

# ***the 99 news***

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

**Volume 9**

**Number 4**

**May 1982**



**50th anniversary of Amelia Earhart's solo Atlantic flight**



## 50th Anniversary of Amelia Earhart's Solo Flight across the Atlantic. May 20 - 21 - 22

**YOU CAN'T MISS ATCHISON THIS YEAR!** It is surrounded by arrows from the North, East, South and West, all pointing to the A.E. Airport. This is the first airmarking project that encompasses a town from all points of the compass. And to put the frosting (there is plenty of it in winter Kansas) on the airport, the beautiful 99 compass rose has been painted on the apron.

After extensive flying and consultations, the sites were picked by Joan and Joe Reindl. Marie Christensen coordinated the details for the big paint job, April 3-4. Loyal 99 rollers and brushers from surrounding states participated, and were rewarded with a barbecue in the Midwest Solvents' hangar. It was all designed in honor of Blanche Noyes who was always such a part of the 99s' activities in Atchison since our first Flyaway in 1963 celebrating the issuance of the Amelia Earhart 8¢ Commemorative Airmail stamp. Blanche won't be with us this year, but looking down from her Cloud Nine, she will know we have been thinking about her.

Also, come meet the flyingest couples in America — perhaps the world — Betty and Bud Gillies, Alice and John Hammond and Connie and Abby Wolf. Married 50 years, all six have been flying for over fifty years, and they are going to fly their own airplanes to Atchison for the celebration. In addition to them, we will honor six other 50-year 99 pilots: Melba Beard, Achsa Peacock Donnels, Anesia "Shorty" Machado, Nancy Hopkins Tier, Evelyn Waldren and Edna Gardner Whyte.

### Schedule of Activities

#### Thursday, May 20

**Fly-in:** Transportation available from Atchison Airport or from Kansas City International (If transportation is needed, let us know flight arrival time at KC Int'l. when making reservations).

**Sundown:** Welcome Party

#### Friday, May 21

**Morning:** Unveiling of AE Plaque at City Hall

**Throughout the day:**

Tours of Museum

Visit AE Statue on Mall

Visit AE birthplace (time to be announced)

**6:30 p.m.** Banquet

#### Saturday, May 22

**Children's Program**

**10:30-12:00** Ceremony at Forest of Friendship (present Certificates, unveil trees, pictures in Memory Lane. Unveiling of trees to include Chinese Banyan tree established from layerings sent from AE's tree in a grove of celebrity trees at Hilo, Hawaii).

**Afternoon:** Fly-away, or you are welcome to spend the rest of the weekend in Atchison.

Please make reservations with Betty Wallace, North Campus, Benedictine College, Atchison, Kansas 66002. On-campus air conditioned rooms (twin beds with connecting baths) are \$6 per night per person.



# the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

VOLUME 9

NUMBER 4

MAY 1982

**PUBLISHER**

The Ninety-Nines, Inc.

**EDITOR**

Lu Hollander

**EDITORIAL ASSISTANTS**

Nema Masonhall

Nancy Smith

**ADVERTISING MANAGER**

Norma Vandergriff

**EDITORIAL CONSULTANT**

Jan Million

**EXECUTIVE DIRECTOR**

Loretta Gragg

**HEADQUARTERS SECRETARY**

Virginia Oualline

**PUBLIC RELATIONS ASSOCIATE**

Joan Kerwin

**International Officers**

**PRESIDENT**

Janet Green

Rt. 7, Box 293W

Ocean Springs, MS 39564

**VICE-PRESIDENT**

Hazel Jones

8536 Mediterranean

Dallas, TX 75238

**SECRETARY**

Charlene Falkenberg

618 S. Washington St.

Hobart, IN 46342

**TREASURER**

Barbara Goetz

8041 Ravinia Ct.

Fair Oaks, CA 95628

**Board of Directors**

Marilyn Copeland

Ruth Dobrescu

Thon Griffith

Gene Nora Jessen

Betty Jane Schermerhorn

**The 99 NEWS**

International Headquarters

Terminal Dr. & Amelia Earhart Lane

P.O. Box 59965

Will Rogers World Airport

Oklahoma City, OK 73159

(405) 682-4425

**Circulation Information**

The 99 NEWS is published 10 times yearly. Annual subscription rate is \$7.00 and is included as part of the annual membership of The Ninety-Nines, Inc. Subscriptions are available to non-members at the rate of \$15 per year. Postmaster: Controlled circulation postage paid at Oklahoma City and additional entry offices.

Membership Count 5750 as of April 20, 1982.

