

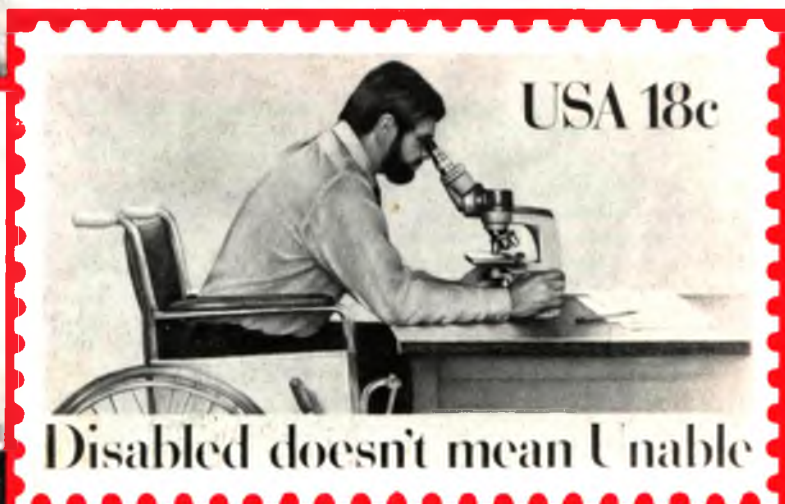
the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 9

Number 2

March 1982



Letters to the EDITOR

Chapter wants 1982 named Air Marking Year in honor of Blanche Noyes

In memory of Charter Member Blanche Noyes, the Washington, D.C. Chapter would like to recommend (urge) that The Ninety-Nines, Inc. name 1982 "AIR-MARKING YEAR." If each chapter would install a new Air Marker or repaint an existing one, we feel this would be a lasting, life-saving tribute to BLANCHE.

During her career as Chief of Air Marking for the Civil Aeronautics Administration, then the Federal Aviation Agency and then the Federal Aviation Administration, the Agency reports 75,000 Air Markers were installed in the U.S.A. Let's carry on this Air Marking program for BLANCHE!

*Jean Ross Howard
Washington, DC Chapter*

Buckeye Air Rally donates \$450 to A.E. Memorial Scholarship Fund

It is with a great deal of pride that I forward to you on behalf of the Buckeye Air Rally Board and the All-Ohio Chapter a check for \$450.00. Our biggest yet!

This year's Rally was so successful that we are able to increase our donation to the Scholarship by \$150! If this keeps going, successful year after successful year, who knows what our amount will be.

1981 was my last year as President of the BAR Board. I must admit the crowning glory to this job is to be able to send you funds that many of our members have received in return as A.E. recipients.

*Sincerely yours,
Jeane M. Wolcott
President, BAR
Chairman, All-Ohio Chapter*

Scholarship recipient gets ratings ... and returns scholarship monies

It is my pleasure to inform you of the successful completion of my ATP and DC-3 Type checkride on November 20th. After several mechanical delays and a delay in getting our company check airman recurrent, I finally got my turn at the wheel and landed myself the rating and type.

Enclosed you'll find the forms you had sent ... not filled in. It's my added pleasure to inform you that DHL* has decided not to charge me. Please retain the \$1200 for the scholarship fund.

*Sincerely yours,
Charlene Giebe*

1982 A.E. Scholarship winner

**Charlene is employed by DHL Air Cargo
in Hawaii.*

99 plans Project Destiny to complete Earhart's last flight

As Ninety-Nines, we are all familiar with the final flight that Amelia Earhart made in 1937 and the mystique that grew around her disappearance. The mystery remains unsolved, but the spirit of her adventure remains an inspiration to many of us lured by the desire to take to the skies.

Ever since I began flying, I have been drawn to a dream. The dream is to complete Amelia's flight. I began to think seriously about this flight last year and began planning "Project Destiny".

Commemorating the anniversary of Amelia Earhart's birthday, the flight will begin on July 24, 1982 from Lae, New Guinea and terminate approximately 7,000 miles later on July 28th in Oakland, California.

Since Amelia Earhart is the founder of The Ninety-Nines, I thought that this project would be of particular interest to Ninety-Nines everywhere.

The flight will be a fascinating adventure as well as good publicity for general aviation; however, without financial support, "Project Destiny" will remain grounded. I hope that I can count on The Ninety-Nines to assist me with their sponsorship. Donations can be sent to:

Grace McGuire
"Project Destiny"
P.O. Box 68
Rumson, New Jersey 07760

I am presently negotiating for the purchase of a Lockheed Electra 10A and have secured enough fuel for the flight; however, many logistics remain. I will be happy to keep you posted as plans progress.

*Sincerely,
Grace McGuire
Garden State 99*

Bette Davis Burn Recovery Fund

Dear 99s,

I would like to take this opportunity to sincerely thank each and every 99 for the prayers and donations made in my behalf following my aircraft accident. On July 9th, 1981 in Bonanza, Oregon, near Klamath Falls, my vintage 1938 Aeronca KCA crashed and burst into flames. I was returning from a 99 meeting with my 8-year-old niece Barbara Plummer. Barbara and I were severely burned and spent months in Emanuel Hospital's Burn Unit in Portland.

Barbara and I are out of the hospital and back at home. Barbara, who lives in Bonanza with her parents and 5 sisters and brothers, has returned to school and is playing sports with her class. She is adjusting extremely well to her changed life.

I am at home in Hayward, Calif. I go to Eden Hospital in Castro Valley seven days a week for 3 hours of therapy and periodically am admitted for further surgery. I am walking much better now and the therapy for my hands, which were severely burned, is progressing slowly.

I plan to return to flying just as soon as possible. When my recovery is a bit further along I shall attempt to rebuild my charred aircraft. I am looking forward to participating in the Hayward-Las Vegas Air Race to be held in May, probably not as pilot but co-pilot navigator if all goes well and my progress continues.

I am sincerely grateful for all that the 99s have done for me as well as others in the field of general aviation. Thanks again.

*Sincerely,
Bette Davis
APT Chairman,
Alameda County Chapter*

This letter is to let you know how the Fund is progressing and how Bette is doing. You may be surprised to learn that Bette's hospital bill in Portland was a *quarter of a million dollars!* Blue Cross will pay a limited portion of the total amount. We believe they have paid \$32,000.00. Bette, an out-patient now at Eden Hospital in Castro Valley, is making progress and is in good spirits. There is a long way to go.

The Fund will be used to assist her where no other insurance or benefit is available, such as plastic surgery and dental. Perhaps, even the therapy.

Total collected to date: \$6459.21

98% of the money collected has been from 99s!!! The rest has come from pilots who have read about her in Western Flyer and some from cans placed in local restaurants. Also from local FBO's. THERE IS STILL A NEED.

*Sincere Thanks and Bless you all,
Jean Stroobant, Administrator
Alameda County Chapter*

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OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

VOLUME 9

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The 99 NEWS

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This Month In The 99 NEWS

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**“.....a person isn’t handicapped until they
prove they can’t do something.”**



Disabled doesn't mean Unable

ON THE COVER: for more
on our feature story this
month, see page 17.

Spring is a time for flying activities

With spring just around the corner, the time is ripe to consider planning some flying activities to get your members and other friends in aviation back into the air. With that in mind, we share with you an excerpt from Middle East Section's SOP for Activities concerning Poker Runs. This type event, popular with many chapters, can double as a chapter fundraiser.

POKER RUN

by Linda Hollowell

WHAT IT IS: A fun, flying activity which requires that a pilot fly to several airports to collect a playing card. The best five-card poker hand wins the contest.

WHERE IT IS HELD: Select either four or five airports in your area (either controlled or uncontrolled) at which 99s can be stationed to sell cards. Normally, five airports would be required, but, if you use the same airport for both start and stop, only four are necessary.

WHEN TO HAVE IT: Choosing a date carries the same considerations as for other flying events — seasonal weather expectations, holidays, or other occasions which might reduce participation. You should select a rain date in case the weather is not VFR. Notify Flight Service of your status in case the weather is questionable so that contestants can call them for the go/no go decision.

PUBLICITY: Use every possible means to publicize the event: posters at the area airports, notices in magazines, newspaper articles including your state aviation newspaper, radio announcements, flyers to other flying organizations in your area.

INSURANCE: The chapter and members working on the event must be protected with liability insurance available from Susie Sewell, 99 insurance representative. At least one month ahead, send \$30.00 to Susie with date(s) for the event.

WHO CAN PARTICIPATE: Any occupant of an aircraft may buy cards, but there should be no exchanging of cards between contestants. Exchanging gives an unfair advantage to an aircraft with a large number of passengers and results in dissatisfaction among the other players.

HOW TO RUN IT: There are several options. The Poker Run should have a designated start time and end time which are well publicized. You may elect to have all contestants start from the same airport or you may allow them to start at any of the designated airports. If the Poker Run starts at one airport, that is also the best place for the terminus. Even when the contestant can start at any of the designated airports, there must be a specific terminus airport.

A 99 must be at each of the airports with cards, money box, and change. She should ask each contestant to sign for his/her card when it is selected. Cards are drawn face down. A fairer and more suspenseful method is to seal every card in an envelope and establish the rule that contestants must have five unopened envelopes (one from each airport) at the terminus. Each envelope can be numbered and the number recorded when drawn. This can insure that contestants do not exchange cards.

At the appointed time at the terminus airport, the envelopes are unsealed and the best five-card poker hand is the winner. Conventional poker rules are used to determine the best hand. The winner's hand (or envelopes) should be checked to verify that he/she stopped at each airport.

PRIZES: You may give either an actual prize (donated, if possible) or a percentage of the proceeds. Half the pot makes a nice prize and offers good incentive for participation. Unless you have a large turn-out, anything less than half seems too insignificant. Another



Sonia Stratford, Jill Hoppenmuller and Joan Scarpinato see that each competitor gets a fair draw during Long Island Chapter's Poker Run. Pictures by Patricia Rockwell.

option would be to set a flat amount for a cash prize.

EQUIPMENT:

- 5 decks of cards (one at each airport)
- envelopes (if you conceal the cards)
- table and chairs at each airport (for 99s working)
- registration sheet for each airport
- cash boxes
- change
- list of poker hand hierarchy at terminus airport
- signs to the 99 Poker Run representative if the area is large and she cannot be easily spotted.

FOOD: If there is no food available at the terminus airport, you may wish to provide some snacks and drinks to help the "crowd" while away the waiting time. It is better when there is a restaurant on the field because some contestants will rush through the Poker Run course.

WHAT TO CHARGE: \$1.00 per card is standard, but it seems easier to collect \$5.00 per hand (5 cards) at the start airport. You may want to let contestants buy additional cards for \$1.00 each; however, if the cards are not concealed, this can result in someone fixing the win by buying enough cards. This practice usually disgruntles some of the other contestants, so the desire to make a little more money should be considered against the good will of all contestants. You may want to insure that you have some contestants in future years in case you decide to do it again.

The SOP from Middle East Section presumes that each contestant buys only one poker hand. Some chapters that put on Poker Runs regularly as fund-raisers make it possible for each contestant to purchase more than one hand by having several different color decks of cards available. If you go this route, you will need 5 decks of each color, one for each airport. Thus if you have 8 colors, you will need 40 decks of cards ($5 \times 8 = 40$). The same considerations must be given to maintaining good will among contestants by preventing the exchange of cards to better the hands. From the pictures which Long Island Chapter sent of their most recent event, it appears that they print flyers on different colored paper to correspond with the colors of the decks of cards. Each contestant receives a flyer for his colors purchased, and cards are stapled onto the flyer by the 99s selling the cards at each airport.

Another point made by Joan Scarpinato of Long Island Chapter is that, after selecting the airports you want to use, you should contact the Airport Manager and/or FBOs to make sure it is OK to use their field/facility and to establish arrangements for space to sell the cards at each location.

ON THE WITH

JANET



by International President Janet Green

In this fast-paced world we're flying in, it is so important to have adequate aviation insurance coverage. For the first time, the option of group aircraft coverage is being offered to our organization. An exclusively designed program is now available to us through Jeanne Kautter of Aviation Insurance Services, Omaha, Nebraska.

The program has many interesting facets, the most outstanding of which is Non-Owned Aircraft Coverage. This innovative program covers those flights in rented, borrowed, and club airplanes, which before now, probably were not covered by your aircraft insurance.

The group aircraft insurance program will cover Alaska and Bahama flights as well as those everyday flights which we all enjoy

so much. The Ninety-Nines Aircraft Insurance Plan offers fair and competitive rates, broad protection, and quick and fair claim service. And unlike so many insurance plans, this unique plan welcomes both "over 60" pilots as well as Hawaiian pilots.

The Board of Directors has given extensive consideration to this insurance program designed for us by Jeanne Kautter. We believe that you should have the opportunity to take advantage of this program should you desire. With the cost of aviation being so high these days, we need to find the very best rates possible in conjunction with good service. Should you be interested in more information, please contact Jeanne Kautter, P.O. 14640, Omaha, NB 68124.

Editor's Note: See advertisement on back cover.

New Editor in the Wings

by Jan Million

It is with much sadness and regret — mixed with equal amounts of relief — that I bid farewell to *The 99 NEWS* once again. I shall miss the steady interaction with the many news reporters, feature writers and guest editors who have indeed become my friends through our joint efforts in this endeavor. I shall also miss the excitement of planning future issues and the satisfaction experienced as problems — large and small and never ending — are solved and each new issue comes to press.

One can become easily overscheduled, however, when working full time and also committed to an outside project as time-consuming as editing a magazine, and many activities have had to be curtailed over the last year and a half. I do look forward to having more time once again to distribute among family activities, local 99 activities and, of course, FLYING!

I know that you will continue to enjoy *The 99 NEWS* under the guidance of your new editor, Lu Hollander. Lu is no newcomer to the publication; her creativity and technical know-how have already been a tremendous asset to our 99 NEWS staff in her capacity as design and production editor over the last 20 months.

Lu's more than 20 years of experience in graphic arts were first brought to the attention of the membership with the publication of *The History of the Ninety-Nines*, which she designed and produced in 1979. Her background includes a B.A. in Commercial Art from North Texas University and seven years as production artist and in public relations work for Taylor Publishing Company in Dallas. Since moving to Oklahoma City in 1963, she has served as a yearbook consultant for high schools and colleges and is in constant demand for various free lance art projects.

An enthusiastic member of the 99s since 1978, Lu has made continuing contributions at both the international and chapter levels. As archivist at our International Headquarters, she has made significant headway in organizing and cataloging our materials and records. Currently serving the Oklahoma Chapter as vice-chairman and newsletter editor, she also participates regularly in ongoing projects such as flying companion seminars, airmarkings and flying activities.

An active pilot, Lu and husband, Byron, who shares her interest in flying, are both hard at work on their instrument ratings, and are taking full advantage of every excuse to take to the skies in their recent acquisition — an Aero Commander 112TC.

The magazine itself, like many things in this time of inflation, has been the subject of some concern in the financial realm in recent months. Lu and I, together, have been keeping it under careful scrutiny as increasing production costs continue to eat away at our budget. We do not, at this time, see any major impact on publication for the remainder of this fiscal year. We have been giving careful consideration, however, to the impact for next year and are putting together a variety of alternatives for presentation to the Board and to the membership. We anticipate that some changes, either in size, frequency or content, will be coming years.

Lu's efforts and the continued support of Nema Masonhall Vandergriff and all of you will always be — only when requested.

Meanwhile, I'm looking forward to THE AIRPORT!

Coordinating plans for upcoming issues, Jan Million



Londonderry, Northern Ireland.

Leave east coast city airport May 14 for Scotland. Via motorcoach, see the Highlands, Edinburgh, Inverness, the Tartan Museum and the Loch Ness.

You and your motorcoach will ferry to the Isle of Skye, a fascinating rustic fishing village where sheep are raised for those famous hand knit woolen sweaters.

Board the ferry again for southern Ireland, Killarney, then on to Londonderry for a warm welcome by the local city council and the Eglinton Flying Club ... and a three day air show in honor of Amelia Earhart.

May 23 depart Shannon Airport for home. Cost \$1600 includes air fare from gateway city, deluxe hotel accommodations, motor coach and some meals.

Contact Page Shamburger (919) 692-8362 or write P.O. Box 1406, Southern Pines, NC 28387. Arrangements must be firm by April 16, 1982.

Calendar

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 Ramsay 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 - 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.

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. 5-7 - 2nd ANNUAL SHANGRI-LA GRAND PRIX AIR RACE, 2100 sm VFR xc round robin speed race open to male & female pilots. Course: Shangri-La Resort, Alton, 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.

WHO CAN PARTICIPATE: Any occupant buy cards, but there should be no exchange contestants. Exchanging gives an unfair advantage with a large number of passengers and results among the other players.

HOW TO RUN IT: There are several options should have a designated start time and be publicized. You may elect to have all contests same airport or you may allow them to designated airports. If the Poker Run starts also the best place for the terminus. Even when start at any of the designated airports, the terminus airport.

A 99 must be at each of the airports with change. She should ask each contestant to when it is selected. Cards are drawn face down suspenseful method is to seal every card establish the rule that contestants must envelopes (one from each airport) at the terminus can be numbered and the number recorded insure that contestants do not exchange cards.

At the appointed time at the terminus airport unsealed and the best five-card poker. Conventional poker rules are used to determine the winner's hand (or envelopes) should be he/she stopped at each airport.

PRIZES: You may give either an actual prize or a percentage of the proceeds. Half the pot and offers good incentive for participation. If turn-out, anything less than half seems too

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 Sales, 235 South Acadian Thruway, Baton Rouge, LA 70806. (405) 383-8224.

APR. 24-25 - '82 AMIGO AIRSHOW, 2 p.m., Biggs Army Air Field, El Paso, Texas. Army Golden Knights, Confederate Air Force Warbirds.

APR. 30-MAY 2 - SOUTH CENTRAL SECTIONAL, Corpus Christi, TX. North Padre Island Holiday Inn, Tip of Texas Chapter hosting.

APR. 30-MAY 2 - EAST CANADA SECTIONAL, Talisman Hotel, Ottawa, Ontario. Business meeting, Alcor Engine Care Clinic, "Buying a Used Airplane," tour of National Aeronautical Museum, tour of Aviation Accident Investigation Lab. For further info: B. J. Schermerhorn, 613-832-1207.

APR. 30-MAY 2 - WESTERN CANADIAN SECTIONAL, Radium Hot Springs, B.C. For info: Roberta Taylor, 604-426-8767.

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 1 - 7th ANNUAL AVIATION CLINIC for pilots and non-pilots, sponsored by Indiana Dunes Chapter, Michiana Airport. Featured speaker: Paul Poberezny, Executive Director, EAA. Seminar topics include weather, regulations, maintenance, avionics, radio, Snoopy courses. Contact: Char Falkenberg, 219-942-8887.

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 ELINGTON AIRFIELD, LONDONDERRY, NORTHERN IRELAND commemorating Amelia Earhart's 50th anniversary flight. For information, contact Eglinton 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. 6 - 9th ANNUAL POKER RUN, sponsored

by Saskatchewan Chapter, Rain Date - June 13. Terminus: Regina, Sask. Other stops: Imperial, Davidson, Central Butte, Moose Jaw. Info: M. Meckelborg, 682-4502.

JUN. 12 - 10th ANNUAL GARDEN STATE 300, Marlboro Airport, Marlboro, NJ. Round robin proficiency contest open to all licensed pilots. (Shorter route for aircraft with less than 300 NM fuel range.) Banquet, trophies & cash prizes. Entry kit \$3, closing date 5/15. Contact: Racquel McNeil, 50 Tarrytown Rd., Englishtown, NJ 07726.

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: Salley Berryhill, 151 W. Dayton, Yellow Springs Road, Fairborn, OH 45324 for further information.

JUN. 25-28 - AIR RACE CLASSIC, 2350 mile handicapped speed race from Sunriver, Oregon terminating at World's Fair in Knoxville, TN. Kits available from ARC Headquarters, P.O. Box 187, Addison, TX 75001.

JULY

JUL. 16-17 - OKIE DERBY, round-robin formula proficiency race open to all licensed pilots. Sponsored by Oklahoma Chapter. Max Westheimer Field, Norman, OK.

