "for a ride" with a fake weather briefing of icing, fog, and rain; he was assisted by Geneva Cranford dressed in costume as a fast-moving cold front and chased by Jay Jefferson as a tail wind fanning Geneva's feathers. Audrey and Ray Schutte of Los Angeles won the race. Kay Harmon was "mistress" of ceremonies at the Saturday night banquet. Six trophies were handed out as well as Kay's gag gifts.

The Flying Companion Seminar is a long standing project of the chapter. In previous years guest speakers from the FAA taught the seminar classes. This year, with the help of Janet Hitt from San Jose GADO, 99s planned and taught a variety of aviation subjects. Subjects, such as understanding the airplane, tools pilots use, survival equipment, radio procedures and basic instruments, weight and balance, cross-country trip planning, flight plans, pre-flighting, medical facts, and fun places to fly were enthusiastically received. Members used visual aids such as films, slides, flight equipment, charts, computers, plotters, and an oversized cockpit panel with workable instruments. During lunch and breaks, students were encouraged to "fly" the simulators and were taught how to use them by the instructors.

Before the seminar ended, participants were asked to fill out evaluation forms. The response was tremendous. The comments ranged from "felt totally relaxed with private pilot instructors," "the material was well-presented," to "please hold an advanced seminar." Plans are now going forward on that advanced seminar which will be held next spring.

by Lynne Kastel

Lakes, donated by Jan Baylor of Rolling Hills Aviation, Torrance. Third prize went to Lucille Fernandez, who won a balloon ride donated by Mary Yearwood (Long Beach 99s).

Ella Pattison (Long Beach 99s) won two decks of cards and an "I Love Flying" bumper sticker for having the worst hand. There were also prizes for the best costumes and lots of good food at the finish point — Rolling Hills Aviation, Torrance.

boat races on Sunday before heading home.

The Monterey Bay 99s were one of hundreds of community organizations planning and participating in the Salinas Air Show, held on October 24 and 25. About 70,000 people witnessed the fabulous show over the two days. The Blue Angels, Art Scholl, Bob Hoover, French Connection, Canadian Reds, and wing walkers Bob and Pat Wagner performed.

by Lynne Kastel

CHAPTER NEWS, ETC.

Mark your calendar now, October 31, 1982, Long Beach Ninety-Nines Poker Run in Costume!

by Ella Mae Pattison



Some of the participants in the Long Beach Chapter 99s First Annual Halloween Poker Run.

Monterey Bay Chapter

The month of October was a fast-paced, busy one for the Monterey Bay 99s! The group pulled off a flying companion seminar, a long distance fly-in, an air show, and an air race on successive weekends.

At the beginning of October, Geneva Cranford met with the superintendent of Monterey County schools, his staff, and all of the County's school principals. The purpose of the meeting was to convince school officials of the need to standardize the airport tour program that the 99s give to school children. Geneva briefed them on past activities and handed out a sample 50-word vocabulary sheet. She explained that the children would get more out of the tours if they were given some instruction on aviation ahead of time. School officials were impressed and agreed to work out the details. The tours, as every year, will be given on Tuesdays and Wednesdays in March, April and May.

Fourteen Monterey Bay'ers flew to Lake Havasu, Arizona, over the October 16-18 weekend. They were joined by the London Bridge/Havasu 99s. The weather was postcard perfect. A barbeque was held on arrival Friday night. On Saturday pontoon boats took the group up and down the lake and into tucked away coves; the Havasu gang showed off their favorite spots. Steamboat Cove was the spot for lunch. Everyone stayed to watch the ski and speed

Mt. Shasta Chapter

Many individuals in the Mt. Shasta Chapter have been active with their own exciting projects. Lee Agnew took her first parachute jump. It was something she had always wanted to do, according to a reliable source, but once was satisfactory. Congratulations, Lee.

Grace Rodriguez and her 49½'er got a helicopter. Grace is working on her license and her husband, "Rod," soloed. The rumor is that Grace will take us for a ride when she gets her license.

Kristin Gebhardt and her "soon to be" 49½'er took a special charter recently. They flew Mickey Mouse of Disneyland, California from Sacramento to Chico. Kristin said that the weather was rotten, but Mickey was a cheerful passenger anyway.

Jane Lamar has effectively organized a couple of would-be successful fly-ins, but the winter weather in Northern California has not been cooperating. We will continue to schedule one the second Saturday of every month.

Christmas dinner will be held in lieu of a December meeting at French Gulch, near Redding. The elegant old hotel and restaurant will be a wonderful and very suitable spot for getting into the Christmas spirit on December 5.