**This Month In The 99 NEWS**

**Contents**

International Forest of Friendship .....	2
Calendar .....	4
New Ratings .....	4
On the Go with Janet .....	5
Book Review .....	5
Help Wanted .....	6
Legislation Information .....	6
Safety Education: Weather .....	7
Careers in Aviation .....	7
Speech Kit for All .....	7
Personality Profiles .....	8
St. Louis '82 .....	14
Chapter News .....	16
Air Racing Update .....	26
Fly away to — Palm Springs .....	27

**Advertising**

Wisconsin 99s .....	6
Copeland Aviation .....	11
Gaston's .....	13
Ada Aircraft Paint .....	13
Bob's Barbeque .....	16
Classified .....	26
Cessna .....	28



ON THE COVER: The International Forest of Friendship in Atchison, Kansas, will commemorate the 50th anniversary of Amelia Earhart's solo Atlantic flight on May 20-22. Additional information on p. 2.

# New Ratings

## New York - New Jersey

Connie Moser - Palisades - ATR  
Daria Richter - Western New York - COMM, MEL

## North Central

Barbara Golen - All-Ohio - COMM  
Ruth Gardner - Lake Michigan - COMM, IFR  
Laura Jobs - Austin - ATP  
Nancy Walters - Michigan - IFR

## Northwest

Pat Schaffer - North Dakota - CFI

## South Central

Nancy Aldrich - Colorado - ATP  
Babette Andre - Colorado - ATP  
Laura Jobs - Austin - ATP  
Lynn Theresa Pakcyk - High Sky - IA  
Judy Reinhart - Austin - Sailplane

## Southeast

Carol Cleveland - Alabama - IFR

## Southwest

Connie Arnold - Arizona Sundance - IFR  
Clydene Hauprich - Arizona Sundance - IFR  
Pam Marley - Arizona Sundance - ATP  
Dawn Grande - Orange County - IFR  
Joan Hill - Orange County - COMM  
Diane Hixson - Orange County - Learjet

# Calendar

**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 EGLINGTON AIRFIELD, LONDONDERRY, NORTHERN IRELAND** commemorating Amelia Earhart's 50th anniversary flight. For information, contact Eglington Flying Club, c/o Amenities and Leisure Dept., Londonderry City Council, 5 Guildhall Street, Londonderry BT48 6BJ, Northern Ireland.

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

**MAY 31-JUNE 2 - ANGEL DERBY**. 1200 mile tropical route, Memorial Day Takeoff. Subscriptions (\$15) or Entry Kit (\$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. 12 - ANNUAL POKER DERBY** sponsored by Greater Winnipeg Chapter of 99s. Held in conjunction with Maple Leaf Air Show, Gimli, Manitoba. Rain date June 19.

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

**JUN. 19 - DENSITY ALTITUDE CLINIC**, Rexburg, ID. 10:00 a.m. Jack Walsh, FAA Specialist. Includes a ground school and flying time. For more information, contact Judy Ramsthaler, (208) 524-2226.

**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 - 4th ANNUAL OKIE DERBY**, Norman, OK. Proficiency Air Race. Cash prizes. Open to ALL pilots. Sponsored by Oklahoma

Chapter 99s. Sanctioned by National Race Pilots of America. FBO - Aero Flite Inc. Entry Fee \$30. Contact: Gladys McCaslin, Rt. 1, Box 500, Lexington, Oklahoma 73051 (405) 872-3253.

**JUL. 16-18 - PETTICOAT DERBY**, Albany, OR. Proficiency race open to all women pilots.

**JUL. 17 - UTAH NINETY-NINES DENSITY ALTITUDE CLINIC**, Wendover, Nevada. Contact Sidney Sandau (801) 394-1577.

**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. 30-31 - PALMS TO PINES ALL WOMAN AIR RACE**, sponsored by the Palms and Oregon Pines Chapters of the 99s. Pilot must have private or better. Co-pilot or passenger must be at least 16 years old. All occupants must be female. Race kits \$3 from Claire Walters' Flight Academy, 3200 Airport Avenue, Santa Monica, CA 90405.

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

## AUGUST

**AUG. 1 - 99 NEWS DEADLINE** for September issue.

**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.

**SEP. 2-6 - WASP CONVENTION**, Cleveland, OH.

**SEP. 9-12 - NORTHWEST SECTION Meeting**, Red Lion Motor Inn, Portland, OR. Sponsored by the Columbia Cascade Chapter. Highlights include a Columbia River cruise and flights to Mount St. Helens. For information contact Betty Prakken, 24401 S. Skylane Drive, Canby, OR 97013, (503) 266-7795.

**SEP. 10-12 - SOUTHEAST SECTION Meeting**, Huntsville-Madison County Airport, Huntsville, AL. Pat Frierson, Chairman.

## 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.

# why...

## not donate your aircraft?

(TAX DEDUCTIBLE)



By donating your aircraft, engines, avionics, and other valuable equipment you can help bring assistance to the suffering and needy in remote areas of the world.