JUL. 23-28 - PILOT SURVIVAL TRAINING COURSE, Lowman, Idaho. Sawtooth Outfitters & Guides, Inc. Emphasis placed on emergency flight procedures, survival psychology, trauma medicine, and survival skills. Contact: Sawtooth Survival School, 1305 1/2 E. Jefferson, Boise, Idaho 83702. (208) 336-9741.

JUL. 31-AUG. 7 - EXPERIMENTAL AIRCRAFT ASSOCIATION (EAA) annual convention, Oshkosh, Wisconsin.

AUGUST

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

AUG. 14-22 - GLIDER RECORDS AND CHALLENGE CAMP, High Sky Derby U.S.A., Hobbs Industrial Airport, Hobbs, NM. Includes instructional panel discussion. Helpful to beginner and advanced glider pilots. Entry fee - \$50. Kits available from: Glider Records & Challenge Camp, P.O. Box 6393, Midland, TX 79701-0024. F.A.I. Sporting License required.

AUG. 27-29 - NORTHWEST EAA FLY-IN '82, fly-in/camp-out, Arlington, WA.

SEPTEMBER

SEP. 2-6 - OLE SOUTH FLY-IN '82, Tullahoma, Tennessee. Sponsored by Tennessee Valley Sport Aviation Assn. For info: Jimmy Snyder, 5315 Ringgold Rd., Chattanooga, TN 37412.

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.

BOOK REVIEW

Collins, Richard L., *Flying Safely*. New, rev., enl. ed. New York, Delacorte Press + Eleanor Friede, c1981. 327 p. \$12.95.

A revised and expanded edition of his earlier book. The major additions are listings by aircraft type involved in the various accidents discussed. While the aircraft are named the author points out that the specialized use of several types, such as in training, may tend to inflate the accident rate.

As in the previous edition, accidents are discussed with suggestions as to how they might have been avoided. Much excellent advice is given, and the statement was made by others that if only a little of the advice were put to use, perhaps the general aviation accident rate would diminish.

As the author states in the foreword, after listing all the aircraft mentioned in the book: "There is not one I would not like to fly again. Airplanes are like people. There is something to love in every one of them."

Letters

cont. from p. 2

99s means worldwide friendship

I have been a 99 since 1970 ... and am still an active member of the Mt. Diablo Chapter of the Southwest Section. The past five years I have been a Travel Consultant in Concord, just outside of San Francisco, California.

I haven't been all-over-the-world yet ... but am working on it!

Recently I had a chance to travel to New Zealand/Australia. I had the pleasure of contacting a few of our 99s in that area and was delighted to meet with Jean MacDonald of Raumati Beach and Pam Collings of Christchurch, New Zealand. Of course, there's never enough time to spend when you're on the go ... but we did meet and chat a bit.

I traveled to Israel in October and had another rare opportunity to meet one of our 99s. Had a short visit and dinner with Shoshana Adler and her husband, Felix while in Tel Aviv.

The end of January I'm off to Tokyo and hope to contact a 99 in that area, as well.

No matter where in the world I travel ... I feel that I have a friend, another 99. It's been a great experience being a 99; it has also been a great experience being a Travel Consultant, having the opportunity to travel extensively and the pleasure of meeting fellow 99s in foreign lands.

Pauline Wade
Mt. Diablo Chapter

Safety Information

Stall Awareness

If there is one airman habit pattern which can be relied upon for the avoidance of stall accidents, it is what is known as "stall awareness." Stall awareness is the unremitting attentiveness to conditions which could bring about loss of control of the aircraft.

No pilot can be regarded as fully proficient who has not developed this habit pattern to a high degree. Stall awareness is not just knowing the stalling speeds in various configurations of the airplane although this information is essential. Numbers alone are of little help when the pilot is distracted by other problems or flight emergencies.

The pilot who is least likely to be victimized by an inadvertent stall is one who has developed (in addition to good scanning habits) a sensitive feel for what is happening to the aircraft. In some circumstances the sense of touch or feel or sound may be more informative than the eye. Experienced and proficient pilots know exactly the kinds of pressure they should feel in a properly coordinated turn, for example, and they can sense altitude loss more quickly than some instruments.

Pilots who have a clear understanding of stall aerodynamics are less likely to rely on logic or intuition, which can be very misleading.

What it all comes down to is that stall awareness is something which cannot be learned and retained from books alone; it must be practiced and experienced as regularly as stall recovery. Theory is helpful, and memorizing the numbers is good, but this study should be supplemented with initial and recurrent training in stall prevention in every phase of flight the pilot is likely to encounter.

On takeoff, where nearly one-fourth of all stalls occur, there are a variety of conditions which can precipitate a stall. Engine failure on takeoff is one of these causes. But the stall is not an inevitable consequence of the power failure; most often it results because the pilot does not fly the aircraft properly after the emergency occurs.

Minimum loss of altitude in an engine-out or power-off turn varies significantly, not only according to make and model, but also according to pilot technique. The only way you can learn how much altitude you need for such a maneuver in a given aircraft is to perform the maneuver in practice at a safe altitude using a section of road as a runway indicator.

Clear the airspace, apply carburetor heat as needed, reduce the power to idle, and check the loss of altitude after completing a 180° turn. Do it half a dozen times (after regaining lost altitude) in order to get the good average figure. Also take into consideration an additional altitude loss to

account for the difference between an idling prop and one that is windmilling, as well as for the stress of an actual emergency. Then if you ever do have a power loss you can determine how much maneuvering you can safely accomplish before landing.

If your altitude loss in practice seems pretty far out of line, then you are probably doing something wrong and it would be a smart move to have some instruction.

When the aircraft is teetering on the verge of a stall, the pilot must recognize that even a slight bank or skid could be enough to initiate the stall. If there is enough airspeed margin over the stall speed to commence a shallow turn back to the runway, it is important to realize that the turn must be fully coordinated at all times.

For situations of this kind, recurrent training and practice in slow flight can be a lifesaver. Let's remember STALL AWARENESS and do some practice as suggested to keep from becoming a victim!

Since this is such an important subject, more on stalls and spins later.

Marilynn Miller
International Safety
Education Chairman

Londonderry Tour Information

There is going to be a celebration in Londonderry, Northern Ireland. Leave east coast city airport May 14 for Scotland. Via motorcoach, see the Highlands, Edinburgh, Inverness, the Tartan Museum and the Loch Ness.

You and your motorcoach will ferry to the Isle of Skye, a fascinating rustic fishing village where sheep are raised for those famous hand knit woolen sweaters.

Board the ferry again for southern Ireland, Killarney, then on to Londonderry for a warm welcome by the local city council and the Eglinton Flying Club ... and a three day air show in honor of Amelia Earhart.

May 23 depart Shannon Airport for home. Cost \$1600 includes air fare from gateway city, deluxe hotel accommodations, motor coach and some meals.

Contact Page Shamburger (919) 692-8362 or write P.O. Box 1406, Southern Pines, NC 28387. Arrangements must be firm by April 16, 1982.

Women in Aviation Careers — We Need You!

by Marilyn Copeland

The International 99s Careers Committee is currently compiling a portfolio of information, photographs and slides for use when 99s are asked to speak or give programs to civic groups, schools, Scouts, etc. regarding *Aviation Careers for Women*. There are frequent requests for an up-to-date resource file which is readily accessible. This file will include every type of career — engineers, marketing, sales, military, airlines, flight instructors, airport managers, educators, and any other aviation oriented career. If every 99 who is presently employed in an aviation career would send a two-page story about her work and background, a recent black and white photograph, and two or three color slides (preferably at her job site or with an aircraft), this project can be accomplished. This information should be sent as soon as possible, or by June 1 to be included. With this information and pictures, two different presentations can be organized. Please send information to Marilyn Copeland, 1308 Kevin Road, Wichita, Kansas 67208.

Aviation Careers Seminar

by Marilyn Copeland

The second annual *Aviation Careers for Women Seminar* will be held in Wichita, Kansas on Friday, March 26 and Saturday, March 27, 1982. The program will include factory tours of the Beech Aircraft and the Cessna Aircraft Companies, as well as a full day of outstanding speakers who are currently employed in a variety of aviation careers. Some nice social events are also included in the registration. For the detailed program and registration information, please refer to the January-February issue of *The 99 NEWS*. This educational seminar is sponsored by the International 99s and the Kansas Chapter of 99s, and is designed for high school and college students, 99s and other interested persons. Men are welcome to attend, if registered. For the special registration rate, be sure to mail by March 10.

Seeking a Career Change?

Contact International Headquarters for a Career Opportunity Data Bank form to complete for the computer bank at Headquarters. If you have already completed the information previously, be sure to update as necessary when you have new ratings, degrees, experience, etc.

Legislation Information

No time to spare if you want to go by air

by Joan Kerwin

We've all used the old saw, "When you have time to spare go by air," while waiting for weather to clear enough for our takeoff. However, there is no time to spare if you want to see fair legislation passed in regard to general aviation. Following is a reprise of what's in the legislative hopper.

S. 508 - introduced by Sen. Nancy Kassebaum, (R. Kan) would defederalize (make them ineligible for ADAP funds) 69 airports, and would automatically remove other airports from ADAP eligibility if they enplane more than .25 percent of all U.S. passengers in two successive years. Other airports would voluntarily drop out of the ADAP program. Those airports no longer eligible for ADAP funds could impose head taxes on enplaning passengers with those funds used only for the capital costs at the airport.

Defederalization would allow the ADAP funds to be used on development of and improvements to satellite and reliever airports.

S. 1272 - revenue bill to support the ADAP bill — introduced by Sens. Kassebaum (R. Kan) and Howard Cannon (D. Nev), calls for 8.5 cents per gallon tax on general aviation gasoline and jet fuel, 3 percent passenger ticket tax, 2 percent cargo waybill tax and a \$1 international departure fee.

Since the major air carrier airports would be defederalized, a reduction in the passenger tax would be in order, while upping the general aviation fuel tax.

Hopefully, we would be getting more for our increased tax dollar.

HR 2643 - would permit use of ADAP funds to:

1. build highway approaches to airports,
2. pay for day-to-day FAA operations,
3. continue to support large airports on the basis of activity rather than need.

HR 4800 - revenue bill would establish a 12 cent per gallon tax on general aviation gasoline and jet fuel, retain the current 5 percent passenger ticket tax, reinstate the freight waybill tax at five percent and boost the international departure tax to \$5.

All four of these bills have been written up in this column within the past year. Have you written your Senators to ask their support of S. 508 and S. 1272? Have you indicated to your Congressman that both HR 4800 and HR 2643 are unacceptable to you as a general aviation pilot? If not, why not?

Rep. Rostenkowski (D. Ill), chairman of the House Ways and Means Committee, who with Rep. Conable (R. NY) introduced HR 4800 explained the delay on new tax legislation when he said that Rep. Conable is the only Republican supporting the bill. He added that the Reagan Administration should not expect Democrats to support a program for increased taxes that even Republican members of Congress do not agree with. In other words, he's waiting for the Republicans to get their act together.

So let's get with it and get our act together. Democrat or Republican, tell your leaders what you want. Do it NOW!

WRITE ON!

Visitors utilize resource materials at Headquarters

Research utilizing archival materials at International Headquarters was conducted recently by Shelley Fitze, who is associated with STAGES Theatre group in Houston, Texas.

Shelley is writing a play about the first all-woman air race of 1929 with two specific purposes in mind. First, she believes the women who flew then were remarkable individuals; also, there is a real need for good roles for women in the theatre — roles about genuine women.

If the play is completed in time, it will be produced for the Texas Playwrights Festival to be held this spring. Then it will be fully staged in the fall with road show possibilities later on.



Shelley Fitze examines AE's flying gloves and goggles while conducting research at Headquarters for a play about the 1929 all-woman air race.

Two college students win 1982 Whirly-Girls Scholarships

The winner of the 15th Annual Doris Mullen Whirly-Girls Scholarship is Valerie S. Vincenti of Murphysboro, Illinois and in Steinen, West Germany, Viola Topper is the winner of the 1982 Hanna Reitsch International Memorial Scholarship.

The Whirly-Girls Doris Mullen Scholarship was established in memory of Whirly-

Girl #84, Doris Mullen of Joliet, Illinois. The purpose of the Scholarship is to further the involvement of women in rotary wing aviation by assisting a woman pilot in obtaining her helicopter rating or up-grading her current helicopter rating. The 1968 Scholarship of \$500 has now been increased to \$3,000 through the support of The Whirly-Girls, the Industry and members of The Men's and The Ladies Auxiliaries of The Whirly-Girls.

The 1982 Hanna Reitsch International Memorial Scholarship will be given in honor of the late Flugkapitan Hanna Reitsch of Frankfurt, West Germany. The world's first woman helicopter pilot, first Woman World Helicopter Champion and Whirly-Girl Number One, Flugkapitan Reitsch died August 24, 1979.

Valerie Vincenti is a graduate student at Southern Illinois University where she is completing her Master's thesis on "Career Women In Aviation." She works as a part-time emergency medical technician with the Jackson County Ambulance Service, is a part-time corporate co-pilot for Tecumseh International Corporation and instructs part-time at the University's Air Institute. A student pilot in 1978, Valerie now holds commercial, instrument, multi-engine and instrument instructor ratings. Since the age of 17, Valerie has worked to finance her college and aviation training.

In West Germany, Viola Topper is a student at the Darmstadt Community College. She became a private pilot in Germany in 1979. Later she also trained in Switzerland, France and the U.S.A. She now holds commercial, instrument and multi-engine airplane ratings. She, too, works

part-time to finance her flying. As soon as she qualifies, a job is waiting for Viola in the new Helicopter-Flying-Department of Transportsysteme GmbH, where she first learned to fly. Viola is a member of VDP (organization of German woman pilots).

In announcing the 1982 Scholarship winners, Mrs. Sue Matheis, president of The Whirly-Girls Scholarship Fund, Inc. and Mrs. Dee Fulk, president of The Whirly-Girls, Inc. reported 78 women in 27 states applied for the Doris Mullen Scholarship and applications for the Hanna Reitsch Scholarship were received from 12 women in 8 countries.

The members of the 1982 Whirly-Girls Scholarship Selection Committee were: Karl G. Harr, Jr., president, Aerospace Industries Association; Fred Smith, president, The American Helicopter Society; Robert L. Parrish, president, Aviation/Space Writers Association; Dr. Paul A. Woods, president, The Flying Physicians Association; Carl Dougherty, president, Helicopter Association International; John Winant, president, National Business Aircraft Association and 1979 Doris Mullen Whirly-Girls Scholarship winner Maria Elena Sanchez.

All of the former Scholarship winners have qualified for their helicopter ratings and all are now Whirly-Girls.

The 1982 Scholarships will be presented to Valerie Vincenti and Viola Topper at the 15th Annual Scholarship Awards Dinner, Saturday, February 20, 1982 at the Aladdin Hotel, Las Vegas, Nevada, during the 27th annual "Hovering" of The Whirly-Girls and the 34th annual meeting of the Helicopter Association International.



A recent visitor to International Headquarters was Dr. Larry Sall, Assistant Director for Special Collections at the University of Texas at Dallas.

Dr. Sall, with Executive Director Loretta Gragg's assistance, spent a full day evaluating archival materials and memorabilia belonging to the 99s.

His full report with recommendations for establishing permanent archives has been received by the Resource Center Committee and will be evaluated at the upcoming spring Board meeting.

URGENT NOTAM

Headquarters just received a progress report via letter from Shelley Fitze (see facing page).

The first draft of her play about the 1929 Air Race was well received. However she is still searching for information on some details which seem to be objects of conflicting news reports.

If anyone can supply additional information about the 1929 All-Woman Air Race, the 1936 Bendix Race, Louise Thaden, Gladys O'Donnell, Amelia Earhart or Ruth Nichols, please contact:

Shelley Fitze
1129 East 6½ Street
Houston, TX 77009

Headquarters would also be interested in more information about the Bendix Race.





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The St. Louis Riverfront has much to offer the nighttime visitor from delicious food to good entertainment, especially a ride to the top of the Gateway Arch with a breathtaking scene of nighttime St. Louis and the riverfront bathed in moonlight.

Gateway to the west — downtown St. Louis

by Jan Pocock

Last year, we were treated to the very heritage of the U.S.A. by traveling to Boston for our Convention. It seems entirely fitting to move west from there to the site of the "jumping off" place for this country's westward expansion. When Thomas Jefferson directed his controversial purchase of the Louisiana Territory, he proved to the world that America needed room to grow. Growth, however, was made difficult with the mighty Mississippi creating quite a challenge to further westward travel. In July, 1874, the impossible had been accomplished. Engineer James B. Eads realized his dream and the bridge which bears his name was completed.

We offer this tidbit of history just to add background for the St. Louis riverfront we want you all to see. Last year, at our July 4th riverfront celebration (complete with downpouring rain!) the silhouette of Eads Bridge was completely lighted to express St. Louis' pride in the structure that was singularly responsible for America's westward expansion. It is truly a beautiful sight at night. How proud we are that, 100 years plus after completion, it is still being

used by cars to bridge the east with the west. The St. Louis side of the bridge is located in an area known as the "Jefferson National Expansion Memorial," a designated National Park area consisting of some 120 acres sloping from 3rd St. to the river, dominated in the center by the world famous 630 ft. stainless steel Saarinen Arch.

Topped out on Oct. 28, 1969, the Arch has been, for the last decade, the greatest memorial since the Eiffel Tower, as three million annual visitors will attest. Often referred to as a "Giant Wicket" it has been mighty tempting to many a pilot to try flying through it; not, however, tempting enough to lose your license, which is exactly what would happen! Had it not been for some very far sighted St. Louis businessmen around the turn of the century, the St. Louis riverfront would have continued to crumble and decay as many of the residents and businesses moved west to the country. Even into the 20's, there were still dedicated people fighting for a park-like setting to show off the "Show Me" state's gateway to the west.

The bottom line is that just a couple of

blocks east of our Marriott Pavilion Convention Hotel lies the culmination of all those years of struggle, land clearance, begging for funds, etc. Beneath the Arch itself is the Jefferson National Memorial Museum containing the complete history, in beautiful pictures and statues, of the westward expansion. A delightful area to pass the time while you wait for your "train" to take you up the leg of the Arch to the 630 ft. top. Once up there, on a clear day you can see a spectacular, breath-taking, 30 mile panoramic view. To the east, the state of Illinois. To the west, St. Louis City and County.

Back down on the ground, all along the riverfront you'll see a variety of boats docked between Eads Bridge to the north and the Poplar Street Bridge at the southern end of the riverfront park. Looking down the old cobblestone levee, one is taken back in time by the sight of the vessels moored on the river. The Goldenrod Showboat is the last of the great Mississippi River showboats. Permanently docked, she plays hostess to old fashioned melodrama dinner shows that will delight everyone. The

Robert E. Lee features gourmet dining with your choice of fresh seafood (from the Mississippi Sea? — Naw, flown in daily!) or prime beef dishes. Another divine riverboat restaurant lies north of Eads Bridge, at the foot of Laclede's Landing. She is the sleek, beautiful Belle Angeline. Believe it or not, there is even a brand new "old riverboat" — McDonalds restaurant. The Huck Finn and Samuel Clemens are replicas of 19th century steamboats that take visitors on narrated harbor cruises. Also, you'll see the WW-II minesweeper, U.S.S. Inaugural and the Sergeant Floyd — Corps of Engineers river towing boat which has been converted into a floating museum. For those wanting an aerial view of the "gateway," flights are available at the Fostaire Heliport.

Also, within walking distance of your hotel, you'll find the Old Courthouse, scene of the famous Dred Scott slavery case, and the Old Cathedral, both of which date from the early to mid 1880's and contain fascinating museums.

Our headquarters hotel is located just across the street from Busch Memorial Stadium, home of the St. Louis football and baseball Cardinals, with the beautiful Stadium Club dining room and the St. Louis Sports Hall of Fame within easy walking distance of your room.

In this same area, there are many beautiful, modern, mirror windowed office buildings reflecting the Old Courthouse and other older buildings around them, and just walking around gazing at them will offer you tangible proof that several years ago, as one local newspaper put it, St. Louis chose progress rather than decay!