The author attended the Salinas Airshow (my hometown) and got to have lunch with Bob Hoover while watching the Blue Angels perform. Not only all terrific pilots, but terrific people. What a special day!

by Martha Iliff

Orange County Chapter

For the fourth time the Orange County Chapter's annual Christmas party was held at the Shark Island Yacht Club in Newport Beach, with everyone navigating there under IFR due to the persistent late night and early morning fog that we had been having for two weeks ... It's easier to fly IFR than drive IFR (in the dark no less) we didn't lose anyone though ... however, some may have had to wait 'til morning to find their cars in order to attempt the drive home.

We had the same great hostess, Beverley Allen, and all went according to plan. This year's 'game' was fifteen 'phrases' in fifteen



Bev Allen and Joan Hill cut up the 'Yule Log' made by Henry Cooper, Gwen Haynes' father.

different languages ... all meaning 'Merry Christmas' and we had to guess which country it came from. This 'frown-causer' was thought up by Joan Hill. Thanks, Joan. We even had a winner, Eleanor Todd's husband. Come to think of it, we never did hear how many he got right. As confusing as it was, he may have only needed three in order to win. Over 60 of us who attended say 'thanks' to Bev for a job well done; even those crazy 'gifts' that were handed out took a great deal of thought.

by Gwen Haynes

Palomar Chapter

Fly-in to Havasu City on November 14th was great fun for old and new 99s and their guests. New members, Sheila Wing and Vi Pfeiler and prospective members, Rene Houk and Anna Hayes were among the twenty-two who arrived in the seven airplanes participating. London Bridge/Havasu Chapter furnished transportation from the airport and hosted on Saturday night, November 14th, with a delicious barbeque and potluck.

Our Annual Christmas party included invitations to many new prospects, rewarding us with ten prospective members. All enjoyed a delicious turkey cooked by Ginny Boylls and her 49½'er, J.C., plus all the special hors d'oeuvres, salads and desserts furnished by the 99s. Mary Tyler Pearson and the Palomar Players presented "Sketches of the 99s" and the film, "The Fun of It."

Travelers during the month of December were Pam Vander Linden, to Puerta Vallarta and to San Felipe to make arrangements for a February fly-in; Vi Pfeiler and husband, Jack to Nogales, Arizona for a Rotary Fly-in and then to Phoenix; and, Mary and Brad Pearson, on business to Springdale, Arkansas.

Our regular meeting, Saturday, January 9, 1982 will be followed by a lunch fly-in to Bermuda Dunes. Plans will be formulated for the February fly-in to Mexico on the weekend of February 12th.

by Vi Pfeiler

Phoenix Chapter

The late October and early November

Flying Companion Seminars solved the mysteries of general aviation and flight for 54 white knuckles passengers. They were very grateful, and one lady commented that she had learned more in the 9-hour seminar than she had learned flying with her husband for two years. We had our first male participant — son and mother team who fly with Dad piloting.

In November, Phoenix Chapter celebrated its 32nd birthday at the business meeting with cake and coffee. The mystery Galloping Brunch was solved. Course 1 began at Rosemary Vance's hangar, Falcon Field, with sweet rolls and juice. The group flew to Chandler Municipal and Litchfield Airports, with an enroute Micki Treasure Hunt. Checkpoints to identify included an aspirin on stilts. At Chandler, Course 2 was pasta a fagioli and green salad followed by several Link Trainer simulator flights. At Litchfield everyone grilled their own cheese crisps followed by spot landing and flour bombing (accuracy) contests. June Bonesteel won spot landing and Ruth Spitalny was most improved. Jimmie Hall won flour bombing. Safety features, like accuracy landings this time and night proficiency, are always a part of our flying activities.

We would like to welcome aboard some new Phoenix 99s: Shirley Cochrane, Lori Haraldson, Nancy Rogers, Sandi Christison, Bobbie Martin, Ann Hogan, Barbara Zinn and Grace Jones. We have had some recent transfers join us: Dorothy Keller, Connie Arnold, Gray Bower, and Michelle Dennis. All these girls joined us this fall.

Phoenix 99 Ruth Reinhold has a new book out. The title is *Sky Pioneering* and it's a history of aviation in Arizona. Ruth is an Arizona Aviation Pioneer herself. She was Senator Barry Goldwater's pilot. Excerpts from her book were featured in the magazine section of the January 10 *Arizona Republic Newspaper* (a statewide publication).