For more information, please call

# 314/647-5631



2319 Hampton Avenue  
St. Louis, MO 63139

Non-Sectarian

Non-Political

Non-Profit

## NOTAM

If you're interested in writing a feature article for *The 99 NEWS*, or being a guest editor for a special issue on a particular topic, drop us a line detailing your ideas.



# ON THE WITH JANET



by International President Janet Green

Our first president, Amelia Earhart, spoke many times about the need to attract our young people to aviation. She felt that both boys and girls at an early age should have the same kinds of exposure so that potential interest could be kindled and nurtured as they progressed toward young adults and fledgling pilots.

In the early sixties, past president Ruth Deerman started a program, called the 66s, to attract young women on their way to becoming licensed pilots. Ruth was dubbed "Mama Bird" as she and the El Paso Chapter took these student pilots under their wing. 99s were there to cheer them on when they reached another plateau, when they faltered and became discouraged, and ultimately when they earned that coveted first license. All of us have had an inspiration, a "special someone" we will never forget.

Your Board of Directors believes we are not tapping a rich resource of potential membership by not actively supporting the "Sixty-six" program. Many chapters have had such a program, but it has never been publicized or promoted as it should have been.

We still hear from long-time women pilots who say they have never heard of the Ninety-Nines. However, if we support and encourage the student pilot, introduce her to the 99s while she is still learning, and are there to encourage her as she progresses, she will be willing and eager to become a 99 as soon as she is eligible.

I have asked Carol Zander of the Indiana Dunes Chapter to head an international committee to publicize this program, put together some information for chapters who need to know how to get a 66 program started and to coordinate 66 activities.

All of us should be aware of female student pilots in our area and inform them of the opportunities provided by our organization. We need to attract these students early so we can help them and possibly guide them into 99s when they become licensed pilots.

If you want further information on this revitalized program, contact Carol for details on how to get a 66 program started in your chapter.

## Book Review

Collins, Leighton. *Takeoffs and Landings*. New York, Delacorte Press/Eleanor Friede, c1981. 301 p., ill. ISBN 0-440-08503-0 \$15.95.

Chapter 1, "Basic Concepts," is a full discussion of the uses of the stick, throttle and rudder. The author for once explains how both the stick and throttle can control either the altitude and/or airspeed, perhaps putting an end to the non-stop debate as to which controls which.

Other chapters discuss how the air in which we move affects angle of attack, airspeed and the flight characteristics of our aircraft.

A chapter on pilot characteristics details both the physical and mental attributes necessary for a safe flight. The author flatly states he feels a "smidgen of fear" is a necessary part of a safe pilot, that it is usually the overconfident pilot who seems to wind up in trouble. The author then goes on to tell how to overcome fear so that it will not dominate your actions while aloft.

Chapters 5-9 take each aspect of the procedures for taking off and getting the aircraft back down on the ground in one piece. Aspects covered include knowing when to chop the power on the takeoff roll; a discussion of the characteristics of taildraggers and tricycle gear; avoiding

gust-induced stalls, the absolute need for vigilance in the pattern. All of this in just getting off the ground and going around.

Three chapters cover the getting-on-the-ground-in-one-piece phase. The need to know your aircraft is constantly stressed. Many accidents that occur on VFR final are due to the pilot's not really knowing the aircraft. It is pointed out that while there are fewer IFR final accidents, these accidents are usually more serious. The level-off and touchdown phase gives us several methods of getting on the ground without a prang and lest we not forget the operation is not over yet, still another chapter goes over the landing roll.

Since twins have altogether different characteristics when one fan is not working, a full chapter is devoted to engine-out operations.

A final chapter deals with "Lost Causes," developments of safety related options, designs, etc. that for some reason or another have failed to be incorporated in many of the aircraft we fly today.

Perhaps if the advice offered here were to be applied, there just may be a few mechanics wondering where all their repair business had gone.

Good reading, especially after a long winter's lay-off.

by Dorothy Niekamp  
99 Librarian

## DONATIONS TO HEADQUARTERS

**Pat McEwen Memorial  
Resource Center**  
by Alameda County Chapter  
Thon Griffith  
Ruth Rueckert

**Memorial Donation**  
Ruth Dilg  
by Jean Schulz

## NOTAM

Nikki Caplan of the Greater St. Louis Chapter is working with prominent St. Louis sculptor, Don Wiegand, who has just completed a bronze bust of Col. Charles Lindbergh scheduled for dedication in May at Lambert Field, STL. He is interested in doing one of Amelia Earhart (hopefully in time for our convention) and needs as many photos of her as possible to do his work.

Please send photos to Nikki Caplan, 9901 Conway Road, St. Louis, Mo. 63124. Please advise any cost involved, and you will be reimbursed.