Just a few years ago, more of this progress was indicated in the restoration of nine blocks of shops, restaurants, and nightspots at historic Laclede's Landing.

What were empty, unused warehouses have been beautifully and faithfully restored with many offices taking advantage of the space, as well as the shops. Try the "Old Spaghetti Factory" for reasonably priced Italian dining amid antiques and memorabilia of the turn of the century. Have you ever dined in a double bed? How about on an old streetcar, retired from service in 1934? You will not believe the things they have used for tables and chairs for their diners! And, most of all, the food and service is very good. The "Factory" and many other delightful eating and watering places are located just two blocks north of the Arch, at the site where Pierre Laclede Liquest founded St. Louis and established his trading post in 1764.

Just a short ride south of the hotel will bring you to the Anheuser-Busch Brewery, the world's largest, with their daily free tours.

Best of all, our convention hotel is located just about five minutes from the Bi-State Parks Airport across the river in Cahokia, Illinois. Bi-State has 5499' and 2799' paved and lighted runways and is fully IFR. Midcoast Parks, Inc. will serve as our host FBO, offering free tie-downs and the Sunday morning fly-away continental breakfast. Our transportation committee will be on duty to whisk you over the bridge to the hotel, and back.

In addition to Anheuser-Busch, St. Louis is world headquarters for many well known industries, such as Pet, Inc. and Ralston Purina Co., both of which are located in the downtown area, McDonnell Douglas Corp. and Monsanto Company, located in the county. Our town welcomes the opportunity to show itself off to the Ninety-Nines and their families in August, 1982. Try us — we know you'll like us!



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during convention

2nd Prize: Helicopter Ride for 2 Persons

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Drawing: Jul. 1, 1982 Donation: \$3.00 PER TICKET \$5.00 FOR 2

'NUTHER NOTAM!

To All North Central Section
Members: How are the ad sales
coming for our souvenir program for
the Convention?? We need ads!
Please contact Ruby Fudoli, 8100
January, St. Louis, MO 63134.

Had you wondered???? what all those AE award winners have done? We had. Here are some answers.

by Gertrude Lockwood

"Perfect timing! Just yesterday I was hired as co-pilot for a commuter airline! Since scholarship two years ago, I have earned CFII, CFI-ME, ATP-ME, Lear-type Rating, Basic Advanced Instrument and Ground Instructor. I have been Chief Flight Instructor at (-----), largest flight school in the (area), personally turning out fifty-two ATPs, all but three hired by airlines. This week I am an airline pilot! I couldn't have done it without the boost from the AE award." (1979 - CFII)

That message came bouncing back on a postcard a few days after queries were sent to 45 past award winners of the Amelia Earhart Memorial Scholarship Fund. Twenty-seven cards, letters, photographs and folders were returned. Not bad, considering the fact that holidays intervened. We hope to have word from the others in due time.

All replies were exciting; each would make a separate article. Since that is not possible at this time, we have decided to select some pertinent quotes in order to present an over-all picture of the accomplishments, the contributions to aviation in general and to the Ninety-Nines in particular.

(1977 - Instrument) "Since the award, Commercial SEL - MEL, CFI, Advanced and Instrument Ground Instructor, working on ATP. Received FAA Pilot Proficiency Award and wings for completing all three, the first pilot and the first female pilot in this GADO area to receive all three. Began an Aviation Ground School at the State

University, which was the first FAA approved Private Pilot Ground School in the area. Such a good response there that I began teaching the course at local Community Colleges. Am Aerospace Education Officer for CAP, and have set up an Aviation Explorer Post for the Boy Scout Office, which is open to both male and female students between the ages of 14 and 21. It is designed to provide them with opportunities to learn about aviation careers."

(1975 - ATP) "Earned ME-ATP in '76. Have been working for United Airlines since '77 as DC-8 Flight Engineer, DC-8 Flight Operations Instructor, Newly-hired Pilots' Class Instructor, DC-10 Flight Engineer and Flight Operations Instructor. I want to continue in the area of pilot training."

(1976 - CFI - Instrument) "Flew Air Charter and Corporate flying for a short time; the area here has a high state of economic depression, and I feel lucky to be working as Chief Pilot and Flight Instructor, providing pilot service. I have been an FAA Safety Counselor since 1978."

(1980 - CFI, IFR) "Am now working for a large aeronautical college, not as a flight instructor, as I'd expected, but as instructor in the Aeronautical Service Department, teaching several different courses. Since the current instructor personnel is primarily ex-military and ex-airline, I was hired for general aviation background of flight instruction, charter, cargo and bush pilot."

(1973 - ATP) "Since I teach in a college aviation program, the license itself was beneficial in boosting my academic standing. With the ATP and other additional graduate works, I have now attained the rank of Professor. I have received two

awards from (State) Air Pilots for my contribution to aviation and aviation education, and the William A. Wheatly Award presented by United Airlines through the University Aviation Association for my 'Outstanding Contribution to Aerospace Education.'"

(1978 - Instrument) "I hold Commercial (ASEL) and Airframe & Powerplant certificate. Since September, 1978, I am a General Aviation Airworthiness Inspector for FAA at the Flight Standards Office, the second woman (after 99 Betty Rogers, Alaska) to hold that position. I have been AE Chairman for the Section for two years. I hope to encourage more 99s to apply for scholarships."

(1979 - Instrument) "Following is a list of certificates and ratings received since receiving my award: Instrument, Commercial (ASEL), CFI (ASEL), Basic Ground Instructor, CFII, Commercial (MEL), MEI. I have been instructing full time in all phases of aviation training in addition to doing part-time mechanical work on airplanes, as I hold an A & P license. I have recently accepted a part time flying position in a turbo Seneca II throughout the intermountain area. Ultimate goal: corporate flying position."

Without exception, all were truly grateful for the financial aid and, every bit as importantly, for the encouragement of their friends in the chapter, the section and the Fund.

"The award gave me courage to change careers. If the 99s thought I could do it — I could! And I did!"

"Beyond the fiscal benefits, the AE award was a tremendous psychic award for me. It increased my feeling of self worth, gave me

99s host GENAVAC meeting



Vice President Hazel Jones chaired the January meeting of GENAVAC in Washington when President Janet Green was unable to attend due to weather. On Hazel's right is Joan Kerwin, International Legislation Information Chairman. The May meeting of GENAVAC will be held at our own corporate Headquarters in Oklahoma City.

by Joan Kerwin

Our intrepid Veep, Hazel Jones, was put to the test at the January GENAVAC meeting in Washington, D.C. when President Janet Green literally had the skids put under her by severe icing conditions in the South.

The Ninety-Nines, as the host association of GENAVAC this year, is responsible for setting up the agenda, choosing the date and location and chairing the meeting. In Janet's absence, Hazel leaped into the breach, conducted the meeting with aplomb and received an ovation from those in attendance upon adjournment.

Composed of General Aviation oriented national organizations, GENAVAC meets three times a year to exchange information

confidence and provided that rare and lovely pat on the back from my peers that means so much."

"The moral support of the chapter was just as important as the financial help in giving me the determination to stick with it."

"If it had not been for the encouragement I received from my chapter, I would not have applied."

"Receiving the award was a great honor, but the most important part was the support that says that every accomplishment by one of us is important to all of us. I am forever grateful for that support. I hope to be able to share it with many others."

And now, a few words of wisdom from some of these past recipients:

"I hope to help one of our members apply for the award this year, as I am AE chairman for our chapter."

"Don't feel you aren't worthy."

"I applied twice for the AE Scholarship and was a winner the second year. Part of the reason I feel I won was because the second time I had the chance to explain in detail all I had already accomplished and why I needed the scholarship. Clear declarations of purpose are, probably, most important when applying."

"I feel this AE Scholarship program is one of the 99s' most worthwhile ventures in promoting the advancement of women in aviation. Perhaps those of us who have benefitted and are actively working in aviation need to make more of an effort to inspire others to follow in our footsteps!"

"I have been privileged to serve as the Section's AE Scholarship Chairman, since I received my award. I've sent out bulletins to chapters to, 'Please have applicants list their 99 contributions.' You can't expect the 99s to give you a scholarship when you haven't done anything for them and don't mention how your new achievement will benefit the organization."

And lastly, "Chapters, too, can help by making financial contributions to the Fund."

and plans affecting the General Aviation community. Although not itself an action group, GENAVAC provides the stimulus and coordination for the action activities of its member Associations where they share a policy commonality and promotes a respect for necessary adversary relationships when they occur.

The Ninety-Nines were voted into membership in 1976. Our representatives to the meetings have consisted of the current President and Vice-President, and for the last few years, Legislation Chairman Joan Kerwin.

Past President Lois Feigenbaum was also in attendance at the January meeting. She may not be aware that as a past member of GENAVAC she is still eligible to participate in GENAVAC with their polite title of "Ancient Alternate."



MAC Safety Specialist Mary Creason presents Operation SAFE card to "Buck" Rapley. Cards are issued to applicants showing proof of FAA Pilot Proficiency Award Program completion.

Amelia Earhart Memorial Scholarship Winner: Mary Creason, 1964

"I used the scholarship money for my Instrument and Instrument Flight Instructor Ratings. Multi-engine Rating and Airline Transport Pilot License followed.

"Since I was so poorly paid for my flight instruction, I began my own flight school and charter service which led to a full FBO service. I operated FBO's at Grand Haven Airpark and Muskegon County Airport, eventually giving up the Grand Haven operation and concentrated on an enlarged business in Muskegon. (1968-1978) I trained my staff; office personnel, Line persons, flight instructors and charter pilots; I was Business Manager, Chief Pilot and Chief Flight Instructor (Part 135 and Part 141).

"In December, 1977 I took a job with state government (Bureau of Aeronautics, Michigan Department of Transportation), becoming editor of *MICHIGAN AVIATION* the monthly newsletter and safety bulletin mailed free to all Michigan pilots (17,000). My other duties are Coordinator, Safety and Aviation Education and Pilot for the Air Transport Division.

"My goals have changed during the years as I'm sure they will ten years from now. At the present time my specific goal in all my work is aviation safety; I am spending time doing safety seminars and am constantly looking for innovative ideas for pilot education and retraining.

"Aviation education in the schools is important to me; I founded the Aviation and Aerospace Education Council of Michigan and we are presently looking for funding for a pilot program of aviation education in each grade of one school which will serve as a model for other schools in our 71 school

districts. I serve on the Advisory Committee for the Aviation Technology Program at Eastern Michigan University. A lecture, "The Importance of General Aviation to Society" is under preparation and I shall use this on a technological exchange tour of China in February, 1982.

"I can honestly say that without the Amelia Earhart Scholarship I would not have accomplished any of the above and by now would probably have settled down to a quiet life of bridge and golf. I received the scholarship at a time when I needed a catalyst to send me on my way in accomplishing flying skills and using those skills in teaching others, a repressed goal I had long dreamed of.

"I would advise prospective applicants to begin work toward a desired advanced rating and set goals with immediate objectives. By helping themselves they can demonstrate that they are sincerely interested and capable.

"I was age 40 with 4 school age children when I received my scholarship. I have worked at aviation (full time plus) for 17 years and intend to work another 17 (God willing).

"I am past Chairman of the Lake Michigan Chapter; past Chairman of the Michigan SMALL RACE; past Section Nominating Committee Chairman (North Central); and Chairman of the "FUN OF IT" Film Committee. I have also served as president of the Muskegon (MI) Area Zonta Club, and founded the Michigan Aviation Association, serving presently as a Board Member.

International officers to be elected

by Judy Hall

International Officers are due to be elected this year to begin serving after the St. Louis Convention. We will be electing a President, Vice President, Secretary, Treasurer and five Nominating Committee members on a written ballot to be mailed to you. Also on the ballot will be the candidates for the Amelia Earhart Scholarship Trust with one being elected this year. Then, at convention in St. Louis in August, the voting delegates will elect two members to serve on the International Board of Directors for two years.

We have six candidates for Nominating Committee and two each for the other offices. Pictures and biographies are printed

on these pages for you to study prior to voting. Read the information, talk about it in your chapter meetings, make your decisions and, when you receive your ballot, VOTE!

Remember, all candidates will be elected by your mail ballot except the two new members for the International Board of

Directors. These will be elected, by written ballot, at Convention in August. Discuss this and instruct your voting delegates to convention as to your chapters' wishes.

Candidates who are unsuccessful on the mail ballot will be eligible to run for International Board of Directors at Convention if they desire.

Section. AE Scholarship 1968. Commercial license, instrument, helicopter, advanced ground instructor. Flying since 1943. Attended 15 Internationals and 52 Sectionals. Accident Prevention Counselor since '71.

friendships and inspirations so freely given to me by 99s.

SECRETARY

Barbara Goetz
Sacramento Valley Chapter
Southwest Section

I have been a member of the Sacramento Valley Chapter since 1970. I have 1800 hours and my ratings include ASEL, Commercial, IRA, CFI, Commercial Helicopter and A&P. I have held positions at every level in the organization and am currently the International Treasurer. In addition, I have served as an International Director for two years and as the International Safety Education Chairman. I have been the Secretary for three corporations for twenty-two years and have also been the secretary for four other organizations. I am very familiar with the secretarial procedures required for corporations. I was the 1974 Amelia Earhart Scholarship Recipient. I have attended eleven International Conventions and 21 Section Meetings. I am proud to be a Ninety-Nine and am prepared to give back to the Ninety-Nines what they have given me.

Joan Kerwin
Chicago Area Chapter
North Central Section

A Ninety-Nine since 1970. Attended 10 International Conventions, 9 as delegate. Served as chairman and vice-chairman, Chicago Area Chapter. Presently North Central Section Board member and tax chairman. Have been International Legislation Information Chairman for 7 years, working with International Officers and Board, officers of national aviation organizations and the FAA. Accident Prevention Counselor since 1977. Represented the Ninety-Nines at FAA meetings, GENAVAC and EAA Conventions. Aviation oriented family — husband is a UAL captain. Three grown children. I have the time and desire to devote to the continued growth of the Ninety-Nines in numbers and influence in

VICE-PRESIDENT

Charlene Falkenberg
Indiana Dunes Chapter
North Central Section

A 99 since 1963 in Indiana and Chicago Area Chapters before becoming instrumental in forming Indiana Dunes. Holds Commercial License, Instrument and Multi-engine Ratings. Ground School Instructor for eighteen years with Advanced and Instrument Certificate; FAA Test Examiner and Accident Prevention Counselor. Administrative Secretary for twenty-three years. Served as Chapter Chairman, chaired all committees, Section Treasurer, chairman of Nominating and Flying Activities Committees. Six years service on International Board of Directors as Director and presently Secretary. To me nothing is greater than being a 99 and much satisfaction comes from serving this wonderful organization.

Gene Nora Jessen
Idaho Chapter
Northwest Section

Service to 99s includes numerous chapter and section committees, Chairman Kansas Chapter, Vice Governor SCS (moved west mid-term), Idaho Chairman & Governor NWS. International level Secretary, Treasurer, 3 terms Board of Directors, chaired 8 international committees, current Resource Center Chairman. 25 years active participation and support NIFA. Past vocations include aircraft sales, flight/ground instruction, aviation writer. Presently aviation insurance agent, Boise Airport Commission member, FAA Accident Prevention Counselor 10 years, 3,600-hour commercial pilot. Purpose in pursuing Vice Presidency — to reciprocate in some small measure for the priceless

PRESIDENT

Marilyn Copeland
Kansas Chapter
South Central Section

Kansas Chapter, South Central Section since 1962. International Board of Directors. International Headquarters Chairman three years — spearheaded promotion, construction, dedication of building. International Convention Chairman, "Fun in '71." Convention Committees: 501(c)3, Nominating, Read/Approve Minutes, Audit, Careers, Resource Center, Membership Directory. 14 International Conventions. Governor, Vice Governor, Treasurer. All chapter offices. Numerous aviation awards. President, Wichita Aeronautical Historical Association. NIFA, EAA, AOPA, FDA, Wichita Air Traffic Board. Airport owner, manager. BS, Central Missouri State University. Aviation speaker. 9 PPD, 1 ARC, 1 AD. Aircraft owner, active pilot, instrument rating. 2050 hours. Excellent health. Married 28 years, strong family support.

Hazel Jones
Dallas Redbird Chapter
South Central Section

Vice-President '80-'82; Secretary '78-'80; Treasurer '76-'78; Governor SCS '74-'76; other sectional/chapter offices held since joining 99s in 1964. Section AE Chairman twice; 99 NEWS Editor 4 yrs. Seven time pilot/copilot PPD & 5 times timer. Chief Judge ARC 1979 & 1981. Associate Chief Judge National NIFA SAFECON '78-'81; Chief Landing Judge National USPFT '81. National awards for work in aviation safety from AOPA, FAA, DOT & South Central

the aviation community and with the general public.

TREASURER

Ruth Dobrescu
Long Island Chapter
New York-New Jersey Section

A charter member of the Long Island Chapter, Ruth has been a 99 since 1965; has attended 13 International Conventions and 39 Section Meetings; held most Chapter/Section Offices including Chairman/Governor; chaired 13 Committees; served with National Safety Council (Aviation), Washington, D.C.; led national drive for Lindbergh Stamp (1977) and Blanche Stuart Scott Stamp (1980); currently Director of limited edition aviation commemorative cover series benefiting Long Island Aviation Museum; Executive Committee & Trustee/Nassau County Museum; Co-chaired Fund-raising & Dedication of Plaque and Luncheon of 99s 50th Anniversary at Valley Stream. Currently: manages family enterprises; International 99 Board Member 5 years; serving on Resource Center Committee and the development of the Library at HQs.

Ruth flies a Cherokee 140; member of Farmingdale Fliers, Wings Club, AOPA; flown in 2 races. Husband is a TWA Captain and they have 2 grown daughters.

Betty Jane Schermerhorn
Eastern Ontario Chapter
East Canada Section

Betty Jane Schermerhorn has been an

active 99 at chapter and section levels since she received her license in 1970. She has been a member of the International Board since 1979.

B.J. has 1875 hours, Senior Commercial License, SMELS, instrument, CFII with endorsement to instruct floats as well as private, commercial and instrument ground school. She was an AE Scholarship recipient in 1976.

She has been Treasurer of J.M. Schermerhorn Ltd. (an established heating firm in Ontario) for the past 17 years. B.J. has also been treasurer of the East Canada Section as well as treasurer of local tennis and curling clubs.

Betty Jane feels strongly in the need for communication between all levels of the 99s. Communication leads to knowledge and understanding.

**AMELIA EARHART MEMORIAL
SCHOLARSHIP TRUST**

Lois Auchterlonie
Eastern New England Chapter
New England Section

Lois Auchterlonie of Eastern New England Chapter has been active at chapter and section levels since 1954. A former WASP, she has commercial license, ASMEL. She was co-chairman of 1981 convention in Boston, and coordinator of 1970 convention at Breton Woods. Lois works as technical editor with an electronics firm and coordinates graphics and presentations. She was Chairman of Kansas Chapter and Secretary of SC Section

before moving to New England. Governor New England Section (1962-64), Section Nominating Committee (3). Race Board of AWNEAR and NEAR 1963-81. International: Membership. Resolutions (2), Review Minutes, Nominating (2). Attended 13 conventions. Received New England Merit Award in 1972.

Thon Griffith
Orange County Chapter
Southwest Section

Thon Griffith, Orange County Chapter, joined the Ninety-Nines in 1962, served in all chapter offices, on the Powder Puff Board for six years and has been on the Ninety-Nines Board for nine years, serving as International President from 1978 through 1980.

For ten years has been a corporate pilot currently flying a P-Baron. Thon serves on the Aeronautics Advisory Committee for Cypress College and is a past Director of National Pilots Association (NPA).

Thon and her husband, George have business interests in Central America and make annual trips there in their airplane.