At the end of our year of serving the community and promoting aviation we took time out to enjoy our own Christmas party. Santa and Ms. Claus brought the Christmas spirit, greeting everyone at the door with corsages. Junior High chorus singers sang Christmas carols by outdoor fires. Dinner

In the shade of its 103 foot wingspan, Phoenix 99s visit the Sentimental Journey, a restored B-17G. A reproduction of the WW II pin-up of Betty Grable is painted on the side of this ongoing restoration project of the Arizona Wing of the Confederate Air Force.



was the heritage theme with cards to identify the origin of each dish. A special tribute was made to Melba Beard, charter 99. Friends told stories of their experiences with Melba. The chapter presented Melba with a tree at Headquarters and memory scrapbook. New 49½ers were initiated. Santa and Ms. Claus gave out gifts and hugs to everyone. The men received oranges from the Thayers' Sunkist orange groves and the 99s received lottery tickets from the area airport managers. The remainder of the evening was socializing, with entertainment by 99 Bonnie Krentler with her guitar and 99 Donna Reaser with her accordion. Kitty Pope and Marge Thayer organized the evening with Marge hosting in her home.

Many 99s are filling out A.E. Scholarship applications and working on the chapter scholarship at ASU. Plans are already starting for next October's air rally. At an early January Arizona Aviation Week the chapter sponsored an airlift. Our first "Fly Without Fear" clinic got underway late January and is continuing. Stacy Hamm is exerting her usual outstanding efforts on the clinic. When corresponding with the Phoenix Chapter the address is: 4832 Falcon Drive, Mesa, AZ 85205.

by Kitty M. Pope

Reno Area Chapter

In our Chapter Newsletter, Sagebrush Air News, Editor Irene Smith asks if we've all come "down" from the Reno National Championship Air Races.

Working in Race Headquarters really is a yearly "high" for our chapter, even though we're all on the ground. In addition to it being a way to earn money for our chapter scholarship fund, it's a time to renew old friendships with the race pilots, contestants, and other race personnel. And, of course, there's always Kathy and Wug Gray's annual Air Race Party, which was as great as ever this year.

New members are Sandra Sweeny and Maja Dozier. We're glad to have you in our chapter, Sandra and Maja.

Our 1981 Scholarship winner writes that she is working on her CFI instrument, and she got a 96% on her written.

And in another letter from our former chapter chairman, Lucille Snyder, now flying with Evergreen Helicopters in Anchorage, she tells us that she has fallen in love with Alaska.

Our November meeting in Carson City produced a good turnout of members, 49½ers, new members and friends. I brought along Vera and Hal Shimer, who happened to be driving through that day on their way home to Washington. Vera and I learned to fly at Lambros Seaplane Base, Ridgefield Park, N.J. in 1942. In those days we belonged to Women Flyers of America. Wonder whatever happened to that organization? This month I'm resigning from my job as EAA secretary, which I've had for 5 years.

by Hazel Hohn

Sacramento Valley Chapter

On October 24, the Aero Club at Beale Air Force Base hosted our chapter for a full day of aviation. Twenty-seven people in eight planes flew onto the base and enjoyed their excellent hospitality, which had been organized and arranged by Jean Turner, our chapter chairman.

We saw the SR-71 and the tanker that refuels it, enjoyed several films which showed altitude and speed records set, and toured the base by bus. A brand-new mess area for base personnel was open to us at lunch time.

Our airmarking activity continues, rain or shine! On November 7, we marked and painted Swansboro, a private strip near Placerville, CA. June Devine, our busy airmarking chairman, reports that there was no center line, and that there were displaced thresholds to mark on each end. The local homeowners were very cordial and served a lovely barbecue lunch. It was great to have a lot of new chapter members participate.

by Dorothy Erickson

San Fernando Valley Chapter

October 31 found many of the San Fernando Valley Chapter members in Salinas, California readying their aircraft for participation in the annual Great Pumpkin Classic (air race). This race is a round robin which begins and ends in Salinas. This year the race course covered 202 statute miles and the racers saw such exciting places as San Ardo, Dubois, and, of course, Salinas! A masquerade party was held that evening, at which time the awards were presented.

Below are the names of our chapter members and their race partners and the place they won in the top ten:

1. Audrey Schutte/Ray Schutte
2. Alan Berenstein/Sue Jablonski
3. Don Hamilton/Delores Pynes
4. Ho Scheimberg/Sonia Scheimberg
5. Misti Vreeland/Bob Stromquist, Jr.
6. Bob Stromquist, Sr./Joan Taylor

Would you believe it? ... Yes, another air race recap!! The Valley Air Derby was originally scheduled for November 14, but because of good IFR weather, was rescheduled to November 15. The secret course covered a distance of 237 statute



It was reunion time for 49½er Mal Stratford, who was accompanied by wife, Ceci, to Colorado Springs to attend the 40th gathering of Mal's Air Force cadet training class. While there, they had the opportunity to get a close-up visit with the U.S. Air Force Academy falcon and his falconer.

miles and exciting places such as the Gorman VOR (seen twice during the race), California Valley, Buttonwillow, and Mystery Mesa were overflowed.