## Help Wanted

by Evelyn Sedivy Cowing  
Aerospace Education Chairman

**WANTED:** 35mm slides depicting chapter activities with a short written description of each slide, including chapter name. Slides to be used in developing a presentation on "who and what" the 99s are. Presentation will be available to chapters from Headquarters. Slides will be returned to the sender.

By the time you read the above "want ad," the 1982 National Congress on Aerospace Education will be a past event, but not one soon to be forgotten.

This year marked the first Congress during which our organization was a program participant. Even more exciting was the honor bestowed on the Ninety-Nines in being selected as a recipient of the Crown Circle Award.

The opportunity of being a part of the

Congress program was indeed a golden one. It was, however, an opportunity which really emphasized the fact that our organization is in dire need of materials and methods to explain to the world what we are all about!

Preparation for both the Congress program and exhibit was frustrating to say the least. A search for "just the right" presentation material became costly and nearly futile. Insufficient time made it impossible to develop a visual presentation from scratch. But happily, Lorrie Tunnell (Kitty Hawk Chapter) came to the rescue. By using a number of her own personal slides as a basis, Lorrie aptly put together a presentation to fit a pre-selected title, *The Ninety-Nines, An Untapped Resource*.

Although this presentation was done beautifully and served the purpose well for this time, it did not tell the **WHOLE** story. Each chapter in our organization is as special and unique as the individuals who make up the chapters. The activities in which our chapters are involved rely on the special talents and interests of the membership and often on the chapter's geographical area. Wouldn't it be wonderful to have a slide presentation, and perhaps

even a series, that would depict our **ENTIRE** organization?

Such a presentation is totally possible with the help of the general membership. The Board of Directors has found a source that is willing to professionally record a sound track (complete with background sounds and music) at a very reasonable cost!! Now all that is needed are the slides to accompany the tape!

There must be a countless number of members who have in the past (and will in the future) taken slides of their chapter's activities. If these slides could be "borrowed" for a time and sorted through, it would be possible to put together a slide presentation that would show the versatility and dedication of our wonderful organization. The presentation could then be shown to schools, civic organizations, pilot groups, or any other interested party.

If you would like to help in this worthwhile project that is long overdue, just pick out some slides that you think would be suitable, write a brief description of each slide, and send to: Evelyn Sedivy Cowing, International Aerospace Education Chairman, 300 West Carlson, Apt. 208, Cheyenne, WY 82009.

### NOTAM

Material for *The 99 NEWS* should arrive at Headquarters by the first of the month preceeding publication!

**Wisconsin 99 Chapter  
Sponsors Fourth Annual**

## 99 COOKOUT

**During EAA Convention  
Tuesday, August 3, 1982**

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

**Native Wisconsin Foods**

**Advance Ticket Sale Only  
Deadline July 20th**

For reservation send \$7.00 — Adults, \$4.50 — Children Under 12 to: Joyce Donner, 1822 Knapp St., Oshkosh, WI 54901. Limit 150 people. Cancelled check is your receipt. Pick up tickets at Friendship Tent at EAA Convention.

## Legislation Information

by Joan Kerwin

### THE EVER-SHRINKING PRICE-INCREASING FAA CANDY BAR

If you're a chocoholic like I am, you are sure to have discovered that the 5¢ candy bar of yesteryear is now 30¢ and is about the size of the bar you used to buy for 2¢. The FAA has gone the same way — increase the price and shrink the goodies. Note:

The proposed FAA fiscal budget calls for the use of \$800 million in Trust Fund money for Operations and Maintenance (O&M). However, FAA Administrator Helms indicated that the Reagan Administration is now upping the ante for O&M to \$1.8 BILLION. Supposedly this is part of the Administration's plan to have users pay 85% of the FAA O&M. The item stated that Administrator Helms seemed embarrassed. And well he and President Reagan should be.

".....O&M should continue to be funded at existing levels with modest increases, but not be greatly increased." (Candidate Reagan's response to aviation questions posed by AOPA, 10/80)

This blow comes on top of being expected to pay for the new ATC system which is currently priced at \$12 Billion for the first ten years.

So, as with the candy bar, the FAA wants to increase its price while shrinking the services offered.

Remember when we paid 7¢ per gallon

tax on avgas? For those ten years, ending in October, 1980, the Trust Fund ballooned to almost \$4.5 Billion. At the same time, FAA GADO offices were giving free written and practical exams for all ratings and certificates. They even came to you, if you were in a large class, to administer the writtens.

Now, the GADO offices will administer practical tests only for Part 135 and medical demonstrated proficiency checks. If you need a written, private, commercial, instrument, flight instructor or ATP practical, you go to a designated flight examiner who can charge you whatever the traffic will bear.