BOARD OF DIRECTORS

Judy Hall
Deep South Chapter
Southeast Section

I started flying in June 1970, received my private license in October, and became a Ninety-Nine in January 1971. Ratings acquired since then include Commercial,

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Marilyn Copeland



Hazel Jones



Charlene Falkenberg



Gene Nora Jessen



Barbara Goetz



Joan Kerwin



Ruth Dobrescu



Betty Jane Schermerhorn



Lois Auchterlonie



Thon Griffith

Candidates

cont. from p. 15



Judy Hall



Jean Davis



Harriett Hall



Valera Johnson



Carolyn Pilaar



Nicole Radecki



Carolyn Westerman Schmalz

Instrument, Seaplane and Multi-engine. Served as Chairman, Vice Chairman, on all chapter committees and now as Treasurer. Served the Southeast Section as Secretary, Vice Governor and Governor and presently as 501(c)3 Chairman. Have served as International Air Marking and Nominating Committee Chairman. I have attended 9 International Conventions and 23 Section Meetings. I have flown five major air races and several smaller races and have scored several races. Having helped organize the Middle Georgia Aviation Association, I served as its Secretary/Treasurer. My desire to serve further in the Ninety-Nines comes from a love of flying, a love of the Ninety-Nines and a wish to use my talents for both.

NOMINATING COMMITTEE

Jean Davis Intermountain Chapter Northwest Section

Private Pilot, 1650 hrs - Instrument Rated. Ninety-Nine since 1974. Chapter Chairman and Vice Chairman, Co-ordinator FAA Northwest Density Altitude Clinic, 1977, PPD Commemorative Flight 1977, Stop Chairman Walla Walla, WA 1979 Air Race Classic. Attended six International Conventions and seven Sectionals. Secretary N.W. Section 1979-'81, Governor 1981-'83. Have spoken to Rotary and Zonta Chapters. Conduct two one-week aviation classes for Jr. High School students in Walla Walla Summer Enrichment Program.

Harriett Hall Alabama Chapter Southeast Section

Harriett Hall, 329 Bedford Ave., Birmingham, AL 35226. A 99 since 1974 and a member of Alabama Chapter; Private pilot SEL; chapter level service to 99s — Chairman and current Treasurer; Section level service to 99s — current Treasurer and Air Age Education Chairman; Occupation — Teacher; Attended 5 International Conventions and 11 Section meetings.

Valera Johnson Greater St. Louis Chapter North Central Section

Seventeen year member of the Greater St. Louis Chapter, North Central Section.

Received Private License in 1962, Commercial in 1963, Instrument and Instructors Ratings in 1964, Helicopter in 1975. Have 6,500 total hours.

Have attended 14 International Conventions and 30 Section meetings.

Served Chapter Secretary and Chairman. Section Vice-Governor and Governor plus numerous committees.

Am an Accident Prevention Counselor and serve on Missouri Pilots Board, AOPA, East-West Gateway Coordinating Council and Missouri St. Louis Metropolitan Airport Authority.

Have flown nine Powder Puff Derby Races, three Angel Derbies, two ARC and average over 25 hours each month.

However, I can, somehow, always find time to serve 99s.

Carolyn Pilaar Foothills Chapter Southeast Section

I learned to fly in college for the fun and challenge it offered and took A&P courses to learn more about the airplane.

For the last eight years I have owned and operated a successful flight school. Before that I flew for several corporations.

In 1979 and 1981 I was one of four on the United States Precision Flight Team representing the US in World competition in Nottingham, England August 1981. I have raced the Powder Puff Derby, Angel Derby, Grand Prix, all Air Race Classics and many precision air races. Racing improves all your flying skills.

Nicole Radecki Long Island Chapter New York-New Jersey Section

I received my Private Pilot License in November 1970. Joined the Long Island Chapter in 1971. Served the chapter level as Secretary, Vice Chairman and Chairman. Served as Vice Governor of the New York/New Jersey Section and currently am serving my second term as Governor. I have held numerous chairmanships on both chapter and section level.

Hold Commercial, CFII, SES, ME-CFI, ATP. Gold Seal Flight Instructor. AE Scholarship Winner in 1976. Completed Cessna 340 Program.

Served as Chief Pilot for FAR 141 Flight School and Director of Operations for FAR 135 Charter Department, 1973-79. Have been Chief Pilot for local FBO's 141 and 135 Flight School since February, 1981 and am currently training for Dispatching and Co-pilot duties on company's Convair 440.

Carolyn Westerman Schmalz Kansas Chapter South Central Section

I have been a 99 for eight years as a member of the South Central Section, Kansas Chapter and have served as Kansas Chairman, Vice Chairman, Secretary, Newsletter Editor, Safety Education Chairman and on the Nominating Committee. Currently serving as South Central Section Safety Education Chairman and on the SC Nominating Committee. I have attended 5 International meetings and 14 Section meetings. With a total of approximately 600 hours, I hold a commercial license with instrument and multi-engine ratings. I have flown one Air Race Classic as co-pilot. Employed by Beech Aircraft Corporation for 27 years and am supervisor of Plant Tour Programs. Have been a member of the Beech Employees' Flying Club for nine years and served as Chairman, President, Vice President, Secretary, Scheduling Officer, Membership Chairman and on the Nominating Committee.

Disabled Doesn't Mean Unable

Flying with handicaps: Women pilots beating the odds

by Red Guernsey

"I don't believe there is anything special about ... female handicapped pilots, other than the fact that the general public perceives that a person in a wheelchair is helpless. Of course, we know this is not true."

Stanley R. Mohler, M.D.
Professor & Vice Chairman
Dept. of Community Medicine
Director, Aerospace Medicine
Wright State University
Dayton, Ohio

"An instructor friend who once had a deaf and mute student with only partial use of one leg ... noted, 'I learned a great deal about communication and teaching that season, passing back and forth small slivers of paper with hastily scribbled questions and instructions. I recall that she seemed to be very much her own woman as her training progressed...'"

Jan Million
Editor, 99 NEWS

"Anything a handicapped person accomplishes is a big boost to his morale. Learning to fly is a great confidence builder ... they definitely try harder than do so-called 'normal' people. The biggest problem I think is with yourself as an instructor. It's hard letting them do ... everything ... themselves. I've developed a theory that a person isn't handicapped until they prove that they can't do something. It's awfully hard sometimes because you want to help them."

Jack Gentry, CFI
President, Handi-Fliers Inc.

"It's amazing what one can accomplish when one doesn't know what one can't do."
Garfield the Cat
(a cartoon creation of Jim Davis)

If it hasn't happened to you already, it's just a matter of time.

No, I'm not necessarily referring to a physical handicap (although that is basically what this is all about). For one reason or another, we've all had the urge to throw in the proverbial towel as circumstances — oftentimes beyond our own control — force us to stare into a mirror and ask "What am I doing and why am I doing this?" or even "Why did this have to happen to me?" And the standard "cookie-cutter" answers just don't seem to cut it anymore. We may be forced to stop flying for a while due to family, personal or health problems, or tight cash flow (common enough nowadays!); maybe we're suddenly required to get a lot more dual than we ever thought or want to admit for a variety of reasons, and those rusty skills that suddenly cropped up out of nowhere make us feel like the bumbling student we thought we left on the ground ages ago. The circumstances themselves are really immaterial (although they may be of supreme importance to you!) You're trying to get back into flying or upgrade your ratings and your ego/self-esteem/self-worth/inner woman/soul/spirit/heart (pick one, or several, or all of the above!) is strictly at low ebb tide and to make matters worse you're starting to forget what it was like when you *didn't* feel this way.

Well, I'm not attempting to address this in

a "Pollyanna" fashion and I certainly can't offer a panacea. For sure, I didn't compile this overview for sympathy, showmanship or exploitation. Sometimes the most difficult handicap to overcome isn't necessarily an extensively physical one. In a sense, we are all handicapped.

A handicap can also be a state of mind. Now, what was your problem?

ELEANOR SHARPE

"Handi-Fliers, Inc.," the creation of Jack Gentry and based in beautiful Hawaii, was Eleanor Sharpe's "ticket to ride" to her private pilot license. Handicapped by polio while very young, she always wanted to fly and started taking lessons when she was in her fifties; she found the rudderless Ercoupe much easier to handle than the rudder pedals of a conventional aircraft. Eleanor subsequently became the second handicapped person in Hawaii to attain a pilot's license.

According to Eleanor: "It certainly is a confidence builder. I fly a lot and I love it. It gives me such a tremendous sense of freedom. Of course, my license is only valid in a 415-C Ercoupe. When you're handicapped you must get a medical waiver and then you're rated only for each aircraft you check out in, something like a type-rating in the airlines."

With her bookkeeping background, Eleanor fit in perfectly as secretary and treasurer of Handi-Fliers. But the high cost of insurance, gasoline prices and the general state of the nation's economy put the company out of business this past November. The rental Ercoupe was sold, but Eleanor still has her own personal aircraft.

She plans to get her ground instructor rating before the end of 1982 and is a very active chairman of the Aloha Chapter.

ANN NEWCOMBE

A night confidence flight slowly turned into anything but that for Phoenix Chapter member Ann Newcombe. With approximately 155 hours in her log book, she invited her son along in her American Yankee N5696L on a recent Memorial Day weekend. A local FSS reported an 8-to-12 knot wind would be diminishing, so she took off from Yuma, Arizona aiming for Salton Sea Airport in Salton City, California (her destination being below sea level). Salton

cont. on p. 18



Polio victim Eleanor Sharpe, perched atop her own Ercoupe, fulfilled a life-long dream by learning to fly. Attainment of this goal was made possible through Hawaii-based flight school, Handi-Fliers, Inc., founded by Jack Gentry (L). Pictured on the right is then student pilot, Lowell Grant. Photo by J.R. Williams. Reprinted by permission from PRIVATE PILOT.

Handicapped pilots

cont. from p. 17

Sea reported wind gusts to 35 mph, so she diverted to her alternate, Bermuda Dunes. With trees at the end of the runway and wind gusts also to 35 mph, she diverted again — to Palm Springs, an airport framed by mountains. The last drop of avgas filtered through her fuel system, and the engine sputtered to a stop just out of reach of the runway — but within range of some very unyielding sand dunes. The resulting impact totalled her aircraft and snapped her spinal cord in three places.



Ruth Slaats set a precedent by becoming the first person to be medically re-certified following an artificial heart valve implant. While healthier following surgery than ever before, the path to re-certification was an arduous one marked with applications, denials, requests for reconsideration and exemptions, more denials, review by NTSB and the assistance of AOPA and a California attorney. Photo by Gary Porter. Reprinted with permission from Gazette Photo, Janesville, WI.

Rebelling against her disability, Ann fought back by buying another American Yankee — ironically enough, with the call sign N5694L. The aircraft itself has extra foot room around the toe brake area.

She's currently studying for the FAA's fundamentals of instructing and basic ground instructor exams. In addition, she's involved in coaching "fear-of-flying" and survival courses. And with the help of Carolyn Chard — physical therapist and chairman of the Phoenix Chapter — Ann Newcombe is on her way again!

RUTH J. SLAATS

Physical handicaps needn't be visible nor permanent — just ask Ruth Slaats of Whitewater, Wisconsin, a prospective 99 due to the research for this overview.

The sole survivor of twins, she led a semi-restricted childhood as a result of a congenital heart murmur. Married at age 20, she had five healthy, normal daughters. An episode of tachycardia sent her to a physician in 1970; a reoccurrence a year later sent her to a cardiologist and she had yearly cardiology check-ups.

In August of 1975 Ruth applied for a third class medical. The FAA requested her medical records and issued her a student pilot medical certificate — fully aware of her heart condition. June 1977 was a memorable month as she received her private pilot license.

The situation darkened in June of 1978: her annual check-up indicated that open-heart surgery was vital to replace her aortic valve. One month later she had the operation, with a porcine xenograft valve being implanted. After her release, she contacted her medical examiner and the FAA; by December of 1978 she was denied

recertification and asked to surrender her current medical.

"Following surgery, I was actually healthier than I had ever been ... I've had more near-accidents on the ground than I've ever had in the air. Most of all, I love to fly at night," Ruth said.

Undaunted, she kept a log of her vigorous exercises as part of her physical fitness program; this, plus other evidence and a complete medical by her FAA medical examiner were sent to the FAA along with her request for a re-issuance. True to form, the FAA replied: "... your chances for a favorable decision, either now or later, are practically non-existent." The official denial came thru in March, 1979 and she asked for reconsideration. One month later she passed a cardiac stress test with, as Ruth herself puts it, "flying colors." The Federal Air Surgeon denied her request for reconsideration in June of 1979 but told her she could petition for an exemption; in September of 1979 her exemption was denied, and she had to request the reasons for denial.

At this point she turned to the AOPA, who provided her with much information for the upcoming NTSB hearing. She also hired

a California attorney. Finally receiving the reasons for denial of exemption from the FAA in November, the NTSB hearing was scheduled for May 19, 1980 (after a postponement and more red tape). The outcome, on Ruth's behalf, was favorable. To nobody's great surprise, the FAA appealed the decision and the entire business was brought to the full board of the NTSB for review. October of 1980 came, along with the NTSB upholding the decision and ordering the FAA to issue Ruth an unrestricted third class medical, which she gratefully obtained that very month. However — you guessed it — the FAA asked for a petition for reconsideration of the NTSB decision. Finally, in February of 1981, she received official notification that her medical (issued in November 1980) was now valid.

Ruth Slaats had set a precedent by becoming the first person to be re-certified after having had an artificial heart valve implanted.

Ruth also is a secretary at the University of Wisconsin-Whitewater in the mathematics department. She teaches ground school, upholsters, sews, paints, and lives in a house of her own design that would delight any engineer or architect.

Last — but certainly far from being least — three of Ruth's daughters are married and she has five grandsons.

"I feel everyone should be evaluated on their own merits — or their own particular heart."

ALVERNA WILLIAMS BENNETT

The loss of both legs never dampened the high-flying spirit of ex-Golden Triangle Chapter member Alverna Williams Bennett. As a matter of fact, in 1942 her instructor signed her off for her first solo flight at a small airport in Youngstown, Ohio after a mere three hours of dual — in her own Skyfarer! Naturally, the CAA proved difficult when it came to the flight physical and her handicap; but after many flight checks, courtroom battles and attending Parks Air College she set a precedence for physical waivers in aviation. Her private ticket followed shortly thereafter. One of her first solo cross country flights was exactly that — from Florida to California and back, successfully, having logged less than fifty hours.

Marriage came in 1948, and when a son and daughter eventually blessed the Grand Prairie, Texas home she temporarily gave up flying.

She returned to the skies in an Ercoupe many years later and joined the 99s in 1973. Other organizations included AAA, EAA, Ercoupe Owners Club, AOPA and Silver Wings. Originally intending to fly solo in the Powder Puff Commemorative Flight, all seemed lost when her gas flow was cut off by the break-up of the cork on her reserve gas cap. She was flown into El Paso (the first overnight stop with the help of Marian



Alverna Williams Bennett on the wing of her Ercoupe. An enlargement of this photo is hanging in the Smithsonian Air & Space Museum in Washington, D.C.

Banks; in the true spirit, Suzanne Parish invited her to fly co-pilot in her AT-6. As fate would have it, she met Jerrie Cobb during the race and later joined her on a flight into the South American jungle.

A picture of Alverna sitting on the wing of her Ercoupe is on permanent display in the National Air and Space Museum in Washington, D.C.

BEVERLY MILES COLEMAN

4:45 AM, April 3, 1977 — a Mountain Bell twin-engine Falcon jet lifts off the runway at Stapleton International Airport in Denver. At 4:54 AM, the perfect weather changed to a frontal storm with heavy snow showers — the pilot radioed difficulties with the jet's hydraulic or flight control trim system ... a Mayday signal was heard ... and a crash.

At 5:15 AM, the crash crew and rescue teams declared that there were no survivors.

And then somebody heard a moan.

Beverly Miles, an electrical engineer with Mountain Bell and a Colorado member of the 99s, was by a miracle still alive — and still strapped to her seat.

By 6 AM she was airlifted to St. Anthony's Hospital in their Flight-For-Life helicopter. She was hallucinating and very critically injured: various internal injuries, third degree burns on her face and hands, fractures of the pelvis, back and right leg, a severed spinal cord and frostbitten feet.

Following three and one-half months at St. Anthony's she was transferred to Craig Rehabilitation Hospital in Denver where after two months she regained mobility and some independence in a wheelchair. Prior to the crash she had purchased a home in Broomfield adjacent to Jefferson County Airport — with stinging irony, where Bev had learned to fly 'way back in January of 1975. With 175 hours in Cessna 172's and 75 hours of aerobatic training in a Citabria, she yearned to return to her corner of the sky. So with the true grit and spunk she was known for, she researched various hand

controls for aircraft. By the summer of 1978, Bev was flying again — with instructor — in a Cessna 172 equipped with portable hand controls. Her application for a second class medical certificate was turned down due to a lack of medical statistics for similar cases; a third class certificate was issued, subject to a medical checkride and several restrictions (a certified pilot must help her with her preflight check). On December 1, 1978 Bev passed her requalification checkride.

Not content to sit idle while not flying, she began studying for her graduate degree in business administration at the University of Colorado in Denver — when she wasn't zipping about in her hand-controlled blue Chevy El Camino.

Alan Coleman, a University of Colorado engineering student who literally lived across the street from Bev, was her sounding board and prime source of psychological support during this time. Gradually, he too became interested in aviation — and Beverly. He met her parents over the Christmas holidays of 1978. On August 18, 1979 they were married — slowly, painfully but happily the bride did walk down the aisle!

The ultimate wedding gift was purchased the day before the joyous ceremony: a 1974 A-36 Beechcraft Bonanza, with blue and gold trim and full instrumentation. A company in Long Beach, California installed a "joy stick" between the front seats: stick movement to the left or right moves the rudder and two levers further down on the stick control braking action. Bev flew from Long Beach to Tucson the Christmas of 1979 — with Alan as co-pilot — and, in true engineering style, was totally delighted with her "dream machine" and the ease and simplicity of its hand controls.

A daughter, Jennifer Lynn, arrived July 31, 1980 without difficulty. To quote Bev: "We don't fool around!" Summer 1981 brought the end of both Bev and Alan's schooling and the start of building a home and hangar on their two and one-half acre property at Park Land Estates.

She was editor of the Colorado Pilots' Association newsletter and elected president in November of 1980. Her personal logo is both a beautiful and comical adaptation of the Handicapped Flyers International symbol: a helmeted pilot with scarf rippling in the breeze, speeding by in a wheelchair with outstretched arms to the side. A true reflection of her spirit!

HAND CONTROLS & AIRCRAFT

Despite what you might think, hand controls are available for many of the popular private aircraft flying about today; and although some are true marvels of engineering, the technical drawings I've obtained do not resemble Rube Goldberg creations!

As previously mentioned in the write-ups

for Alverna Williams Bennett and Eleanor Sharpe, the Ercoupe is a popular aircraft for those with leg handicaps due to its rudderless controls. The sliding canopy entry may prove difficult and there's quite a large drop to the seat below (one solution offered was to cut a door in the side — an extensive and expensive operation).

To my surprise, the low-wing aircraft seemed to be the preferred style. Entry simply requires a transfer from the wheelchair and sliding up the wing. The Blackwood control, developed by CFII Bill Blackwood who is wheelchair-bound as a result of a military flying accident, can be used with only the right hand in Piper Cherokee 140/150/160/180/235, Comanche and Arrow (1963-1973 models only; modification required for later models). One source claims the control is out of production. If interested, contact Bill directly at 1117 Rising Hill Way, in Escondido, CA. 92025 (phone # 714-746-5018). Fred Weick of 2 Dolphin Drive in Vero Beach, Florida 32960 also has developed a hand control that only requires the left hand for operation. The cost is approximately \$225 and it can handle a 10-knot crosswind. A control for the Beechcraft Sport has been developed by Professor Omer Benn at the University of Illinois — Willard Airport in Savoy, Illinois 61874 at a cost of approximately \$200. Multi-engines may also be fitted with hand controls — Piper Seneca and the Beech Duke, Duchess and Baron — although I couldn't find specifics on this. A control for the Aero Commander is also under development. The Grumman American Trainer/Tiger/Cheetah may be flown with a Union Aviation control developed by Leroy Laneve Jr., Box 207, Sturgis, KY 42459 (phone # 502-333-5918) priced at about \$395.

Before the Cessna pilots get angry with me, a Union control can also be used in the Cessna 172/177/182/206/210 aircraft. The Cessna Cardinal gets the nod here, with no wing struts and a larger door for ease of access. The Cessna pilots contend there is no problem in getting up into the seats of their aircraft. Personal preference probably prevails!