And here is the list of the finalists who are members of the San Fernando Valley Chapter and their race partners:

2. Lou Totans/**Jeanne Kirhofer**
3. **Misti Vreeland**/Richard Mathews
4. Ray Schutte/**Audrey Schutte**
5. Ho Scheimberg/**Sonia Scheimberg**
6. **Joann Linder**/Tom Jeffers
7. Dick Shepherd/**Lorrie Blech**
8. Don Hamilton/**Delores Pynes**

9. **Carol Riley**/Rob Vreeland
 10. **Louise Martin-Vegue**/Jim Turner
- December, the whirlwind month, when fun and festivities reign! And this year is no different from any other!

Christmas was celebrated by our members at our annual Christmas Party on December 12. And, of course, lots of holiday food and cheer were consumed! We even were visited by Santa Claus, who brought each of us a gift to remember!

On December 21, some of our members (those who could get the day off) met at the airport restaurant to box and wrap Christmas cookies which would be

distributed to various airports in the nearby area. After the boxing and wrapping, luncheon was served and there was a gift exchange. Then everyone rushed out to their airplanes to deliver the boxes of cookies to those who were eagerly awaiting their arrival.

by Sylvia Sanderson

San Gabriel Valley Chapter

Janice Brown, chairman of the Bakersfield Chapter, was our guest speaker for the November meeting. She told a spellbound audience of her experiences as pilot of two solar powered aircraft. She used a small model powered by a light bulb to show the effect of clouds and how the angle of the sun in relation to the solar unit affects the performance of the aircraft.

Yvonne Waldbott had a spectacular view from her own plane watching the spaceship Columbia come in for a landing at Edwards Air Force Base.

Brown Field, San Diego, was the destination of the November Fly-In, organized by Sheryl Salveson and Ilse Cook. The group took a taxi to Tijuana and on to La Playa where they dined at a fine restaurant featuring authentic foods from each Mexican province.

After a shopping spree in the \$50 million underground mall, and more food from a bakery, they returned to Brown Field, thanked the gracious personnel there and departed for home.

Our newest member and chairman for Aerospace Education presented Brownie Troop Number 1205 with a lesson on the principles of flight with games and activities emphasizing flight. Followup included a tour of Cable Airport with Mr. Cable and Ferrel Salen showing the girls their airplanes and explaining various aspects of the airport.

November found Analee Holden Dryden flying to Biloxi, Mississippi, with her niece. She reported a mean crosswind in Texas. Kathy and Chuck Woolsey flew to Cody, Wyoming, on a highly successful hunting trip. The Wrights, Jan and Bob, made a trip to Idaho.

The annual Christmas party, held jointly with the Inland Chapter, brought out many old members whose schedules conflict with our regular meeting date — Bev and Mickey Mahoney, Helen and Bill Blanchard, Joan and Bill Michaels. Dr. Robert Borland presented exquisite slides taken while he was scuba diving in the Red Sea. The program with its pictures of basket starfish, night shots of coral opening, close-ups of rare fish is highly recommended to anyone interested in unusual environments. Norm and Sue Benzinger presented a preview of our 4th of July fly-in to Rifle, Colorado.

by Eve Hunt

San Luis Obispo Chapter

November 19, 1981 the San Luis Obispo 99s, after lunch and business meeting at the Red Baron Restaurant at Reid-Hillview Airport in San Jose, made a visit to the Air

CHAPTER NEWS, ETC.

San Fernando Valley Chapter

Since we are a large chapter, there always seem to be many special projects underway. Following is a list of our favorite and continuing ones:

Airmarking — During the year, we try to airmark at least one airport. During 1981, we handled this in a different manner ... we combined forces with the Phoenix Chapter and airmarked Bullhead City, Arizona.

Cookies to the Tower — Another opportunity to visit the local airports!! We gather to wrap and box homemade cookies donated by our members and fly off to the airports announcing a visit from Santa. The tower personnel look forward to our visit each year with great anticipation.

Flying Companion Seminar — We hold a Flying Companion Seminar twice a year and always end up turning people away. Both professional teachers from the Glendale Community College as well as chapter members participate in explaining the various aspects of flying to our students. We are also helped by the FAA and professional flight and ground instructors. Refreshments are served during breaks.

And of course, the most rewarding feeling comes when we see our students become pilots and 99s!