Actually, this would be all to the good — shrink the FAA services, and let the private sector take over — but at the same time, get the government's hands out of our pockets. Two hands cannot fit into the same pocket at the same time. If the FAA is not going to provide the service, they should not expect us to pay for it.

Excuse me. I'm going to get a Milky Way bar. They've increased their size by 17%, and still charge the same price as the shrinking bars.

Good news for our British members! Their avgas tax has been *reduced*, by slightly more than 50%. This took effect March 9, after a strenuous lobbying effort by a number of aviation groups in that nation. You see? It can be done.

**WRITE ON!**



# Safety education

## Weather — Whether or Not

With all of the weather information available to pilots, enroute as well as preflight briefings, why does weather continue to be a dominant factor in aircraft accidents?

Some say that today's pilots are getting more information about the weather and understanding it less.

Let's review some of the basics: A forecast is a prediction of what the weather is generally expected to be, usually over a broad area and over a time frame encompassing as much as 18 hours. It stands to reason that conditions will not be uniform over the entire area or for the entire time period.

A weather report is an observation of certain actual conditions measured at a given moment — usually once an hour — at a given point on the surface of the earth.

PIREPS — Pilot Reports are also important observations, made at a given point in the airspace.

A ceiling is aeronautically defined as the lowest broken, overcast or obscured layer of clouds or other obscuration.

Less than one-tenth cover is considered clear (CLR). One tenth to one-half is called scattered (SCT). Six to nine-tenths is broken cover (BKN). With all the sky covered it is called overcast (OVC).

Sky that is translucent is described as thin (thin scattered — SCT).

Cover that hides the sky is opaque. To be considered a ceiling, the broken or overcast layer must be more than half opaque (thin broken clouds do not a ceiling make!).

To determine the difference between thin and opaque — in daylight a pale sun or dimly visible higher clouds indicate the lowest layer is thin. Fuzzy stars and moon halo at night similarly mean a thin cover. An opaque cover completely obscures the sun, blue sky or higher clouds from view in the day and produces a dark starless night.

Ground based cover such as fog can also be a ceiling and is referred to as an indefinite ceiling (W), when it obscures the entire sky. If as little as one-tenth of the cover is translucent, the cover is called "partially obscured" and cannot be a ceiling.

Visibility — Clear skies do not necessarily mean unlimited visibility. A stationary front often brings days of clear skies but ever-decreasing visibility from trapped smog and haze.

The relationship of temperature and dewpoint is an example of how each element of weather is related to other elements. Clear skies and good visibility can change rapidly if temperature and dewpoint

are closing on each other. When these readings are within 4 degrees of each other, the air is cool enough for moisture to condense, creating fog or low clouds.

Winds can be estimated with reasonable accuracy. It takes approximately a 15 knot wind to fully extend a wind sock. The character of the wind can also be determined by watching the movement of the sock, either steady, gusty or squally.

Wind speed and direction data, together with temperature and altimeter reading, are potential signals of frontal movements.

A current and accurate altimeter setting is of course important to the instrument pilot. But the VFR pilot on a long cross-country must also be alert to reset his altimeter. This may be crucial in case of an emergency.

The many weather observers and forecasters are one important reason why flying is as safe as it is humanly possible to make it. Getting a briefing is not always a clear indication of whether any individual pilot should carry out a flight or not, or how safe it will be.

By understanding the information gleaned from the briefing and visualizing the source of weather information, and by steadily adding to her own stock of weather knowledge, a diligent pilot can learn to derive a much broader and more detailed picture of the conditions into which she is proposing to fly and thereby make

intelligent decisions of "GO" or "NO-GO".

This article contains some very basic and elementary information but those are the things one tends to forget the longer we fly and perhaps, becoming very blasé, we give our weather briefings only cursory attention.

Marilynn Miller

International Safety Education Chairman

## SPEECH KIT FOR ALL

by Hazel Jones

Recently, every chapter chairman and every section governor in the United States received a speech kit prepared by AOPA. Charlie Spence, VP for Public Relations, AOPA, wanted each chapter to not only have this kit, but to use it. For those of you who are members of AOPA, you are aware that some of the material in your kit is also now appearing in their newsletter. Your chapter chairman, however, has all that information now. It is hoped that each of you will spend some time going over the material in the speech kit and also checking the two sample speeches. Some of the articles on speech-making are just great and could be a lifesaver for the first time speakers. Some of the titles are: "SELF CONFIDENCE — THE MAIN INGREDIENT," "SPEECH-INSURANCE CHECK LIST, THE DO'S AND DON'TS OF PUBLIC SPEAKING" and others. Any of you who are making speeches or whose chapter has been asked to speak will find this kit invaluable.