Other aircraft that have been successfully flown by handicapped pilots: Piper Six, Lance, Saratoga, Cessna 152, Breezy RLU-1 homebuilt, Beech Bonanza, Schweizer 2-33 sailplane (stirrups modification for a left-leg amputee) and a Bell helicopter.

Naturally, there's some FAA paperwork involved. Form 337 must be on hand for each aircraft flown, even if they're the same make, model and year. An STC, or Supplemental Type Certificate calls for a more extensive hassle; the Blackwood and Union controls are already STC'd.

The ultimate solution — permanent controls — may be installed for \$500 to \$3000 depending on the complexity of the installation.

cont. on p. 20

Handicapped pilots

cont. from p. 19

ORGANIZATIONS

*Southern California Wheelchair Aviators
John McGuyer, President
671 North Dexford
La Habra, CA 90631

*California Wheelchair Aviators
c/o Gary Ervin
3176 San Joaquin Way
Union City, CA 94587
(415) 489-2099 RES.
(415) 881-3757 BUS.

OR

Fritz Krauth, President (81-82)
12570 Brookhurst, Suite 5
Garden Grove, CA 92640
(714) 636-4700 BUS.

*McGuire VA Hospital
Richmond, VA
(associated with Paralyzed Veterans
of America)

*American Wheelchair Pilots Assn.
Jim Skillen, Treasurer
5808 E. Calle de Paisano
Phoenix, AZ 85018

*Wheelchair Pilots Assn.
Howard Treadwell
11018 102nd Ave. N.
Largo, Florida 33540
(813) 393-3131

*Arizona Wheelchair Pilots Assn.
Dave Graham
7008 Willetta
Scottsdale, AZ 85257
(structured training program)

NOTAM

Due to the eye-opening increase in our cost of the 99 decals offered for sale in the roster at 35¢/ea., we've found it necessary to increase the price to 50¢/ea. and request that you please send a stamped, self-addressed envelope with your orders. Thanks, Gr. St. Louis Chapter.

A special note should be made here about "Freedom's Wings," based at Sky Manor Airport in Pittstown, New Jersey. The adventure of soaring is offered at no charge (at last report!) to the leg handicapped by Irving and Mary Soble. Irving soloed 28 years ago and has flown supersonically; he's president and chairman of the board, and is a flight engineer for United Airlines. Mary is vice-president and secretary, an AOPA member and former 99 who's been a private pilot for 10 years; she's their demonstration pilot and is working on her CFG. The inspiration for Freedom's Wings came with Mary's encounter with a woman struck with multiple sclerosis who wanted to fly. Also on the board of trustees is Cliff Crase, a paraplegic veteran and husband of Nancy Crase of the Phoenix Chapter of 99s. The phone number is 201-996-2182.

One final thought in closing. When Nancy Crase interviewed Bill Blackwood for the Jan.-Feb. 1979 issue of *Sports 'N Spokes*, he found the main problem in flight instructing as a career was the very low pay scale!

MANY THANKS TO THE FOLLOWING:

- *Omer Benn
- *Bill Blackwood ("Handicapped Flyers Intl.")
- *Russ Brinkley ("Silver Wings Fraternity")
- *Caroline Chard (Chairman — Phoenix Chapter 99s)
- *Nancy & Cliff Crase (Phoenix Chapter 99s & Paralyzed Vets. of America)
- *Ruth Dobrescu (Board of Directors & Long Island Chapter 99s)
- *Ercoupe Owners Club
- *Gary Ervin
- *Frank Gallo ("Western Flyer" contributing writer)
- *Bunny Gardner
- *Jean Ross Howard (Washington D.C. Chapter 99s)
- *Mary Perryman Kitchens (Lubbock Texas Chapter 99s)
- *Lee Kondas ("Sharing" Magazine)
- *Fritz L. Krauth
- *Basil G. Maile (Aircraft Owners & Pilots Assn.)

- *Zane Myers ("Abilities Demonstrated by the Disabled")
- *Ben Owens (Experimental Aircraft Assn.)
- *Jimmy Pile
- *Rode Rodewald
- *Hannah Ross (FAA Eastern Region — JFK Airport)
- *Dave Scott
- *Seaplane Pilots Assn.
- *Dennis Shattack ("Private Pilot" Magazine)
- *Soaring Society of America
- *Irving & Mary Soble
- *Taildragger Pilots Assn.
- *Paul Thomas ("Western Flyer" managing editor)
- *Howard Threadwell
- *Mary Wheelock (Chairman — Golden Triangle Chapter 99s)
- *The Whirly-Girls
- *J.R. Williams ("Private Pilot" Magazine contributing writer)
— and the telephone company! —



Nancy Patricia "Red" Guernsey is a NY-NJ Section member employed as a systems integration/reliability and maintainability engineer on the C-2A Greyhound for Grumman Aerospace. She is also working toward her master's degree in nuclear engineering at the Polytechnic Institute of New York and has recently been named to "Who's Who in Aviation and Aerospace."

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chapter

News, Activities and Projects

AUSTRALIAN SECTION

Australian Hospitality

If you are planning a visit to any part of Australia, please advise the Governor of your itinerary. Also, advise periods of spare time and she will contact the 99s who could be involved in helping to make your visit more interesting.

Sometimes, travel agents allow too much time in some areas and not enough in others. If you are planning ahead, and have sufficient time, we would be happy to answer your queries in this regard.

*Shirley Smith
Secretary
Australian Section*

INDIA SECTION

Capt. Chanda Sawant Budhabhatti of the India Section and co-pilot Barbara Harper, from Tucson Chapter had the pleasure of participating in the 1981 Kachina Doll Air Rally. The team stood 18th and both the participants had entered this race for the first time - not a bad performance in the least.

Chanda and Barbara flew a Cessna 182 - thanks to Terry Robertson who put the plane at their disposal and along with the chairman of Tucson Chapter, made the race possible. The two thoroughly enjoyed the race and had a wonderful time. Above all, they were delighted to have completed the race despite a few hurdles.

by Mohini Shroff

Chanda Sawant Budhabhatti, India Section and Barbara Harper, Tucson Chapter piloted plane number 18 in the 1981 Kachina Doll Air Rally.



EAST CANADA CHAPTER

Eastern Ontario Chapter

The chapter meeting scheduled for February 20th was a pot luck-work meeting to prepare for hosting the Spring Section Meeting. Members were also planning to bring their own equipment to Betty J. Schermerhorn's for cross-country skiing and skidooring. A chance to fly a ski-plane was also on the docket.

Maple Leaf Chapter

The chapter reports that the Ann Hider Memorial Trust fund has reached its objective, and that a plaque in her memory will be placed in the International Forest of Friendship. Ann Hider was Governor-elect of the East Canada Section when she was killed in a mid-air collision in 1980.

Montreal Chapter

Kathy Fox, Air Traffic Controller and 99 was awarded the FAI's Paul Tissandier Diploma this fall for outstanding contribution in a special aviation discipline at the national and international level. She was nominated by the Canadian Sport Parachuting Association for her 6 years as CSPA President and for heading the Canadian delegations in France in 1979 and China in 1980. Kathy was recently selected as Competition Director for the Canadian Para-Ski Championships to be held at Mont Tremblant in Feb. In July, she got her Instructor Class III rating and is now teaching regularly at the Co-op in St. Jean...The Nov. meeting wound up with a slide presentation by Kathy Fox on her first solo flight to the Arctic this fall. (More about it later.) A big welcome to Helen MacEwen, of Greenwood, Nova Scotia, a new member, and to others such as Kathy Fraser who is employed by the city of Pointe Claire as a CPR Instructor. Montreal 99s plan to take the course in 1982. Other seminars being proposed are: mountain flying, winter maintenance, survival training and education and safety. And don't forget to get APT before the May 31st deadline! (Annual Proficiency Training Program)

WESTERN CANADA SECTION

Canadian Rockies Chapter

Roberta Taylor, vice-governor for the Western Canada Section of 99s, was presented with a regional aviation award Saturday, Dec. 5th, at Cranbrook, B.C.

Roberta received the annual "Above and

Beyond" award for her contribution to the promotion of general aviation in southeastern British Columbia.

Although she has been involved professionally in aviation for over 15 years, she also contributes most of her spare time to promoting aviation projects and safe flying.

She founded the first chapter of 99s in British Columbia interior in 1979 with the Canadian Rockies Chapter of which she is chairman. She is also deputy air chief for the area's civilian air search and rescue unit.

Roberta is chairman of the Cranbrook airport's "Crosswind Landing Strip" committee, spearheading an attempt to improve landing facilities for light aircraft at Cranbrook.

She was also commended for publicizing her area of Canada in articles sent to major aviation publications, and for co-chairing many of the major aviation events held in her area, including seminars and air rallies. Cranbrook's school children have benefitted from Taylor's visits to local schools to talk about aviation careers.

MIDDLE EAST SECTION

Shenandoah Valley Chapter

The Shenandoah Valley Chapter met on January 30th for a Pot Luck dinner and movies: "How Airplanes Fly" and "Some Tips on Winter Flying" at the home of Mary and Russ Horner.



D.C. 99, Gerda Ruehnke catches Gil Keller with the "meandering mistletoe" at the chapter's Christmas party.

Washington D.C. Chapter

Eighteen members, 49½ers and guests were treated to a delightful luncheon and tour in December at Williamsburg. Hampton Roads Chapter members picked

us up at the airport and made it a very enjoyable day. Thanks ladies!

The "meandering mistletoe" added spice to a lovely evening at the Dolly Madison Towers party room as the D.C. 99s celebrated Christmas on December 5th. While the mistletoe was not in motion, members, 49½ers and guests enjoyed the fare provided by the accomplished cooks. Forty-nine and a half Ron Viers was presented with a book in appreciation for his work designing and plotting the compass rose for our last airmarking.

Patti Viers and Susan Drake made a presentation on flying to a D.C. Girl Scout troop recently. Troup members were very enthusiastic about aviation and the 99s.

by Frances J. Wehman

Private, Commercial, IFR, Ground Instructor, CFI and passed the written for her CFII. As an active member of the Northern New England Chapter since 1976 Barb has been Chairman of the Nominating Committee, Chairman of the Membership Committee, and took on numerous responsibilities during the New England Air Rally - 1979.

We had a Champagne Party for Barb the day she received her CFI. We are happy and we are sad. Barb has left us and moved to Chandler, Arizona where she expects to start a new career in flying. The state of New Hampshire put Barb on retirement the same month she got her CFI. We all expect Barb to have a very busy "retirement". Go get 'em Barb!

by Aileen Anderson

Long Island Chapter

It looks as if I were premature in my thinking that champagne was slowing down on Long Island. As of our January meeting champagne continues to flow. Anita Coderre brought the bubbly for the chapter to help her celebrate the end of her "Bachelorette" days. On Dec. 25, during gift giving, an ice-enclosed engagement ring was found floating in Anita's scotch and water. Ed Cafferty, who likes to freeze diamonds, will become Anita's 49½er on June 25, 1982 when they marry. Needless to say, Anita's head is in the clouds even without the help of a Cessna.

Congratulations went to Sonia Stratford. After teaching for many years, then being on the administrative end of education, Sonia has recently been appointed Principal of the Quogue Elementary School. This reporter and Sonia surprised each other at a chapter meeting some years after spending their early childhood together growing up under the same landing pattern for the then Idlewild Airport (JFK-N.Y.) Not realizing at the time that the flying bug had apparently bitten each of them they went their separate ways. Eventually each learned to fly and joined the 99s. Apparently the 99s is not just for meeting new acquaintances but for renewing old friendships as well. Sonia is in charge of the L.I. Chapter scrapbook.

Pat Bizzoso was congratulated on her nomination as the Long Island Chapter's candidate for the Amelia Earhart Scholarship. Doris Abbate, AES Committee Chairman, remarked what a difficult decision it was for the committee this year as many L.I. members applied.

After our champagne, we settled down to listen to our guest speaker R. Paul Riley, Tower Chief at Republic Airport. Mr. Riley has held that position for the past two years and would like to see FRG get rid of the reputation of being a "Zoo". He assures us that conditions are being improved daily and that many of the better controllers chose to stay on during the recent ATC problem.

Mr. Riley suggests when reporting inbound over designated VFR landmarks, to add your altitude to your N number and location. It might save a few small heart jolts when hearing another airplane reporting at the exact location you are, if you're at least assured of being at a different altitude.

Mr. Riley was formerly Tower Chief at L.I. MacArthur Airport and before that spent 20 years at NAFEC in Atlantic City, N.J. as International Coordinator of the Microwave Landing System. He gave us some current information on the MLS and feels it will be implemented at many fields within 10 years. He would like to see it tried at FRG. We thank Joan Malden, Program Chairman, for arranging to have this excellent speaker at our meeting.

Rikako Carpenter, who moved to Japan a few months ago, found the beginning of her new life difficult as she wound up in the hospital. She's recovering nicely now but reports that General Aviation in Japan is not

CHAPTER NEWS, ETC.

NEW YORK - NEW JERSEY SECTION

Central New York Chapter

The Central New York Chapter held their annual Christmas Party at The Castaway's in Brewerton at which time Elaine Roehrig was presented with a gift for winning the 1981 Regional Flight Instructor of the Year Award. The Albany GADO and its pilots also honored her at a dinner and Airmens Meeting at the Turf Inn in Albany. Paul E. Garber, Historian Emeritus at the Smithsonian Air and Space Museum was guest speaker at this dinner co-sponsored by the Capital District Chapter and the Albany Certified Flight Instructors Association. Elaine was also honored at the February meeting of the "Silver Wings" held in Syracuse.

Chairman Nancy Morgan was named Outstanding Member of the Year by the Cicero Chamber of Commerce for co-chairing Aviation Day at Cicero Airport. She also donated a picture of Amelia Earhart standing by her Lockheed Vega plus a piece of the fabric from the plane to the Brewerton Library.

by Elaine G. Cost



All in the family: Barbara Guptill (R) is shown on her "big day" when she got her CFI. Her mother, Lorraine Richard (L) was her flight instructor.

NEW ENGLAND SECTION

Northern New England Chapter

"My mother is my greatest supporter and has encouraged me to pursue my flying", said Barbara Guptill as she discussed her plans for a new career. Barb took up flying only seven years ago and while working full-time as a chemist for the state of New Hampshire has made time to get her



Central New York Chapter's Linda Bogden rigged up for Jump No. 4.



Elaine Roehrig, Central New York Chapter, being congratulated by Chairman Nancy Morgan for being elected Regional Flight Instructor of the Year.

what she had hoped it would be. As she continues her flying she will keep us informed on conditions, regulations and anything of interest to us all. We're looking forward to having first hand information on the subject.

We wish Bon Voyage to Daisy Poss, former L.I. Chapter member, now leaving us to live in sunny Florida.

Joan Scarpinato and 49½er Manny, with Roberta Pistorius and her 49½er Al, flew to Washington, D.C. on Jan. 9, 1982. After flying down in IFR conditions in the Scarpinato's Beech Baron the group stayed at the little-known hotel called Watergate. Before leaving home they had to make reservations to get into and out of National Airport. The trip was mainly to visit the Space Museum. Flying home in beautiful VFR weather was a test of endurance though, as a coil burned out in the heater and refused to work. With an OAT of 0° F at 3500 feet the trip home was mighty uncomfortable. Through chattering teeth they still admitted it was a beautiful trip. What we aviators won't do to fly.

by Patricia Rockwell



Darla Richter, vice chairman of Western New York Chapter, shown being interviewed by a local TV station during one of their recent pinch hitter courses. The course was covered by three of the local TV stations.

Western New York Chapter

Chapter Chairman Pat Kneiss was a speaker for the Buffalo Aero Club at their installation dinner. Three hundred Aero Club members and their wives attended the meeting. She spoke about the functions of the Ninety-Nines and offered non-pilot wives an opportunity to sign up for a pinch hitter course that our chapter will offer in the spring.

Vice Chairman Darla Richter was a guest speaker for the local Zonta Club. She spoke on aviation opportunities to a group of college students.

by Dorothy Hake

NORTH CENTRAL SECTION

All-Ohio Chapter

Braving cold arctic air, members of the All-Ohio Chapter journeyed to Madison County Airport in London, Ohio for the January meeting. Air Activities Chairman

Kathy Samuelson conducted a flying book review. She listed and passed out to all present books on aviation she had read. Then each member mentioned other books on aviation they had read and reported briefly on them. This is a fun mini program and is recommended to other chapters to involve the members attending.

The main program was presented by Harold Johnson who entertained us with delightful reminiscences of days of "float" flying in Canada and Alaska. Imagine flying a J-3 Cub from Ohio to Alaska! Mr. Johnson is an excellent speaker and his experience intrigued the 99s and 49½ers.

Highly recommend to those 99s who have not purchased Time/Life book **Women Aloft** to do so. This fantastically interesting book is hard to put down once the first page is turned. In fact, it is so well done that, when finished, you wish it would go on.

by Jeane Wolcott

Cape Girardeau Area Chapter

In November the Cape Girardeau Area Chapter enjoyed an informative program by member Evelyn Braese, who gave us an update on the status of the General Aviation Reservation System (GAR) and how we can operate most efficiently within it. Evelyn is a Flight Service Specialist at Memphis.

Our January meeting was called to order by Chairman Mona Marcec at The Flight Restaurant at Southern Illinois Airport. Tom Young, coach of the Southern Illinois University Flight Team (the Flying Salukis), presented a fascinating and sometimes humorous program on the history and competition procedures of the National Intercollegiate Flying Association (NIFA).

Tom is especially proud of Flying Saluki Kelli Hughes of our chapter. Kelli amassed more points than any other competitor in the Regional Air Meet of the NIFA, also taking first place in the Preflight Event and the Short Field Accuracy Landing. This air meet was hosted by Lewis University and included flight teams representing eleven universities.

Membership Chairman Sue Staples has recently accepted a position flying with Air Illinois.

Lois Feigenbaum, who serves as AOPA's Midwest Regional Representative, has accepted the position of National Chairman for the United States Precision Flight Team, now managed by the 99s. She is looking forward to this endeavor and conveyed her enthusiasm to us. All chapters will be asked to hold local competitions, with the top two of three competitors to go to regional competition. The top five from each of the seven regions plus the top five from NIFA will go to the National Competition, to be held in May or June of 1983 in Carbondale, Illinois. The top four plus one alternate will travel to Norway for the World Competition in August 1983. Competition will be open to men and women with at least a private license and 100 hours.

by Anita Goben

Greater St. Louis Chapter

While most of our activities have been involved with putting things together for the '82 Convention, we haven't lost sight of other things. Christmas 99 style was celebrated with a pot luck dinner on Dec. 11th, once again showing off the culinary expertise of our members, plus a fun gift exchange. We also held the drawing for the beautiful, hand-made-by-our-own-Jan Quick, white afgan on which we've been selling tickets for several months. The lucky winner was Kitty Ross of the Eastern Pa. Chapter. Still in the holiday spirit, kudos should go to Irene Rawlings for winning a Gold Medal at the National Fred Astaire Competition. Ginger Rogers, move over! Then, Dec. 22nd was our holly workshop for all Santa's helpers to make fresh holly corsages for free distribution to arriving Ozark Airlines passengers at Lambert Intl on Dec. 23rd. Irene Rawlings, Laura Sellinger, Nelda (back home for the holidays) Lee, Joy Harvey, Vivian Waters, Dorothy Haupt, Jane Buckles, and Iva Finnegan served as the cheerful greeters at the airport, adding to the joy of the season with their lovely holly gifts.

Now, we should all be able to settle down for a long winter's nap. Right? Wrong! Jan. 19th, Rosemary Boyd gave an aviation education talk at Hazelwood H.S.; several of our gals will again participate in the GADO Aviation Safety Clinic in January; we're having a banner party on Jan. 24th to make large banners for our cars/vans that will take part in the Souard Market (downtown STL) Mardi Gras '82 parade on Feb. 20th.