Future Women Pilots — This is a program for young ladies in the San Fernando Valley to learn about and participate in flying activities. Each year we supervise a class of from 6 to 10 future pilots and stay by their sides until they have soloed.

Gray Thumb Clinics — We invite a mechanic and an airplane to be our guest speakers. Those attending are permitted to ask all the questions you ever wanted to ask about airplanes and engines, but were afraid to ask.

These clinics are always a huge success!

Jim Hicklin Memorial Air Rallye —

Our Chapter sponsors this round robin, all-men's air race, which always begins and ends at Bullhead City, Arizona. Each year the course is changed and is kept secret until the pilot briefing the night before the race. After the race, there is a hangar party, and food and liquid refreshments are provided. The awards are presented at the awards banquet that evening.

Besides being a fun race for the men, everyone has the opportunity to take a boat ride across the river to Laughlin, Nevada, and do a little gambling!!

This is one of our biggest projects, and everyone in the chapter, as well as friends of the chapter, pitch in and help.

Poker Flight — This event is held in March, which is when we have some of the best flying weather around. This fund raiser provides the opportunity to all local pilots (men and women) to visit seven of our local airports, where playing cards are purchased.

After the flying, we all head to the spaghetti feed to find out who had the best hands of poker. The winners are awarded cash prizes, with the net profit going into the chapter's treasury.

Scholarship Fund — Each year we provide several scholarships to deserving persons who are pursuing aviation oriented careers.

Valley Air Derby — This local one-day race that we sponsor was created to be fun and inexpensive. It always starts at Van Nuys Airport and ends at Mystery Mesa Airport. The route in between changes each year and is also kept secret until the pilot briefing the night before the race. At the end of the race, a hangar party is given and food and liquid refreshments are provided. The awards are presented at the awards banquet that evening.

Again, most of the chapter helps with the preparations as well as joining in the racing!

by Sylvia Sanderson

Simulator Training Center located in the terminal building.

Nelson Kimber was our host. He explained that with a simulator a pilot can take flight theory and ask, "How do I apply this?" and find out. The center specializes in instrument flight, and also has instrument programs for the VFR pilot.

The simulator is a computer built into a teaching lab. Various combinations of situations can be selected. The center has five simulators. They are used extensively by new instrument pilots and by those maintaining currency.

Getting the chance to actually fly the simulators was a great experience. Four simulators were reserved for us and we all took turns at the controls.

Our Airport Good Neighbor Day was the time to raise money for our scholarship fund. The San Luis Obispo 99s gave air tours consisting of a ride over Avila Beach down the coast to Pismo Beach — a beautiful view of the coast of California.

by Hazel L. Dearen

Santa Clara Valley Chapter

This Christmas, nearly sixty 99s, 49½ers and friends met to exchange gifts and flying talk. Hottest item in the gift exchange was an airplane mug party chairman Linda Power brought back from Disney World.

Olive Olivera, Willy Gardner and Stella Leis spent some time in the cockpit of a British Airways 747, on their flight from San Francisco to London, but bad luck with weather cancelled some oft-scheduled (and re-scheduled) DRF and Poker Flights for Santa Clara Valley 99s staying closer to home. We have hopes for less fog and rain, and more sunshiny days in 1982!

by Kathy Pelta

Santa Paula Chapter

Our chairman, Sue Cedarquist, flew east to her fifth reunion of her Dental Hygiene Class. She attended the Dental Hygiene School of the University of Michigan. She was fortunate in going to one of the BIG TEN football games while she was there. The trip was great, except she lost an alternator somewhere over Iowa, but all went well and weather was good!

Ruth Buirge is seriously going for her multi-engine. We really have a bunch of fabulous girls in our chapter. Sherry Moore just earned her Instructor rating. So, at the last meeting, JoNell Kosisko presented Sherry, Sue Cedarquist, and Melody Rich with beautiful red roses for their great accomplishments. She is a double I, and Melody has acquired her Instrument.

Our Chapter voted a sum of money to send to the Amelia Earhart Scholarship Fund. We are contributing \$99.99 cents (what else).

Our group had an APT day planned to fly to New Cuyama, with Sue our leader and check pilot. The weather was stronger than any of us, and it was postponed.

by Gwen Dewey

Tucson Chapter

Tucson's famous CAVU weather graced our recent Poker Run and made perfect landings easy for the "players" who visited five local airports.

Marge Cary was our official at Tucson International; Judy Preble and Jean Servaas were stationed at La Cholla; Lee Averman was at Marana; Lee Unger supervised Avra Valley; and Terry Robertson and Susan Pettit helped Dottie Blair at Ryan Field.