Please use it. Some of the "How to" material might make good program material for some of your chapter meetings. After you have studied the materials, then step forward and speak on your favorite subject — aviation. You might just find that you like it!!! A great speech to make that is uniquely yours is "WHY I'M GLAD I LEARNED TO FLY." All of us have our own hangar stories that are funny, unique, interesting and different. Most folks, particularly those who do not fly, will find them most interesting.

Chapter chairmen, please make use of this kit. Also be sure that you pass it on to the next chairman when you finish your term. If you have any questions or need any help on research material for speeches, feel free to contact the AOPA office of Public Relations for help. Most of all — speak out!!!

## Careers in Aviation

by Marilyn Copeland

WE ARE IN A HOLDING PATTERN UNTIL more information is received from all 99s who are currently employed in aviation careers submit a resume or story about their aviation career, a black and white photo and two color slides. This information will be compiled in a printed program and a slide presentation for use when members are asked to speak to community groups about "Women in Aviation."

Information should be sent to Marilyn Copeland, 99 Careers Chairman, 1308 Kevin Road, Wichita, Kansas 67208 by June 1, 1982. We plan to show the program at the International Convention if enough material is received by June 1.

Another successful Aviation Careers for Women Seminar was held in Wichita on March 26 and 27, 1982. The report is in another section of this magazine.

If you are interested in a career change or are seeking employment in an aviation career, be sure to submit your name and qualifications to the Career Data Bank at Headquarters.



# Personality Profiles

In the past we have published on occasional "Personality Profile" of one of our members. Response to these articles has been so enthusiastic that the following group of profiles is included for your enjoyment.

Additional articles are welcome (with photographs, if possible) and will be published on a space-available basis.

## Lyn Clark — Mountain Pilot

by Gene Nora Jessen

Some places they're labeled bush pilots but out here in Idaho we call them back-country pilots. They fly into the Primitive Area in Cessna 185s and 207s with electrical tape covering the leading edges of the tail features to discourage more dents and scratches back there. Here you see 30,000 hour pilots without an instrument rating flying air taxi. Some are stubborn about new fangled ways and nosy radar; one of my favorite pilots is in the habit of killing his transponder just off the Boise Airport. He'll turn to a passenger and comment, "They always lose me just about here" as the radio announces ... "We've just lost radar contact."

The back-country group is an exclusive good-old-boy fraternity. Newcomers earn

their way in over a proving period of years. City slickers, Californians (Idahoans are paranoid about California buying the whole state!) and women are well outside the pale. Yet Idaho 99 Lyn Clark has flown into the fraternity and earns her living as an Idaho back-country pilot. Like so many women who make a breakthrough, she's special.

Lyn and her husband, Merle, were both registered nurses when they decided to try a new way of life in Idaho. They started a chainsaw business in the mountain town of McCall, and Lyn reared children and registered Welsh Ponies. One day Lyn took a glider ride from the McCall Airport, which happens to be the jumping off point for the back-country. The beautiful airport is 5 x 5, 5,000' long and 5,000' high, at the edge of sparkling Payette Lake with rising mountains surrounding the high valley. Lyn proceeded to learn to fly in a rag wing Cessna 170. She bought a 1947 Cessna 120 (same N number as the model year) which she still flies today. She learned about soaring in the 120 because it doesn't have enough engine to power over some of the tall terrain. She's thinking about putting a 100 hp engine in it this year to make an honest airplane of it.

Flying slows down to nothing in McCall in the winter because of the deep snow and cold. Lyn sometimes puts the skis on the 120 to play. (As her insurance agent, this writer has just indulged in one quick

shudder.) But usually in the winter Lyn, who is now widowed with children grown, throws her sleeping bag into the airplane and heads some place warm and fun, such as the Bahamas. FAA Centers aren't quite sure what they've got on their hands. "N1947V, say type Cessna." (They think it's a 210 and someone's transposed the numbers.) "Center, I'm a Cessna 120." ... pause ... "Well, we noticed you were making only 65 knots." "Yes, that's about right." Then they try to say something nice such as "Your transponder's signal is strong" or "Your radio is good and clear." They don't talk to too many 120s IFR.

In 1974 Lyn started flying Part 135 for a local operator. They had the mail contract, which means in and out daily to all the one-way no-go-around short ranch strips in the Idaho Primitive Area. Flying in the summer is limited to early morning and late evening in those mountains, and only ignorant flatlanders break that cardinal rule. Other chores were taking in river floaters and fishermen, supplies, hunters in the fall and air ambulance runs. There are no roads in the Primitive Area, and the only way in is by air, pack horse or foot.

By 1977 Lyn was working on a Forest Service contract flying fire patrol, supplies, personnel and picking up jumpers after a fire. To get out, smoke jumpers make their way to a landing strip and wait for the airplane.