Not much flyin' in the winter (especially this one), but surely a lot of movin' and doin'. We were pleased to have Vice Pres. Hazel Jones and Lois Feigenbaum in our town on two occasions when they came on Convention business. Things are really shaping up for what we promise will be a super time for all, in August.

by Jan Pocock

Indiana Dunes Chapter

The meeting of the Indiana Dunes Chapter of 99s was held at the home of Phyllis Petcoff in Dyer, Indiana. The meeting originally scheduled for January 23rd and postponed until January 30th, due to the weather didn't get much better cooperation from the weatherman and no one was able to fly into Griffith Airport. However, many pilots drove in from towns in Indiana and Illinois to hear a very exciting program presented by world famous airplane racer, Marion Jayne of Palatine, Illinois. Marion told the group of the excitement, fun, and challenge of racing. She is director of the Annual Grand Prix Air Race, an approximately 2000 mile round-robin race starting and ending at Shangri-La Airport, Afton, Oklahoma, open to all pilots — male and female. Indiana Dunes members present who have participated in transcontinental air races were Tina Davis,

Valparaiso, IN and Charlene Falkenberg, Hobart, IN. They, along with Marion, agreed that the greatest gain from racing is making you a much more proficient pilot.

The chapter decided to add a Professional Category to the chapter's Achievement Awards. Also a scholarship will be awarded to a deserving member at the achievement awards banquet. Terri Buettner, Glenwood, Illinois, accepted the chairmanship of the Air Age Education Committee. All 99s are resource people for any school or civic organization which would like to receive information of someone to speak on the subject.

Members were urged to send their opinion regarding their support for Senate Bill S1272 which would set aviation taxes at rates far below the Administration's plans to tax aviation fuel at up to 65¢ per gallon.

The Seventh Annual Aviation Clinic will be held at South Bend, Indiana on Saturday, May 1, 1982. It is open to the public, with seminars of interest to both pilots and non-pilots. Included in the program will be a Cessna Avionics Clinic and featured speaker, Paul Poberezny, Executive Director of the Experimental Aircraft Association.

by Charlene Falkenberg

Minnesota Chapter

It is one of those winters again in Minnesota. Some of us would like to blot it from our minds while others (if they survive) will thump their chests and declare how wonderful it all was! So far we have 75 plus inches of snow (35" in three days) and have experienced minus ninety degree wind chills. It was on such a day when our January meeting was scheduled and twenty-two hardy 99s and their guests braved the brittle cold and met in Minneapolis to hear State Senator Steve Engler. Senator Engler has been serving the State of Minnesota since 1976 and presently is a member of several committees including the Transportation Committee. The senator touched upon such topics as how general aviation fits into the Minnesota picture as far as new rules, regulations, and budget cuts are concerned. He assured those of us in attendance that Minnesota has a dedicated fund which is used mainly as grants to state airports for maintenance.

Those of us present felt that our meeting with Senator Engler was very worthwhile. He was open to our comments and questions, taking the time to explain the bureaucratic mazes that accompany government legislation.

Minnesota is pleased to announce the appointment of our chairperson, Clara Johanson, to the Minnesota Aviation Advisory Council. Clara's appointment came by way of Richard B. Keinz, Assistant Commissioner of the Minnesota Department of Transportation.

The committee is well represented by the major aviation organizations of Minnesota.

The objective of the council is good two-way communication between the aviation community and the Department of Transportation.

During their first meeting, Clara reported that round table discussions took place covering subjects like the ILS, ISMLS, MLS, tall towers, accident prevention, current legislation affecting aviation, and how to improve our image within the non-aviation community.

Along these same lines, the Minnesota Chapter is in the process of beefing up its Air Age Education programs. A workshop is scheduled to motivate members to speak to non-aviation groups. Linda Haedge and Bonnie Lewis will coordinate their efforts for this event.

by Mary K. Hudec

Quad City Area Chapter

We are busy preparing our new

NORTHWEST SECTION

Alaska Chapter



Fly To The Land of Midnight Sun

99th International Convention
1984 - Northwest Section
Anchorage, Alaska

Late in 1980, the Alaska Chapter announced a contest open to all Northwest Section members. We needed a theme and logo for our printed material for the 1984 International Convention, which we will host. We received a good response, and in April 1981 our judges agreed on two winners — one for logo, and one for theme. In alphabetical order, the winners: Gene Nora Jessen for her logo, making use of a totem pole which incorporates aviation and 99 themes; and Marjorie Wood for her theme "Fly to the Land of Midnight Sun."

The judges were all professionals in the public relations field, and none were 99s. The entries were blind-judged, since all were marked only with the entrant's pilot's license number.

The winning entries were an all-Idaho effort. Marjorie Wood lives in Lewiston, and Gene Nora in Boise — lots of talent in that state.

Eastern Idaho Chapter

Members of Eastern Idaho Chapter from Rexburg, Rigby, Idaho Falls, Roberts, Hamer and American Falls braved icy roads Saturday to attend an education meeting at the home of Chapter Chairman Mary Killbourne, in Pocatello. They would all rather have been flying but low ceilings and icing prevented that.

The group made plans for their Community Service Project in March, weather permitting. They plan to paint the hangar doors at Rexburg and put the city's name and airport elevation on the doors. This can be welcome information to a pilot who is disoriented.

Big plans are shaping up for a Density Altitude Clinic. This will be held June 19th at

The judges felt that the inclusion of 99 and aviation symbols into the totem was a stroke of genius. The totem unites the Northwest Section, since it was widespread among Northwestern Indian tribes. Gene Nora's totem suggests 99s flying all over the world, as well.

The theme "Fly to the Land of Midnight Sun" is also marvelously appropriate. One can get to Alaska by road or sea, but most fly. And once here, flying is the only way to travel — we're a little short of roads. In the summer, there will be plenty of daylight hours after convention activities are over to enjoy the splendors of the state.

This report is printed on a sample of the finished stationery — we of the Alaska Chapter hope that 99s worldwide like it as much as we do.

by Claire Drenowatz

Rexburg and presented by FAA Specialist Jack Walsh. The public will be invited to attend. A nominal registration fee will cover coffee and sandwiches furnished by the 99s. This Clinic will count as the required seminar for Phase I Wings. Judy Ramsthaler, Idaho Falls, a flight instructor and member of the Eastern Idaho Chapter, is in charge of this event. Further information will be published.

Program Chairman Jean Seiber, Idaho Falls, also a flight instructor, presented a program on winter flying — what to do and what not to do in the interest of safety. This included 2 films: "Weather to Fly" and "Some Thoughts on Weather Flying." Chapter meetings are very educational and various subjects are covered. All programs are geared to promoting efficiency and safety for pilots.

Anyone interested in attending chapter meetings or for further information on the Density Altitude Clinic, please call Mrs. Kilbourne, 232-1577.

by Mary Kilbourne

Greater Seattle Chapter

Seattle 99s were thrilled to participate in the spectacular Boeing 757 rollout ceremony January 13 at the Boeing Renton plant. Greater Seattle Chairman Susan Pal reports on the history-making event:

Searchlights, music and flashing colored lights before a great curtain opened the program. Boeing Corporation officers were introduced and welcomed representatives of several airlines that have orders in for the new airliners. After the speeches, we saw a brief slide show presentation in tribute to the workers who had a part in constructing the big bird, and then came the moment we had all been waiting for.

Through the translucent curtain, at first all we could see was the flash of nav and strobe lights in the darkened hangar. The curtain was withdrawn and like a sunrise the blue backdrop began to brighten, outlining puffy white "cumulus." The light grew brighter and the artificial clouds dissipated, and, to the applause of thousands of onlookers, there stood the prototype of the 757 shiny with new paint. Steps were wheeled up to the nose, and she was christened with a glass of champagne carefully poured over her nose. Finally, the backdrop was raised to reveal the hangar doors which were then opened, and the new airplane was gingerly wheeled out (much to the surprise of a lone sailboat passing on Lake Washington). Good Luck, Boeing 757!

The exciting day was made possible for the Greater Seattleites at the invitation of member Nancy Jensen's 49 $\frac{1}{2}$ er, Tom. Preceding the ceremony, 23 members enjoyed lunch and fantastic desserts at the Schnitzel House restaurant in Renton.

Members are very proud to congratulate Greater Seattleite Julia Abston who was recently promoted to Boeing 727 co-pilot by Alaska Airlines!

by Jean Thomas



Beautiful Barton Lake Ranch, as seen from the kitchen window, was the setting for Idaho Chapter's Christmas party. ... About those little white things that kept falling out of the sky ...



There was a very serious game of poker? No ... "Hearts" going on between Idaho Learjet Captain, Sue Ranney-Grimes and our future 99 Vice President's husband, Bob Jessen. Guess who won? Looking on: Ruth Garrison and Gene Nora Jessen.



Party goes upon arrival at the Ranch ... layed back? (above) This is what the Idaho crowd looked like by the dinner hour: (L-R) (below) "Pappy" Wicks, Gene Nora Jessen and Bev LaBrie.



CHAPTER NEWS, ETC.

Idaho Chapter

Idaho 99s have been busy!! ... Busy painting Runways ... Celebrating the holidays and EATING HAWAIIAN TACOS?? No, not all at once ... although that sounds like fun ... maybe we'll try that. Actually we were very seriously participating in each, one at a time ... Honest! Burley, Idaho now has "BURLEY" painted on its runway, and, Ladies, that was so easy to do and so very appreciated by the city of Burley, and so I was thinking: the 99s are such a together organization, why don't we organize, organize and paint a thousand runways this year? Well, would you go for a hundred??

While I over-use 'organize' I would like to tell you about our very own, very organized Pat Jenkins who presented the Idaho 99s with a most magnificent Christmas Party. It began with a fun drive to beautiful Barton Lake Ranch in Diamond, Oregon. It would have been a 'funner' flight except these little white things kept falling out of the sky. Upon arrival at Barton Lake, the party continued with holiday cheer, incredible food, present sharing and a marvelous 49 $\frac{1}{2}$ er initiation. Our 49 $\frac{1}{2}$ ers are so special, such good sports and they dutifully swore to: (among other things)

1. Provide an airplane for their 99
2. Keep it clean and full of fuel and as fuel prices increase, this might obligate the 49 $\frac{1}{2}$ er to take on a part time job
3. They must understand priorities (i.e.), a

new nav-com comes before a hunting rifle

4. No negative comments by the 49 $\frac{1}{2}$ er on the quality of his 99's landings. If a bounce or hard landing occurs, appreciation should be expressed to the 99 for checking the integrity of the landing gear.
5. The questions, "Where are we?" and "When will we get there?" are verboten.
6. Flinches, grabbing of the controls or crying in the airplane are not acceptable 49 $\frac{1}{2}$ er behavior, (i.e.) there will be no grabbing of the yoke or folk.
7. The 49 $\frac{1}{2}$ er is responsible for putting up a light lunch for long trips.
8. All passengers in 99 airplanes are expected to step outside the aircraft to smoke.

And lastly, if you haven't tasted Hawaiian tacos, you are missing a most delightful treat. Curious?? Write to me and I will send the recipe. Surrounding those delightful HT's at our January meeting were twenty 99s and guests and our lovely hostess, Joyce Blankenbaker, who also happens to be the International Flying Farmer Duchess. Featured at our meeting was Lyn Clark and all of her knowledge and wisdom and slides on Mountain Flying. We so appreciated her expertise and experience. We learned a great deal and realized how very much we need to know ... If you promise to send her back, we would consider 'Loaning' her to you in off season ... One of our future events does include a 'Mountain Flying Clinic' in McCall, Idaho ... You're all invited!

by Mary Curtis

Mt. Tahoma Chapter

The Mt. Tahoma Ninety-Nines had a busy and successful year of '81. Early in the year the planning and preparations began for the NW Section Convention, "For Fun in '81 See Seattle," which was held in Seattle in August. Maureen Rikke and Mary Kirk led us forward to assist with the registration.

A Fly-In Breakfast was held in March at the Shelton Airport with 8 planes participating and guests from Olympia showing interest in forming their own chapter. Mid-April found us in the home of Jean Freeburg to help the Bremerton, WA. Girl Scout Troop #957 earn their Aviation badges. We involved the girls in listening to Air Traffic on a scanner provided and explained by Sally Bell. Each girl had the opportunity to "fly" a "Link Trainer" made available through Jean and Jim Freeburg. Maureen Rikke spoke to the group on "Women Careers in Aviation."



Jean Freeburg, Mt. Tahoma Chapter, assists a Girl Scout from Bremerton, Washington Troop #957 on the Link Trainer.

After several weeks of waiting for Mother Nature to provide just the right weather, Carolyn Curles planned and led off on assisting the FBO at tiny Port Orchard Airport in "Airmarking" the 2600' strip. Port Orchard Field is one of the favorite spots for local fly-in "buffs" to practice precision landings.

Sunny weather and blue skies were the scenario for the 1st Annual Air Show at Port Orchard Airport the end of May, and again the Ninety-Nines turned out full force to assist with the concessions. Forty-nine and a halfer Larry Curles received our cheers on his aerobatic performance.

Several dinner meetings were held throughout the summer where discussions generated around the Convention. August saw us in Seattle at the NW convention enthusiastically enjoying the fellowship of friends old and new. The banquet and guest speaker (Author - Ernest Gann) was superb.

Other special interest meetings involved speakers Marge Finden, whose topic "Dressing Successfully for Careers" was really enlightening; Howard Hadfield's dual presentation on "Survival" and "Effects of Drugs, Alcohol and Smoking on Flying" were real eye-openers. He also gave each of

us helpful lists on making up your own survival kits in a 3 lb. coffee can. We are grateful for the 49½ers in our chapter for their continuing interest and support.

Our year was brought to a close with a joyful Christmas party and gift exchange in the home of Peggy and Phil Streater and Barbara Glasscock. A New Year — many new plans. Our new Chairman Deana Sherman will keep us as busy and active as our out-going Maureen Rikke. We are truly growing!!!!

by Carol Hart

CHAPTER NEWS, ETC.

SOUTH CENTRAL SECTION



Robbie McBride, Austin 99 and president of the Austin Friends of the Library Association, is shown accepting a \$100 gift from Kiwanians. Kiwanis President Neal Johnson presented the check, allotted to the operation of the Cedar Park Public Library, at the reception for "those who helped make the new library possible." Photo courtesy of Hill Country News.

Colorado Chapter

The main speakers at a recent 99 meeting were Eddie and Paul Whistle who in October, flew around the World in a single engine Bonanza, as they attempted to break the speed record of seven and one half days. This was a second attempt by the Whistles. Their flight began and ended at Jefferson County Airport in Colorado. Points along the route included Bangor, Azores, Portugal, Athens, Abu Dhabi, Sri Lanka, Malaysia, Kota Kinabalu, Guam, Honolulu and California.

This proved to be a very informative meeting as we learned about the pre-planning stages of foreign air travel, as well as custom regulations and the tremendous amount of paper work required of the pilots.

In December, the annual Christmas Party was held at Mark and Diana Williams. This event takes the place of a regular scheduled meeting. Monthly, prior to regular meetings, we have board meetings which are open to the membership. This reduces the amount of questioning at the regular meetings and provides us with time for interesting programs. An added attraction with the new Board, Charlene Lawrence, chairman, is a

monthly presentation by Leslie Lynch, safety chairman. The January Safety tip was on "Winter Flying."

Babette Andre was invited to speak at the Zonta Club of Denver for their annual Amelia Earhart meeting. Babette's topic was her personal experiences in the aviation world. In July of 1981, Babette was featured in *The 99 NEWS*. Her article, "I'd Rather Be Flying!", originally appeared in the 1980 August issue of *Colorado Women*.

The Colorado Civil Air Patrol is celebrating its 40th year with various

programs being held throughout Colorado. In April, the 99s, along with eleven other aviation related organizations, will attend a special banquet in their honor. The site will be at the United States Air Force Academy.

by Barb Hobson

High Sky Chapter

High Sky Chapter welcomes three new members: Edre Maier of Hobbs, New Mexico, airplane and glider pilot; Marci Delilla of Midland, Texas, airplane pilot; and Helene Kager, also of Midland, airplane pilot with private-commercial, earning instrument rating.

Miss J. Suzanne Fletcher, Odessa, Texas, who was the High Sky Derby USA "99" Sweetheart for 1981-82, and the Young Adult in Aviation Aerospace Education (rotorcraft and airplane) air, is now a certified student-pilot "66" and has logged eleven hours dual in a Cessna 152. She is receiving ground and flight instruction from Beggs Aviation, Inc., Midland Regional Airport.

by Velma Lee Copeland-Barnett



Suzanne Fletcher of Odessa, Texas, earned introductory flights in a Cessna 150 and Robinson R-22 when she became Miss High Sky Derby 99 Sweetheart and All-around Youth in Aerospace Education for 1981-82. Suzanne has now logged 11 hours in a Cessna 152.

Kansas Chapter

The Kansas Chapter of the 99s once again demonstrated its ability to cooperate with other organizations and projects in the field of aviation. The chapter members



Olive Ann Beech, Chairman of the Board of Beech Aircraft Corporation; Col. Joe H. Engle, Astronaut, Command pilot, Second Space Shuttle flight, 1981 Columbia; and Marilyn Copeland, Int. 99 Board of Directors, President, Wichita Aeronautical Historical Association. The photo was taken Dec. 17, 1981 following a special luncheon honoring Col. Engle hosted by Mrs. Beech in the Beech Activities Center, Wichita, Kansas.

recently gave an assist to the Wichita Aeronautical Historical Association in their Celebration Dinner and Reception honoring Col. Joe Engle, commander of the second space shuttle orbital flight, and Capt. Ronald E. Evans, command module pilot for the Apollo 17 flight on December 6, 1972. The dinner-reception was the 2nd one held to honor the Wright Brothers Anniversary Flight. It took place December 17, 1981 in the Beech Activities Center.

Ninety-Nine member Marilyn Copeland is the current president of the Wichita Aeronautical Historical Association. 99 Pat Wilson was the dinner chairman and was assisted with the mailing list by chapter members Linda Leatherman, Kay Brunton, and Lenora Heathman. A committee of 99s helped the incoming guests at the door and helped them find their reserved tables. Working also with the 99s were members of the Women's Aeronautical Association.

The program honoring Col. Joe Engle and Capt. Ronald Evans, both native Kansans, was especially interesting to the guests. Col. Engle was full of praise in his speech for the many opportunities given to him in Wichita by Mrs. Beech and others when he was learning to fly. Of special interest to Marilyn Copeland was the fact that Col. Engle had learned to fly at Rawden Field, which is now Copeland Airport. The astronaut impressed the assembly with his pride in our country and his humility in what he has accomplished. He was gracious in placing the credits and praise on others around him.

Robert Stephan, Attorney General of the State of Kansas, did his usual fine job as Master of Ceremonies. The plaques which he presented to Col. Engle and Capt. Evans were made by Mrs. Dean Kirkpatrick Ross, wife of aviation pioneer, Kirk Kirkpatrick. These plaques showed an elevated scene composed entirely of the 8 commemorative stamps entitled "Benefiting Mankind" which depict space exploration.

Speaker Donald S. Lopez, Chairman of the Aeronautics Department, National Air and Space Museum, Smithsonian Institution, captivated his audience with his warm, friendly manner of speaking. He, too, as did Col. Engle, emphasized the impact of Wichita upon the entire picture of aviation. In keeping with the patriotic theme of the evening, the decoration behind the speaker's dais was a 12 foot replica of the Space Ship Columbia done in red, white, and blue.

Some of the notable aviation figures in attendance included Mrs. Olive Ann Beech, Eldon Cessna, Glenn Stearman, Mrs. Helen Piper, wife of the late Howard "Pug" Piper, and Frank Hedrick.

Joining the Wichita Aeronautical Historical Association in the affair were the City of Wichita, Beech Aircraft Corporation, Boeing Military Airplane Company, Cessna Aircraft Company, and Gates Learjet Corporation.

by Paula Bruce



E6B computer review occupied the attention of Golden Triangle members at their January meeting. Shirley Roberts presents the problem, and Linda Wolf and guest Jackie Long try to solve it. Helen Hill skips this one!

Golden Triangle Chapter

Golden Triangle raffled an afghan and used the proceeds to buy copies of *Women Aloft* in the Time-Life *Epic of Flight* series. The books were donated to Southwest Adventist College at Keene, Mountain View College in Dallas, and the three campuses of Tarrant County Junior College.