Dottie was originator and organizer of the event and Susan, one of our welcome new members, made the clever posters. Sandy Lanham, a brand new pilot and prospective new member, flew the route with her "fella" in the right seat.

Jean Servaas held the winning hand, Sally Treat was second and Jayne Hunter was third.

Besides the Poker Run, a sale of members' white elephants at The Swap Meet, organized by Marie Forte, added to our treasury and scholarship fund. Monthly, members sell refreshments at the FAA Safety Seminars, also. In addition, Jean Servaas set up a group to man a booth at this fall's Desert Air Show at Ryan Field and sell chances on airplane mobiles, our SNOOPY 99 T-SHIRTS, coloring books and visors.

Her rotating staff included Norma Wilcox, Linda Duckworth, Sally Rover, Terry Robertson, Athene Paulos, Lorraine Newhouse and Judy Preble — plus some volunteer help from some of our 49½ers, particularly when the tent blew down!

On the festive side, our hospitable and generous leader, Terry Robertson, hosted a jolly Oktoberfest Party, and will also lend her home for our chapter's annual Christmas Party. Barbara Welsh and Wyn Hayward organized a "Wheels Down Fly-In" to famous Sabino Canyon Park with a scenic tour and a picnic, and those who went enjoyed it so much they planned a repeat in two weeks.

Our biggest news is that Terry and a committee are exploring the prospects for resuming our TUCSON TREASURE HUNT next spring if we may again make use of the facilities at Marana Air Park. We would like to announce a big YES to our former "Prospectors" who have urged us to bring back our unique HUNT.

by Jayne Hunter

Outside the FBO at Ryan Field, Dottie Blair (in background), director of the Tucson Poker Run, totes up the results while Lee and Tom Unger, Terry Robertson and contestants Audrey and Pat Patrick wait for results.



Classified



GOLD NUGGET 99 NECKLACES

Gold nuggets on 14K gold backing, 7/16", complete with chain. We've got them again, at no price increase. Your \$72.00 will help finance the 1984 Convention in Alaska. (Outside US add \$2.00). Send check payable to: Alaska 99s, 1984 to Nildena Jones, P.O. Box 4-1962, Anchorage, AK 99509.

A GREAT OPPORTUNITY

Need a FEMALE pilot w/multi-engine, instr. rating. Qualified & well educated between 25-35 years old. Must be outgoing. Some secretarial work involved. Area of travel Mexico & United States. Based at a Mexican hacienda. Type of aircraft: Cessna 340 III 1979. Please send resumé & photograph to: P.O. Box 3245, Brownsville, TX 78520.



T-SHIRTS FOR FLYERS

"I Fly" in Yellow or Columbia Blue. "Women Pilots" or "Pilots Have More Fun" in Tan w/Brown lettering. Adult sizes S, M, L, XL. \$8.00. "I Fly" also available in Powder Blue Sweatshirt for \$14.00. The Antiquary, P.O. Box 364, Hampshire, IL 60140.

WOMEN'S EPAULET PILOT BLOUSE — Lady's pilot garment, 65/35 polyester cotton blended for WASH and WEAR, two pockets in WHITE or SKY BLUE, sizes 6 to 16 short sleeve only. \$14.98 + \$2.50 handling per shipment. Pilot House, 208 Delaware Ave., Delmar, N.Y. 12054.

Air Racing News

Shangri-la Grand Prix Race Route



arrangements at the designated airports for contestants.

- Majors Airport, Greenville, Texas, with the Dallas Chapter as host are ready for the one or two hours when all competing aircraft arrive from Shangri-la and decide to depart for Wichita immediately.
- The Mid-Continent Airport, Wichita, Kansas with the Kansas Chapter; Stop Chairman, Carolyn Schmalz and Committee-Timers, Lenora Heathman and Pat Wilson, as host plan a bag lunch for contestants. For contestants staying overnight, the Hilton Inn is on the field.
- Bernice Daechler, Stop Chairman for the Iowa Chapter flew into the Des Moines Airport to meet with the Grand Prix Air Race officials, Airport Operations Officer, Flight Service Station Chief and the Air Traffic Control Tower Chief. The Des Moines Flying Service has offered their facility for Stop Headquarters.
- Aurora Airport, with the Chicago Area Chapter as host, will try and decipher the big question — Will the competing aircraft arrive the first day of the race? All depends on the weather and winds.
- Bowman Field in Louisville, Kentucky is bringing the contestants straight in from their race route to fly down the southeast runway. There will be two areas to refuel at the Kentucky Flying Service, and the Flight Service Station is next door to get the up-to-date weather.
- Spirit of St. Louis Airport with the Greater St. Louis Chapter acting as host are looking forward to the contestants' arrival. The airport officials thoroughly enjoyed having the Powder Puff Derby use Spirit of St. Louis as a check point some years ago. Elizabeth Jordan is the Stop Chairman with Ruby Fidoli and Rosemary Boyd on her committee.
- Last but not least — The Shangri-la start and finish airport. The resort, located on the Cherokee Lakes is rolling out the red carpet for contestants and their friends, as well as those involved in organizing and helping with the race. Among the many activities planned is a "Springtime" boatride. The Oklahoma Chapter will act as host — 99 gal Friday's. They are SUPER!!