1979 was a big fire year, and Lyn flew reconnaissance air attack in Cessna 206s and 180s. The recon plane is on the top of the stack at the fire, above the bombers, helicopters, lead airplane and fire boss, coordinating the communication effort.

The next year Idaho didn't burn and Lyn planted fish from a Cessna 185. A hole is cut in the floor of the airplane and a hopper with sewer pipe attached is the special equipment. Approximately 600 lakes in Idaho are planted, one third of them each year. The lakes are high and in timber and are sometimes tough to locate. Then, invariably, they're at the bottom of a granite cylinder, requiring a tight circle down to drop fish. As the pilot clears the edge of the lake she yells "drop" to the Forest Service man in the back. He has split a plastic bag containing fish, water and oxygen and spilled the contents into the hopper. He pulls the plug and the fingerlings fly down to their new home where they cavort for three years until they're catching size. And no matter how remote the lake, back packers and campers are always about.

Hazard level in this kind of flying is similar to crop dusting, primarily snags and turbulence. Pilots leave McCall to arrive at their drop point at dawn or just before. No flying is done if the winds aloft are above 10 knots due to turbulence. The pilot carefully plans a way out of each lake area prior to entering.

Another activity has been tracking otters for the University of Idaho. Transmitters have either been implanted or attached to an otter's collar. (You probably didn't know



Lyn Clark, in a Super Cruiser with the door removed, prepares to haul a partially dismantled tractor out of the Bines Ranch in the Primitive Area.



that otters' mothers dressed them in collars.) The airplane flies 2,000' AGL with the tracking radios. Each otter has a different frequency so pilots can select an animal to check. Lyn says one real traveler trekked from a creek to a lake, then dry landed it across a summit clear down to another drainage. This animal research has also taken place for cougars.

In the fall Lyn counts Salmon Redds (spawning beds) for Idaho Fish and Game. They slow fly at 400-700' above the South Fork of the Salmon River and Bear Valley Creek in a Cessna 170 or Super Cruiser. Following the contours of the river in the bottom of the canyon, Lyn says, often causes the Fish and Game guy in the back seat to get sick. Redds are identified by the clean spots they make in the river.

In the summer of 1980 Lyn brought a Pelton wheel (water wheel for generating electricity), tractor and trailer out of the Bines Ranch on Lower Big Creek (always pronounced "krick"). Motors are not allowed in the Primitive Area, but this tractor had been used only to haul supplies from the airstrip to cabin on deeded, or private, land. (I once rode in an old jeep which had been "sawed" in half and flown into Thomas Creek in two trips, then welded back together.)

Everything was dismantled as much as possible and squeezed into a Super Cruiser with the door off. Lyn shuttled pieces to Cabin Creek, a much better strip (and one of the worse ones this writer has personally flown into) where they went out in a Cessna 206. Why bother shuttling rather than taking the 206 into Brines Creek? Brines Creek is so bad that a 206 can't get out of there. "And besides," says Lyn, "with all the hazards at Brines Creek, it's easier to patch fabric than metal!"

Things went pretty well until she launched with the trailer box. Once she took off she was committed and soon discovered she had become a test pilot. She could fly no slower than 50 or faster than 70 because of the buffet. The airplane expressed a serious desire to fly sideways.

In her spare time Lyn teaches flying and is one of the most conscientious teachers around. She spends entire winters rewriting ground school courses and curricula. Needless to say, she offers an outstanding mountain flying course.

The instruction is done mostly in her Cessna 172. She's accumulated 6,500 hours now, a thousand of it in the back-country. Never resting on her laurels, Lyn is studying this winter for the ATP written. She has a multi-engine rating but I wouldn't put it past her to do the rating in the good old 120.

The Idaho Chapter recently conned Lyn into helping us put on a mountain flying course planned for fall. Idaho is lovely in the autumn, the air has cooled, and mountain students will have opportunity to get into some of the really tough strips. Lyn's talk with her own photos on the back-country strips is priceless. Y'all come and learn from a real mountain pilot!

# T-Shirt Shirley

by Gwen Haynes

"Did she really buy that big Cessna 206 out of nothing but the sale of T-shirts?" Most emphatically — yes, she did. Shirley Baker, a 99 with the Orange County Chapter since 1973, is some kind of "go-getter."

Married to Tom, mother of two teenagers, Jerry and Gary, and working as a waitress at the Orange County Airport seems enough to keep any woman busy.



Shirley Baker, wearing one of her T-shirt designs, stands by the 206 which her T-shirt business finances.

cont. on p. 10

## NOW HEAR THIS!!!

Two hundred *extra special* "editions" of our Amelia Earhart 8¢ Airmail First Day Covers are being prepared to celebrate the 50th Anniversary of Amelia's Atlantic Solo Flight — 20-21 May 1982.