Individual members found December 17 an opportune time for Air Age Education projects. Aviation magazines were donated to local high schools, and aviation posters depicting historical events, people, job opportunities, and avionics panels were presented.

At the January meeting, Shirley Roberts reviewed the use of the E6B computer. Every member remembered to bring her computer, and we solved problems of time, distance, speed, density, altitude, fuel consumption, etc. Shirley also reminded us of the dangers of icing, how to avoid it, and what to do if it happened.

by Beverly Stephens



Oklahoma Chapter members who braved the 5° temperatures to attend January's meeting are: (front row) guest Tina Holt, Gladys McCaalin, Dana Gibson, Ben Baysinger; (middle row) Rita Eaves, Colleen King, Nancy Smith, Elaine Perry, Sue Halpain, Dru Jones, Lu Hollander; (standing) Kathy Crosby, Cam Stomberg, Carolyn Grider, Poochie Rotzinger, Charlene Davis, guest Carol Sokatch and Jan Million.

Oklahoma Chapter

Lucille Pregler, Arlene Walkup, their 49½ers and Broneta Evans were off to Lajitas in the Big Bend Country of Texas for some Flying Farmer R & R.

Sue and Bill Halpain are the proud owners of a Beech A-36, which is taking the place of their Cherokee 6. The Perrys, Elaine and John, have dressed up their Baron with a new paint job. Hope it's not like the Pregler's; paint came off their Aztec on the way home from the paint shop.

Had two qualified prospective members at our membership meeting January at Ben Baysinger's home. The "Fun of It" always makes for a good program.

Several of the chapter 99s are taking part in a FAA Blood Donor test, which is just getting under way at the Academy. See related article in this issue.

Gwen Crawford airlined out to visit her daughter in San Francisco. Skip Carter and Ruth Jones are wintering at Sanibel Island, it seems. Other members are off to the ski slopes of Colorado and New Mexico.

Oklahoma 99s Poochie Rotzinger, Gladys McCaalin and Dru Jones look over the chapter scrapbook at January's meeting.



Oklahoma Chapter is sponsoring International Past President Broneta Evans into Memory Lane at the International Forest of Friendship. We hope to see her plaque in place at the big "do" in Atchison this spring when the 50th Anniversary of A.E.'s flight across the Atlantic is celebrated. We plan to have several plane-loads of "Okies" up there to join in the festivities.

by Nema Masonhall

San Antonio Chapter

The picture of Virginia Spikes, chairman, shows off her skirt with the 99 logo. Virginia did all of this without help.

Last part of the year was very busy time for our membership: airmarking at Stinson Field; a booth at the air races in San Marcos;



San Antonio Chairman Virginia Spikes shows off her skirt with the 99 logo.

Sectional in Santa Fe; birthday party at Stinson Field and Christmas party at the home of Ann Ash.

During the non-flying weather, we enjoyed films of various safety flying factors.

Next meeting will be with San Antonio Safety Council at Randolph Field.

by Mary Ann Greer

Shreveport Chapter

Shreveport still recovering from Christmas party at Mary L'Herisson's. How come the pounds come so easy and go so hard?

Sarah Munn and 49½er Jerry scored very

OK 99s participate in blood donor study

Oklahoma 99s are participating in a research project being conducted by FAA's Civil Aeromedical Institute (CAMI) in Oklahoma City. The study proposes to collect information on factors that might affect the body's functioning and the consequences for flight following an ordinary donation of blood.

Lu Hollander recently completed the first half of the testing program and reports the details of the project from a subject's perspective...

CAMI's Dr. Lategola heads up the research project, and the testing procedures are accomplished in the altitude chamber at FAA with the assistance of two female laboratory technicians.

The first order of business was an extensive orientation session, with a "dry run" of the exact testing procedures ... and lots of opportunities to say, "Thanks, but I don't believe I wish to do this."

Then, this week, the real thing — on Monday, I went to the medical facility at FAA for a blood sample to be taken (sample, not donation). That was all for the first day. On Tuesday (24 hours after the sham donation) I returned for the first 3.5 hour testing session.

A blood sample was taken, and each day a brief physical questionnaire, and a "mood" questionnaire were completed ... temperature and weight recorded. Then, a change into a scrub suit (really high style attire) and electrodes were positioned in several locations on my chest area.

To the altitude chamber, to be hooked up to all of the recording equipment used in each session ... electrodes plugged in for ECG recording, blood pressure, and a device attached to one ear which measured the amount of oxygen content in the blood as each altitude level was experienced.

The testing is conducted in a seated position, much like a pilot would find herself in the course of a 3 hour plane flight.

With the use of an oxygen mask, and appropriate gas mixtures, altitudes of 6000, 8000, 10,000 and 12,400 feet were simulated. The "pilot" subject was kept

at each altitude for 30 minutes, while blood pressure tests were taken periodically. Also, to check eye-hand coordination, and mental acuity at each altitude level, a seemingly simple math test was administered ... one and two digit addition and subtraction. Each test was timed, and later graded for accuracy.

The effect of "G" forces were measured by having the pilot stand up suddenly after having been seated for several hours, and stand relaxed for about 5 minutes while blood pressure and heart rate were monitored.

Then, to measure fatigue factors, the pilot was asked to pedal a bicycle for about 15 minutes, or until the heart rate reached 140 beats per minute.

On Thursday, all of the above procedures were repeated in another 3.5 hour session, providing measurements for both 24 and 72 hours after the "sham" blood donation.

In about a month, I will return for the same testing procedures except that at that time, the real blood donation will have been made prior to the 24 and 72 hour interval testing.

The purpose of this entire procedure is to determine the minimum restoration time for adequate altitude tolerance, "G" forces, and fatigue tolerances in female general aviation pilots who have donated blood. Weight and age factors are also a part of the information gathering, with participating pilots being between 110 and 140 pounds and between 20 and 45 years of age. It is believed that the loss of blood is more critical in the lower weight categories.

All participating female pilots are reimbursed well for the time involved to take part in the testing procedure. Scheduling is also somewhat flexible, except that the 24 hour and 72 hour time increments must be maintained.

I found the experience very interesting, and will go back in about a month for the "real thing", that is, the test done after an actual blood donation.

If there is anyone else in commuting distance of Oklahoma City who would like to participate, contact Dr. Lategola at 405/686-4861 x33. We'd like to make this an all 99 project.

high on their Instrument written tests after attending Helen Hewitt's ground school class.

Speaking of which, after 14 years Helen has retired as Chief Ground Instructor for Shreveport Aviation. A great loss to this aviation community. She taught unofficially several years before she started for Shreveport Aviation. This represents

somewhere in the neighborhood of 700 students. Helen lost count years ago. A champagne party was held at 12:30 p.m. on Feb. 8 at our Downtown Trailer. We toasted Helen's retirement, and also the retirement of one of our favorite tower operators, Frank Atchison.

Speaking still of Helen Hewitt's retirement as Ground Instructor for

Shreveport Aviation, I'm very pleased to tell you that I am now desperately trying to take her place.

Helen and Charlie Wray sold their Comanche, 93 Papa. We plan to drink a farewell toast to him also.

We are in our January and February doldrums at the present. Work starts up again on our ongoing Question and Answers this month. We are reviewing Stalls and Cross Controlling now. After these sessions, we are available to fly as instructors, safety pilots or whatever the chapter needs. If no one needs any flying, we go have lunch together. Really a worthwhile and pleasant way to spend a day.

Janet Ducote in her efforts to get all her Christmas decorations from her attic only succeeded in getting herself down ... rather rapidly. Seems the first step was a real doozy. She lost her footing and fell from the top. She suffered a brain concussion and minor bruises. She's fine now. Janet was Shreveport's former news reporter.

The chapter held its annual membership salad supper in the home of Becky Netherton, our chairman. We had three prospective pilots attend. Guest Speaker was Eddie Bass, our new Accident Prevention Specialist in GADO 11. He showed the new GAMA slide presentation entitled "On Weather." We only had time for part one, and it comes in four parts. Looking forward to the rest of it. The photography is beautiful.

If anyone happened to be traveling along the country roads in Gum Springs, Arkansas recently they may have seen Martha Christy in the middle of the road directing traffic in order for her son-in-law to take off in his 150. Seems he had to put it down on a tiny little ag strip to wait out a thunderstorm he couldn't circumnavigate. While sitting there waiting on it to pass they reviewed the take off charts and discovered what an outstanding job he had done in getting it down, because the strip was too short for takeoff. So to make a long story short, push and taxi to the road, have your mother-in-law stop traffic in both directions and off into the wild blue. Only way to fly.

by Mary Jo Voss

Space City Chapter

Space City Ninety-Nines and the WNAA enjoyed a very fine Christmas Party together. This was held at Captain Leon's here in Houston. The food was excellent and the companionship better. There was also a gift exchange which we do a little differently (you can have a gift you truly cherish and the next person up will take it away from you). Lots of laughs at some of these gifts. The evening was very pleasant.

At the January meeting, there was lots of business to discuss, all those airports we want to get marked, etc., etc. Maybelle Fletcher showed two excellent films, one entitled "Takeoffs and Landings — Soft Field, Short Field & Crosswind Takeoffs

and Landings." These were very good reminders of the trouble it is possible to get into. She is going to be bringing us more of this type film and all the girls are going to participate in keeping us up to snuff on our safety training.

The next weekend, we were called and told we were to meet at the Flight Safety Services across from Hobby Airport to view their new facilities. We also enjoyed a flight in the King Air 200 simulator. Everyone got to try their hand at flying it and Maybelle even got to land it — safely, I might add (course she would!). This is a very fine facility and more people ought to take the opportunity to make a trip through it.

by Della Lynch

CHAPTER NEWS, ETC.



Thelma Frank dressed as Santa, just before her command performance.

Tulsa Chapter

The Tulsa 99s are on the move. We moved right into the home of Bob and Jean Wills for our great holiday party. Bob's so-called ice breaker was something like I'd never seen before. 'Icky' describes it pretty well. Bob and Jean are terrific people. The evening came to a climax with Thelma Frank coming on the scene dressed as Santa and ending up with the most fantastic rendition of a strip tease Santa that you've ever seen. What a performance.

On the serious side, the Tulsa 99s sponsored an FAA Safety Seminar January 26th at the Tulsa Vo-Tech. We had a nice turnout with all pilots and student pilots invited to attend to improve their skills, increase knowledge and advance our capabilities to make us more informed in the functions of the fuel systems. Jay Nelson and Charles Burge were our guest speakers for the event.

Our girls are not wasting any time getting their proficiency wings either. Those getting their wings are: Julie Palmer, Kathy King, Julia Johnston, Ozelle Landrum, Johnnie Salyer, Charlene McCullough, and Frank Rankin.

by Frank Rankin

SOUTHEAST SECTION

Carolinas Chapter

The gusty, icy winds of January managed to prevent most of the Carolinas from attending the January 10th meeting at the Gastonia, N.C. Municipal Airport.

We had originally scheduled Mr. Herb Puckett, noted aircraft restorer to present our program. On New Year's Eve, Mr. Puckett suffered a heart attack. However, after by-pass surgery, we are happy to report to his numerous friends all over this country that he is doing just fine. We look forward to scheduling him again very soon for a program.



Tulsa holiday party with everyone participating in the 'College Entrance Exam.'

Happily for us, we had two very fine films from the Charlotte GADO and some warm companionship from those brave souls who ventured out to gather with us.

by Ksena M. Stone

Kitty Hawk Chapter

The Kitty Hawk Chapter held their December meeting at Kitty Hawk, which is an annual tradition. The added attraction to the memorial services at the Wright Memorial and the Man Will Never Fly Society's antics was the presence of Dr. Mary Cleave, astronaut. She proved to be a clever and delightful person.



Kitty Hawk members were delighted by the presence of astronaut Dr. Mary Cleave at the Wright Memorial in December. (L-R) June Rodd, Mrs. Tunnell, Carol Moore, Diane Tunnell, June Liverman, Dr. Mary Cleave, Lori Tunnell, and Esther Fordham.

Our January meeting proved to be quite exciting for the suppressed fighter pilots among us. We had the use of the F4 simulators. We had a big turn-out for this interesting activity.

New Orleans Chapter

New Orleans 99, Amelia Shepherd produced a 45 minute slide show with accompanying voice tape of the 99s that ran continuously at the exhibit for the Aviation Week display at the Plaza Mall. The slides showed early women pilots and their exploits; how the 99s were formed and moved forward in time to present day New Orleans members' aviation activities. This very informative program can be used for future 99 programs as well.

by Gloria Burlette



New Orleans member Amelia Shepherd showing slides over the wing of a homebuilt at Aviation Week Display.

SOUTHWEST SECTION

Alameda County Chapter

Another successful airlift was held on November 8, 1981. We lifted 10,650 lbs. and earned \$534.96. The weather was good and as usual, the general public loved their rides and wanted to know when we would do it again. Next airlift is planned for March 28, 1982. Airlift funds allow a number of sizable contributions to be made to aerospace educational activities as well as various 99 scholarship funds, NIFA, etc.

Fran Gibson's High School Aviation Class recently had a field trip to the Lawrence Radiation Lab at Livermore, CA, Livermore Airport and then to Meadowlark Field, home of many vintage aircraft.

We were happy to welcome Bette Davis to our January meeting. This was her first time back at a meeting since her terrible accident last July in Oregon. Her spirit and bright smile is an inspiration to all of us.

Alameda County Chapter is looking forward to seeing what 99 and chapter will be the next winner of the "BEST 99 PILOT" perpetual trophy, awarded annually at the Hayward-Las Vegas Air Race in May. The first winner, last year, was Jo Ann Painter of Lancaster, CA, who teamed with her

husband to "bring home the bacon."

Since last reporting our activities we have welcomed new members Cle Chrisman, Audrey Yeandle, Lila Lloyd, Susan Poindexter, Karalee Canham, Christine Woodall and transferee Doris Kempton. Latest "almost member with only the application to fill out" is Billie Ann Sposeto.

Chapter members joined with members of the Aircraft Pilots of the Bay Area on December 5, 1981 to enjoy a Christmas Dinner Dance. Much good hangar flying, good food and fun was had by all attending.

Valentine's Day 1982 will be special for all local 99s. Bay Cities Chapter, hosted by Joyce Hibbard of Hibbard Aviation at Oakland Airport is presenting a Valentine's carnival-like hangar party to benefit the Bette Davis Burn Recovery Fund.

by Jean Stroobant

CHAPTER NEWS, ETC.

High Desert Chapter

There is no better time of the year than the fall to fly over the high desert area of Southern California, and members of the Hi-Desert Chapter did not let such an opportunity pass by without stretching their wings.

The regular monthly meeting in October was combined with a fly-in to Big Bear. It was a good opportunity for members to test their landing skills since the field elevation is approximately 6900 feet. Everyone enjoyed the short time spent there, as it is such a change from the desert community most reside in. After a potluck lunch at Yvonne and Dale Koepke's cabin, members reluctantly left this green oasis in the sky.

From one extreme to the other, our next monthly meeting was in Death Valley, which boasts the lowest point in the country. The airport itself is 211 feet below sea level. Eight members, including Rosemary Jensen, Donna Lee, Nelda Lee, Carolyn Lumert, Sonia Saporiti (our newest and youngest member), Shirley Trusty, Shirley Williams, and Cynthia Hicks, flew into this desert oasis for the November meeting, followed by lunch under the date palms at Furnace Creek Ranch.

The final meeting of 1981 was on December 13 at the Apple Valley Inn. A total of thirty people (members and their families) sat down to a festive Christmas dinner. A brief meeting followed to discuss the January airmarking of Fox Field, and then everyone made a mad dash to finish their Christmas shopping.

by Cynthia Hicks

Monterey Bay Chapter

The Monterey Bay Chapter 99s' 1981 Pilot of the Year award was presented to Lynne Kastel at the annual Christmas Party, held on December 6. Last year's 99 of the

year, Harriet Brin, presented the statue and cited Kastel's contributions to the chapter as vice-chairman and newsletter editor, flying activities, and branching out into other phases of aviation. Certificates of Appreciation were presented to Geneva Cranford and Kay Harmon for their outstanding year.

On January 9, Kay Harmon, Dell Hinn, Sandy Pratt, and Geneva Cranford flew members of Zonta (a business women's association) to Santa Clara County Airport. Upon landing the group was shuttled to the Flying Lady for lunch. The lunch was designed to impress upon Zonta members the significance of the Amelia Earhart Foundation and the scholarships it provides to women pilots for further flight instruction. Zonta donates to the fund each year and designates January as Amelia Earhart

month. Kay Harmon provides a formal link between the 99s and Zonta as Amelia Earhart committee chairman in Zonta. After lunch, Helen Shropshire spoke on the history of the 99s and the creation of the Earhart scholarship. Dell Hinn talked of her forty-year evolution as a pilot and shared some hilarious flying anecdotes with the gathering. Zonta members were quite enthusiastic, particularly about their airplane rides!

Upcoming events include a DRF flight to Santa Barbara, a March fashion show and fly-in to Salinas Airport, and a chapter fly-in to Pine Mountain Lake in April. In addition, the County Air Tour '82 is scheduled for May 1. Tentatively titled "Monterey County: Today and Tomorrow," the air tour will be a joint effort with the Salinas Owner and Pilots Association. As in last year's tour, pilots will fly elected officials and community leaders around the county to demonstrate the importance of conserving our open space and natural resources.

by Lynne Kastel

Palomar Chapter

Our January 9th Fly-in to Bermuda Dunes for lunch, after our regular meeting and on a beautiful sunny desert day, was a good get-together for old and new members.

San Felipe has been selected for a Baja trip the weekend of February 12th through 15th, described as a good first step over the border into Mexico for newly licensed pilots. Our experienced 99s are going to give everyone the necessary details regarding requirements for flying in Mexico (insurance, passports, etc.) and personally guide us through customs at the border. About ten couples are scheduled to stay at beautiful new Hotel Los Arenas located on the beach — looking forward to sunshine,

swimming, fishing and good food.

Palomar Chapter has scheduled its annual Flying Companion Seminar for Saturday, March 27th at the Costa Real Municipal Water District Building, just northeast of Palomar Airport. Lydia Fowler will be chairman for the day-long meeting, assisted by Mary Pearson and Pam Vander Linden.

by Vi Pfeiler



Members of Sacramento Valley Chapter and their guests on a fly-in to Beale Air Force Base in Northern California.

San Gabriel Valley Chapter

Each meeting of the San Gabriel Valley Chapter features a super program. Our latest guest speaker was Bill Byles, owner of Aircraft Fabric Company, Chino, talking on his favorite subject of fabric covered planes. He illustrated his speech with samples of material and described the processes of treating them.

Dorothy Barden, Farrel Salen, and Kathy Woolsey pursued our money-making project selling plastic planes at the PVPA airshow at Cable Airport in January.

Beautiful weather greeted Sheryl Salvesson, son Kevin, Bob Sandhagen, son John, Beverly and Mickey Mahoney, Traude Gomez, and Isa Weitlaner for the fly-in to Brianhead, Utah. The two planes left on Friday morning and, after a three hour flight in crystal clear air, landed at Parowan Airport. They rode the Ski Doodle to Beverly Skiles' condominium. Skiing Friday entailed no lines and only a few minute's wait on Saturday. The Mahoneys took lessons. On the homeward bound trip the fliers were greeted with a spectacular view from Cajon Pass to Catalina Island in the 60 mile visibility sky.

Joan and Ed Winter took advantage of the beautiful day to fly the Borrego Sky Trail. Kathy and Chuck Woolsey were out flying to breakfast and Harold and Eve Hunt were practicing approaches.

by Eve Hunt

Santa Clara Valley Chapter

There was plenty of action at our "white elephant" auction and NIFA fund-raiser in January. After a pot-luck dinner that put members in a genial mood, auctioneers

Vera Arnold and Ruth Theriault kept up the bidding on items that included original ceramic pots and bowls by Willy Gardner and canvas tote bags, made by chapter members and silk-screened with the "99" logo. Most sought-after treasure of the evening was the picture of Amelia Earhart, standing by the plane she flew solo across the Atlantic in 1932, and a patch of that Vega 5B's original upholstery. Bidding was frantic, but friendly, and it was all for a good cause. When the evening was over, we had raised several hundred dollars for our contribution to the National Intercollegiate Flying Association.

by Kathy Pelta



Vera Arnold, auctioneer with photo of Amelia Earhart and Lockheed Vega.