All in all, the plans are working out to be a better race than last year, and that is going some.

DON'T BE LATE. Make your New Year's Resolution to enter a most fascinating, fun and educational Shangri-la Grand Prix Air Race. Entries close March 1st. Entry Kits \$6.00 — Shangri-la Grand Prix Air Race:

Marion P. Jayne
1918 West Banbury Road
Palatine, IL 60067
(312) 358-5100

Shangri-la Grand Prix Air Race, Ltd.

by Marion P. Jayne

ALL SYSTEMS GO for the Shangri-la Grand Prix Air Race, April 5-7, 1982. Have you mailed your entry or sent for your entry kit? Don't be late and miss a fun and rewarding time.

There will be outstanding speakers at the April Safety Seminar given in conjunction with the air race at Shangri-la. The Safety Seminar, coordinated by Phyllis Howard, Oklahoma Chapter, in conjunction with Mr. Glen Nelson of the Flight Standards Office in Tulsa, is open to all pilots as well as contestants in the race. There will be speakers talking about stalls and spins, charts, weather, racer's clinic, etc. All are welcome to stay for the Western Get Together in the evening at the Shangri-la Hogan.

The race route has been flown by Grand Prix Air Race officials, meeting with Airport Directors, Air Traffic Control Chiefs, Flight Service Station Chiefs, Fixed Base Operators and 99 chapters, coordinating

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ENTRY FEE: \$5.00
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ENTRY FEE: \$5.00
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PERFORMANCE FLIGHT IN PERFECTION
DATE: 5 NOVEMBER 1981
LOCATION: TULSA, OKLAHOMA
PRIZES: \$10,000
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**All Woman BAJA
CALIFORNIA Air Race**

by Rosemary Lane
Long Beach Chapter

Here it comes again — it's a race! No, it's
a party! No, it's an Air Race Fiesta!

On April 30, 1982 the **All Woman Baja
California Air Race** will depart Long
Beach for La Paz, 1009 statute miles away
via the race route. This year's \$10,000 prize
contest is being sponsored by the Mexican
National Tourist Council of Baja del Sur. It is
timed to coincide with the 447th anniversary
celebration of the founding of La Paz, and
we are to be part of the celebration!

The race is scheduled for two RONS
before the terminus because so many
festivities are planned along the way —
starting in San Felipe where the first night
will be spent at the **Hotel Fiesta**. A cocktail
party and dinner will honor the contestants.
On May 1, the race will continue south to
San Jose del Cabo with optional fuel stops
at Bahia de Los Angeles and Loreto.
Located to the east of Cabo San Lucas,
where the Pacific Ocean meets the Sea of
Cortez, San Jose del Cabo is a perfect spot

for skin diving, deep-sea fishing or just
watching a sunset.

The last leg will be a short hop northwest
to La Paz for a marimba-band welcome, a
sangria toast and escort to our Head-
quarters Hotel, the **Gran Baja**. We, of
course, have special-rate privileges at this
luxury resort. The big event, the Awards
Banquet, will take place on May 3.

Entry kits are available now. Obtain yours
by sending \$4.00 to:

Mary Wenholz
26600 Menominee Place
Rancho Palos Verdes
Calif. 90274
Tel. 213/378-6646

There will be a non-returnable entry fee of
\$250. **Entries open Jan. 15 and close
Mar. 15, 1982.** Since the race will be limited
to only 50 airplanes and we expect an
enthusiastic response, make your plans
early. Send for the kit now. It will provide all
the essential details concerning legs,
distances, handicaps, rules, etc. As usual,
the race will be flown during daylight hours
under VFR conditions, in compliance with
US Federal Air Regulations and Mexican
Civil Air Regulations. At least one crew
member must hold an instrument rating.

If you're into an ocean view from your
cockpit picture window . . .

If you dig getting your tennies wet
while cruising at sea level . . .

If you'd like to experience a bigger kick
than even a "Margaret Calloway
Margarita" . . .

Then the Baja California Air Race is
for you!