Ruth Theriault auctions donated statue.



Santa Paula Chapter

Our 1982 goal is 100% participation in APT — having been un-involved in the last 3 years we are very enthusiastic in our "new" re-acceptance of this excellent program. We plan to have another trophy to keep the rest of our APT trophies company.

We are proud to welcome three new members in our chapter: Jan Evans, Beatrice Delgado, and Janelle Roland.

JoNell Kocisko brought roses to our last meeting for Norma Emery, celebrating her Instrument rating, and, to Beatrice Delgado for getting her private ticket.

Debby Taylor has recently earned her Flight Instructor's rating. She was formerly a controller at the Oxnard Tower.

JoNell Kocisko arranged to have our chapter visit the Simulator and Instrument



After much spirited bidding at the Santa Clara Valley Chapter White Elephant Sale, Janet Baker was successful in acquiring the photo of Amelia Earhart with the Lockheed Vega 5-B which she flew solo, non-stop across the Atlantic in May of 1932. The photo is mounted with a piece of the original fabric from the airplane. The airplane itself is now on display at the National Air and Space Museum in Washington, D.C. Marion Barnick originally purchased the photo, and after her death, her son and wife donated it to the chapter. Stella Leis mounted the photo, donating mat and labor.

Training Center in Van Nuys, CA. Bob Crystal demonstrated the simulator and vertigo chair to the fifteen members and friends who attended. They were impressed!

by Gwen Dewey



Santa Paula members Martha Esponde, Sherry Moore and JoNell Kocisko at Simulator and Instrument Training Center, Van Nuys, California.



Bob Crystal demonstrates vertigo chair to Santa Paula member Debby Taylor.

Classified

OPPORTUNITY FOR WOMAN CO-PILOT

Stay away from cold weather, great opportunity for woman co-pilot. Some secretarial executive work involved, public relations. Live in Mex. Hacienda 50% time, and Mexico City 50%. Send curriculum, hobbies and photo to: Sr. Jose Villarreal Caballero, Matamoros y 15 #301 C. Victoria, Tam. Mexico.

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 resume & photograph to: P.O. Box 3245, Brownsville, TX 78520.

CLUB MEMBERSHIPS AVAILABLE

Soaring Experience, Inc. Sky Sailing Airport, Fremont, CA. Well maintained Blanik L-13. Call 415/569-2404 — write: S.E.I. #6, Sand Harbor, Alameda, CA 94501.

New Horizons



Lieutenant Colleen A. Cain
(Nov. 18, 1952 - Jan. 7, 1982)

While flying a search mission, Aloha Chapter member and U.S. Coast Guard pilot Lt. Colleen Cain was killed when the helicopter in which she was flying crashed on the island of Molokai in Hawaii. Colleen was copilot and one of three crew members aboard the USCG helicopter who gave their lives while trying to help find a fishing vessel that had sent out a distress signal.

Colleen joined the 99s as a member of the

Aloha Chapter and had been a member for two years. A no-nonsense young woman, Colleen was a credit to the USCG which she loved. In July 1980 she received the Coast Guard Commendation Medal for saving the life of a three-year-old child who had stopped breathing after a boating accident and whom she had rescued along with the child's father.

Colleen was pleased to be a member of the 99s and was the chapter's speaker of the evening at the November meeting. She appeared in uniform "so you'll know what it looks like" and charmed the members and guests with her account of how she got into the Coast Guard (received her commission in June 1976), and what it was like to become a helicopter pilot in a realm of male pilots. She made the Aloha Chapter members proud to know her.

Pauline Berti

Long-time Santa Clara Valley 99 Pauline Berti passed away on December 23. Pauline joined the 99s in 1958, soon after receiving her private license.

From 1958 to 1970 she and her husband, Leo owned an Erco Coupe and a Bonanza. They shared over 1200 hours of flying across the country, to Alaska, and several times to Mexico.

Pauline loved flying, and it was an important part of her life.

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Air Racing News

Shangri-la Grand Prix Air Race

Outstanding and interesting plans are being made for the Shangri-la Grand Prix Air Race, April 5-7 and the Safety Seminar April 3rd in cooperation with the FAA Accident Prevention Program.

Air race entries were opened January 11th and the positions were drawn by members of the Chicago Area Chapter; Nancy Haroldson, Barrington, Illinois and Mary Jane Bassler, Northfield, Illinois. The first 10 entries are from eight different states; Kansas, Arkansas, Illinois, Florida, Maryland, Indiana, California, Oklahoma, and Canada with 10 different make and model aircraft. The first 10 entries and positions are:

- #1 Pat and Ken Keeler,
Barrington, IL Twin Comanche
- #2 Charles Perry & Charles Wood
Ponca City & Tonkawa, OK . . . Mooney M20F
- #3 Gary Scholten & Mike Barksdale
Southern California Piper Lance
- #4 Jan Churchill & Joe Hurst
Maryland & Florida Cessna 337
- #5 Patricia Judges, Toronto, Canada Cessna 310
- #6 Jerry Connors & Charles McPike
Bartlett & Chicago, IL Cherokee 181
- #7 Fred deBeaubien & Jean Speckman
Garden City, Kansas Cherokee "6"
- #8 Jim Lacey & Dick Engstrom
Sleepy Hollow & Park Ridge, IL S35 Bonanza
- #9 Margaret Ringenberg & Pat Hyde
Indiana & Arkansas 400 Comanche
- #10 Mary Jane Bassler & Arta Henson
Northfield & St. Charles, IL . . Cessna 182 RG

The Safety Seminar, April 3rd, in cooperation with the FAA Accident Prevention Program will start at 9:30 a.m. at Shangri-la. We are planning on having Mr.

Jack Jackson, American Airlines, talk about the "Subtleties of Safety"; Mr. Ken Gardner, Beech Aircraft, speak on Engine Operations and Mr. Jerry Robinson, Cessna Aircraft talk about Stalls & Spins. We also will show the new weather films from GAMA (General Aviation Manufacturer Association). At 4:30 p.m. there will be a First Timer Racer's Clinic to assist the new contestants.

Other activities planned are a Western Get-Together Dinner, boat trip and on Sunday, April 4th at 10 a.m. we will have a presentation from Alcor Corp. for Engine Care Clinic. These are just a few of the fun, activities that are planned for contestants and friends the week of the race.

You don't have to be a professional or high time hour pilot to enjoy and do well in the event. Last year's third place winners had a combined flying time of 460 hours. The race expects approximately 25% of contestants not to have competed in a cross-country race.

Each aircraft is given a handicap so all contestants have an equal opportunity to win. The race is open to all stock aircraft having non-supercharged, naturally aspirated reciprocal engines regardless of horsepower as long as the aircraft has an established handicap or may be handicapped by the Grand Prix Air Race.

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

The round-robin air race route will cover 7 states, approximately 2000 statute miles with aircraft take-offs starting at Shangri-la Golden Falcon Airport at 9 a.m. April 5th and flying south to Majors Airport, Greenville, Texas; then northwest to Mid-Continent Airport, Wichita, Kansas; turning northeast to Des Moines Municipal Airport, Des Moines, Iowa; east to Aurora Municipal Airport, Aurora, Illinois; then southeast to Bowman Field, Louisville, Kentucky; west to Spirit of St. Louis, St. Louis, Chesterfield, Missouri and then southwest to Shangri-la Airport, finishing by official sunset, April 7, 1982.

The Golden Falcon Airpark, located on the resort property of Shangri-la has a 4,000 foot paved and lighted runway with instrument landing capabilities. In addition to offering the airpark facilities, Shangri-la, located on Grand Lake O' the Cherokees in northeastern Oklahoma, provides 27 holes of golf, indoor and outdoor tennis, swimming pool, bowling and boating. The Mobile "Four-Star" resort has five outstanding restaurants for a complete resort environment.

Don't be late — Come join the fun!!! An entry kit may be obtained for this interesting and exciting event by sending \$6.00 to:

Grand Prix Air Race, Ltd.
Marion P. Jayne
1918 West Banbury Rad
Palatine, Illinois
(312) 358-5100

All Woman BAJA CALIFORNIA Air Race

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, Baja California Sur, 1007 statute miles away via the race route. This year's \$10,000 prize contest is being sponsored by The Tourist Department of Baja California Sur. It is timed to coincide with the 447th anniversary celebration of the founding of La Paz. And we are to be a part of that celebration!

The race is scheduled for two RONS before the terminus because so many activities are planned along the way — starting in San Felipe where the first night will be spend at the *Hotel Fiesta San Felipe*. A cocktail party and dinner with dancers displaying the regional dances of Mexico and a fashion show of the regional costumes of Mexico, 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

cont. on p. 35

Posing on the wing of the aircraft prior to departing on a route survey trip for the Baja California Air Race are Margaret Berry of Torrance, California; Margaret Callaway of San Pedro, and Mary Wenholz of Rancho Palos Verdes. These three Long Beach Chapter 99s are also members of the Board of Directors of the All Woman Baja California Air Race with Margaret Callaway serving as chairman; Margaret Berry as secretary; and Mary Wenholz, treasurer.



Air Racing News

cont. from p. 34

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 headquarters, the *Gran Hotel Baja*. We, of course, have special-rate privileges at this luxury resort. The big event, the Awards Banquet, will take place on May 3rd.

The entry fee is \$250.00. Entries open January 15 and close March 31, 1982. Since the race will be limited to only 50 airplanes and an enthusiastic response is expected, make your plans early.

Entry kits are available now. Obtain yours by sending \$4.00 to:

Mary Wenholz
26600 Menominee Place
Rancho Palos Verdes, CA 90274
Tel.: 213/378-6646

The kit will provide all the essential details concerning legs, distances, handicaps, rules, etc. As usual, the race will be flown during daylight hours ONLY under VFR conditions in compliance with U.S. Federal Aviation 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 ... And you'd like to experience the biggest 'kick' of the year ... Then the BAJA

CALIFORNIA AIR RACE is for you!

You won't even need wings to "get up" for this one. Ole! my friends, and *buena suerte* (good luck).

See you in La Paz!

"First Place 99" Hayward - Las Vegas Air Race

May 14-16, 1982

by Jean Stroobant

Your chapter's name and winner could be the next to be inscribed on this beautiful perpetual trophy purchased by the Alameda County Chapter.

This special 99 Trophy will be awarded to the best 99 pilot entered in the Hayward-Bakersfield-N. Las Vegas Air Race each year. The winning chapter will retain the trophy for one year to display proudly in your home base terminal or at your favorite FBO. One month before the next race, it is to be returned to the Hayward Airport Office, ready for the next winner.

Because the race originates and was originated in the city of Hayward, and because 99s have always been an active part of the work involved, we feel it is fitting that we Hayward-based 99s initiate this tribute to sister 99s.

It is our hope to encourage more women pilots to participate in this proficiency event. You may enter as individuals or as chapter-sponsored teams. The *ONLY* requirement: You must be pilot-in-command and must hold a current, valid membership card.

Winning a regular Air Race trophy has no effect on also winning the First Place 99 trophy. Come on 99s — let's make it a clean sweep!!!

Good luck and may the *better* of the best win!!!!

Race kit: \$2.50. Mail to:

AIR RACE COMMITTEE
20301 Skywest Drive
Hayward, CA 94541

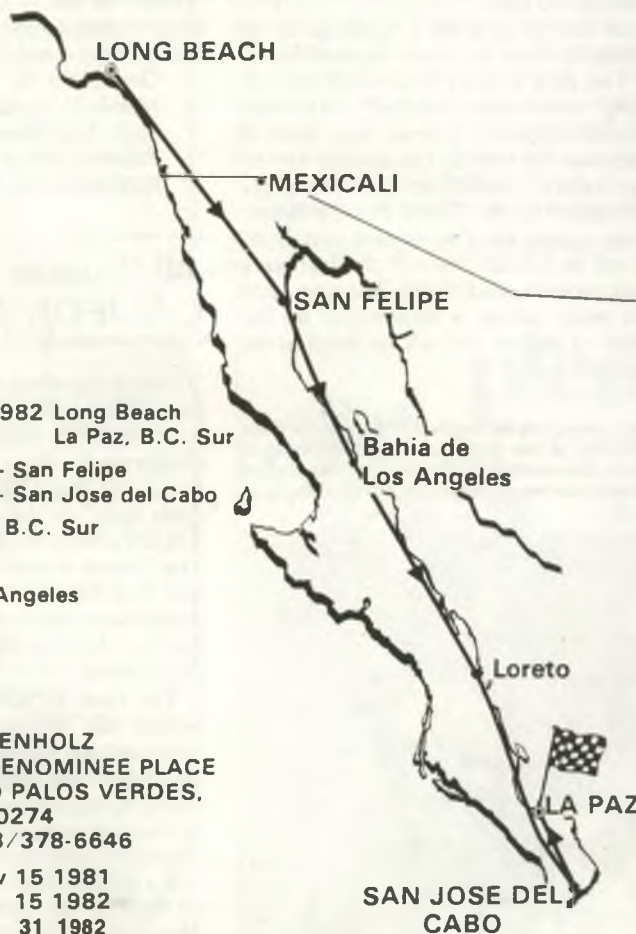
Long Beach 99 wins Tijuana Proficiency Race

Tijuana Airport Day was held Saturday January 16th in Tijuana, Baja Calif. and the Air Race was one of the main events. There were 12 airplanes entered. This was the 3rd Tijuana Annual Air Race and for the first time, women competed in it. Margaret Callaway, Long Beach Chapter with co-pilot Aileen Mellott of the Mission Bay Chapter flew the winning plane.

The race was flown from Tijuana to Ensenada to Tecate and back to Tijuana, a

all woman BAJA CALIFORNIA air race

LONG BEACH, CA - LA PAZ, B.C.



Take off April 30 1982 Long Beach
Finish May 2nd La Paz, B.C. Sur

Remain overnight - San Felipe
Remain overnight - San Jose del Cabo

Terminus - La Paz, B.C. Sur

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CALIF. 90274
TEL: 213/378-6646

Kits Available: Nov 15 1981

Entries Open: Jan 15 1982

Entries Close: Mar 31 1982

\$10,000 Cash prizes & awards
Race limited to 50 Airplanes



Margaret Callaway of San Pedro, California standing in front of her Comanche 260 in which she recently won the Tijuana Proficiency Air Race. Margaret is a member of the Long Beach Chapter.

distance of 123 miles. Prior to the race, each pilot had to submit an estimate of the time it would take to fly the race and the number of gallons of gas the airplane would burn. Margaret won both first place over all and the Women's Category. She estimated her time within 21 seconds and the gas consumption within 1 tenth of a gallon.

The festivities ended with the awards banquet Saturday evening featuring Licenciado (attorney) Jose Torres Jimenez, assistant director of programing and development for the National Civil Aeronautics of Mexico.

Air Race Classic plans finalized

Air Race Classic #6 will be flown June 25-28, 1982, with prizes of cash and merchandise. Beginning at breathtaking Sunriver, Oregon, with noted author and novelist Ernest K. Gann serving as Honorary Starter, the route follows a tailwind-happy course with designated stops at Coeur d'Alene, Idaho; Cut Bank, Montana; Miles City, Montana; Pierre, South Dakota; Jefferson City, Missouri; Jackson, Tennessee, and terminates at the World's Fair in Knoxville, Tennessee.

Sunriver, Oregon, one of the country's most scenic and luxurious resorts, offers facilities for golf, tennis, swimming, hiking and many other recreational activities.

Participating pilots will receive a red-carpet welcome after the four-day race at the fabulous World's Fair. Accommodations have been blocked off, "Air Race Classic Day" has been declared, and many post-race festivities and surprises are planned.

The handicaps of several planes have been revised. Kits are available at: ARC Headquarters, P.O. Box 187, Addison, Texas, 75001. Entries open February 23 and close April 23.

For an unforgettable travel experience, a keen sharpening of your cross-country skills, renewing old friendships and making new ones, and more fun than you ever knew you could have, fly ARC '82 and invite your friends to join us.

ARC racers are "ordinary people"

by Merry Robertson

First, you must understand this: we are rather ordinary people. We have husbands, school-aged children, and we drive a lot. Some of us are professionals in the field of aviation, flight instructors, corporate pilots, former WASPS. Most of us are amateurs: wives and mothers, grandmothers and great-grandmothers, nurses, secretaries, newspaperwomen, and models. All of us have one thing in common: a deep and abiding love of flying. For this reason, something extraordinary happens to us women every year. We race airplanes.

We have seen America from five hundred feet above the ground. We have had a bird's-eye view of most of the fifty states, including one spectacular flight down the Grand Canyon, over the Hoover Dam and Lake Meade, and into Las Vegas.

We have flown over the southwestern deserts, landing at such exotic fuel stops as Muleshoe, Texas, whose runway was bedecked with prairie dogs and roadrunners.

We have flown "on the deck" over the lush truck farms of the San Joaquin Valley, the stark isolated landscapes of Wyoming, the myriad lakes of tidy Minnesota, and skimmed over the Gulf of Mexico.

We have flown high over mountains, and note that the Rockies, Tetons, and Sierras are young, craggy and sharp, while the Blue Ridge reflects its people, softly and gently lovely.

We have experienced extremes of weather in incredibly short times. On Tuesday, we are in Phoenix, Arizona en route to Los Angeles, and it's 114° in the shade. On Thursday, we dodge snow flurries outside Klamath Falls, Oregon. Sometimes we fight the weather, encountering headwinds, thunderstorms, or low scud. We sit on the ground, impatiently waiting for blue skies. Often, the weather is idyllic, even granting us tailwinds.

We fly the Air Race Classic, successor to the now-defunct Powder Puff Derby, a cross-country air race for planes with horsepower ranging from 147 to 570. Each June, some thirty to fifty teams compete in a varying course of some 2350 miles, for four days.

Primary emphasis is given to safety. The race is flown during daylight hours and under visual flight conditions. On arrival at the start, each aircraft is placed under impound and undergoes a stringent inspection, as well as a credentials check of plane and crew.

To give smaller and slower planes an equal chance of winning, scoring is done on a handicap basis. Each make and model aircraft is assigned a handicap, based on manufacturer's specs, experience and test runs. In past years, winning planes have included a Beechcraft Baron, with an average speed of 219 mph for a handicap, and a Cessna 172, with a speed of 124 mph. Prizes of up to \$10,000.00 cash and merchandise are awarded to the top ten teams.

After this time of challenge, competition, travel, and adventure, we scatter. We return home and are ordinary people again. But we dream of next year's Classic and our next trip into the extraordinary.



NON-OWNED AIRCRAFT LIABILITY

The only policy especially
designed for the 99s, their
pilot husbands & children

*Jeanne Kautter of the Omaha Area 99s presents
the new 99s' insurance policy to Janet Green*



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 _____

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"/>	Single Engine Tricycle Gear			
Private	<input type="checkbox"/>	Single Engine Conventional Fixed Gear			
Commercial	<input type="checkbox"/>	Single Engine Retractable Gear			
Airline: (ATR)	<input type="checkbox"/>	Multi-Engine Under 12500 lbs. Gross			
Instructor: (CFI)	<input type="checkbox"/>	Multi-Engine Over 12500 lbs. Gross			
Instrument Rating	<input type="checkbox"/>	Center Line Thrust			
Single Engine Sea	<input type="checkbox"/>	Single Engine Sea			
Multi-Engine Land	<input type="checkbox"/>	Multi-Engine Sea			
Multi-Engine Sea	<input type="checkbox"/>	Jet Hours			
Center Line Thrust	<input type="checkbox"/>	Helicopters			
Helicopter	<input type="checkbox"/>	Other (Specify)			
Type Ratings (Specify): _____		TOTAL			

_____ These hours can be verified by pilot log books

_____ These hours can be verified by records described below:

Airman's Certificate No. _____ Date and Place First Rated as Pilot _____

Date Last Proficiency Check Recorded in Log _____

Medical: Class and Date of Examination _____

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:

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 _____

Fill out and return to

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