As a participant in the first Baja, I can tell
you I don't even need wings to get up for this
one. *Ole'*, my friends, and *buena suerte*
(good luck)! See you in La Paz.

**13th Annual Illi-Nines
Air Derby Scheduled**

by Charlene Falkenberg

Mt. Vernon-Outland Airport, Mt.
Vernon, Illinois, will host the 13th Annual Illi-
Nines Air Derby. The Derby has been held
several times in Moline, Rockford,
Champaign, Mattoon and other cities in
Illinois. This, however, will be the first time in
Mt. Vernon. Racers from the Powder Puff
Derby will remember the hospitality shown
them in 1969 when Mt. Vernon hosted a
stop in this all-woman event.

The Illi-Nines Air Derby is the earliest
race of the year in the Midwest. It is always
held during Memorial Day weekend, making
the dates this time to be May 28-30, 1982.

The Illi-Nines Air Derby was also the first
race sponsored by women pilots to allow
men to compete as Pilot-in-Command, and
also to have two categories, speed or
proficiency. The speed handicaps have
been revised, and the proficiency handicaps
are based on your estimate of fuel and
speed.

The 200 nautical mile round robin race is
limited to 60 planes. First prize in each
category is \$400. Entries open February 1,
1982 and close April 20. For information and
entry kit, send \$3.00 to Norma Freier, 225
Kelsey Road—Rt. 4, Barrington, Illinois
60010.

The derby is sponsored by the Chicago
Area and the Central Illinois Chapters.
Linda Hamer, Peru, Illinois is the 1982
Chairman, and for the tenth consecutive
year, Charlene Falkenberg, Hobart, Indiana
is publicity chairman.

This popular aviation event was first held
in Mattoon, Illinois in 1968. It has
consistently grown in participation and
popularity. It enables a contestant to learn
about his airplane and become a more
proficient pilot — two qualities needed by
conscientious pilots during these times of
fuel conservation.

For an interesting, educational weekend
with fun and fellowship thrown in, nothing
can compete with entering the Illi-Nines Air
Derby.

Autumn Gold Air Rallye

by Dot Penny

The Autumn Gold Air Rallye held by the
Blue Ridge Ninety-Nines in Asheville, N.C.,
really upheld its name — those Blue Ridge
mountains turned gold, bronze, yellow and
red just for the rallye and pilots came from
all over! One young couple flew their
Luscombe all the way from Massachusetts
to enter their very first proficiency race.
Ninety-Nines were there from the
Washington, D.C. Chapter, the Carolinas
Chapter, The Foothills Chapter, and Lou
and Ellie McCullough flew "Shotsie" from
Vero Beach, Florida to represent the
Florida Gulfstream Chapter.

Winners were as follows:

FIRST PLACE — Betty Baugh, pilot;
husband, Jim, co-pilot. Betty is a brand new
pilot and brand new Blue Ridge 99 from
Asheville, N.C. She is already working on
her instrument rating.

SECOND PLACE — Gerda Ruhnke,
pilot; Jean Marsom, co-pilot. These girls are
99s from the Washington, D.C. Chapter.

THIRD PLACE — Bennie McIntyre,
pilot; Elaine Ledford, co-pilot. Bennie has
only 70 hours and won five additional
trophies (he'll be entering the Astronaut
program soon!). Bennie and Jean are from
Shelby, N.C.

After the race, seventy or more pilots and
friends jammed the American Enka hangar
to "pig-out" at the pig-picking festival
planned by Louise White and her entire
family. If you ever need first class
organizers, just call on Louise and Neal
White.

The Blue Ridge Chapter plans to make
this an annual event; so mark your
calendars to enter the **Autumn Gold Air
Rallye** in Asheville, N.C. about the same
time next year.

Cessna offers you the most popular airplane
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And its bigger brother.



For over a quarter century, Cessna Skyhawks have enjoyed a degree of popularity unmatched in aviation history. Their low cost, efficiency and ease of flying have made them the first choice among pilots worldwide.

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

The Cutlass RG takes all these Skyhawk advantages a step further with the addition of retractable gear. This bigger brother is the lowest-priced, most fuel-efficient retractable in the world.

EVERYTHING YOU NEED TO FLY. Cessna builds more planes than all other general aviation manufacturers combined. But that's only the beginning of our story. From training manuals to navigation systems to intercontinental business jets, Cessna has everything you need to fly. Because Cessna is flying. And proud of it.

For further information about Cessna light singles, or any of our other aircraft or services, see your Cessna Dealer (check the yellow pages), or return this coupon to Cessna Aircraft Co. Dept. 128B, P.O. Box 1521, Wichita, Kansas 67201.

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