It is planned that these will be available at the Celebration in Atchison on the above dates, as well as at Convention in St. Louis in August.

Alice H. Hammond,  
Permanent Trustee  
AE Memorial Scholarship Fund

## NOTAM

If you're interested in writing a feature article for *The 99 NEWS*, or being a guest editor for a special issue on a particular topic, drop us a line detailing your ideas.

## THANKS ...

... for all the kind words of encouragement for your new editor. They are most appreciated!

## MOVING?

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

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

Affix old Label here

NAME

STREET

CITY & STATE

New Address

STREET

CITY & STATE



cont. from p. 9

and Tom managed to come up with the money. "I sold them all the first day," she says with pride.

Shirley felt she had found the answer to feed her flying habit. She had six dozen more specially printed to commemorate the next air show. It was fogged out and she had six dozen out-dated T-shirts on her hands. She learned from this experience, though, and decided to make up her own transfers and apply them to the shirt 'at the time of purchase' — no dated left-overs this way.

In March, 1978, her flying dreams came true with the purchase of a Cessna 206. Today, the T-shirts still maintain the upkeep of the 206.

Shirley's T-shirt business, called *Hangar 17*, has been operating now for ten years. She says, "When I go flying, all I have to do is tell people I'm the T-shirt lady from Hangar 17 and the name is recognized." She bumps into those special shirts of hers all over the country. It seems that nowhere is she a stranger.

When she sells at a 99 function (Race or Section) she makes the design for the function and donates 10 per cent of her gross to the sponsoring chapter. For the Orange County Chapter she makes the compass rose and donates \$1.00 per transfer to the chapter.

Shirley's ratings include Private, centerline thrust, multi, commercial, Instrument and she does *all* the maintenance on the 206. She took courses to learn this, but was never licensed. She has her work checked and signed off by an A&P and has never had any mechanical problems because of her work.

In spite of her busy schedule, she still found time to be active in her chapter. She held the posts of APT chairman for two years, airmarking one year and treasurer another year. (Anyone who can hang onto money like Shirley does with T-shirts has got to be perfect for treasurer.)

For those of us who dream of things we feel we 'can't' afford ... or do, take heart from this remarkably inventive and energetic young woman — for Shirley Baker, there is no such word as 'can't.'

## Tig Pennock — Pilot Examiner

by Gwen Haynes

14,000 hours logged; ATP-MEL; COMM-SEL; Flight Instructor Airplane — SEL, MEL and Instrument; Ground Instructor — Advanced; Pilot Examiner for Private, Commercial, Instrument, Flight Instructor Airplane and Flight Instructor Instrument.

This is the impressive flying record of Tig Pennock, the first woman Flight Instructor hired at Orange County Airport back in



Beside one of her favorite airplanes, Tig Pennock models one of the suits she created.

November of 1961. Martin Aviation, who did the hiring, was supportive, but a bit wary. Before she was given a student, the students would be asked whether or not they minded flying with a woman. During her 10 years of flight instructing, only two declined.

Tig has flown several different types of airplanes with the Comanche and A-36 being her favorites, and skydiving and hang-gliding topping her list of "Definitely won't do's."

She first became a 99 in Washington, D.C., in 1959. She has flown in three Powder Puff Derbies placing tenth (1965), twentieth (1966) and third (1967). She became a Pilot Examiner in 1969 and was recently given an honorary 20-year pin from Martin Aviation. Since flight instructing she has remained with them, now renting office space as befits a Pilot Examiner.

With this busy schedule it hardly seems possible that she could have any other activities. Surprise! Besides 'collecting' two sons, Bill and Chris, she has 'accumulated' seven cats (pampered). She worked for and received a Real Estate License; she studies animal behavior, photography and makes her own clothes — the suit in these photos is one of her creations.

Tig loves football and is an avid Rams fan. She is so fanatic about football that if you want to telephone her, do as I do — check the TV guide to be sure there's no game on the tube first.

If you are wondering about the name Tig — yes, it's a nickname, but, who would call this accomplished businesswoman who delights in stories of 'Winnie-the-Pooh' and 'Wombles' anything else. Tig is short for 'Mrs. Tiggy Winkle' from a book by the lady who gave us 'Peter Rabbit'.

By now you might have guessed that Tig is 'soft' on cuddly Teddy Bears. I found this out in 1976 when I arrived for my private pilot check ride, my nerves fortified by the presence of my flying mascot 'Rupert Bear'. I got my license that day — so did 'Rupert Bear', only his states, "Valid when accompanied by Gwen Haynes."

Don't let the above fool you! Tig is definitely not 'soft' on her check rides. If she

doesn't think you deserve your ticket — you won't get it. She is strictly business in that airplane and stresses 'safety' and 'awareness' first. She also has definite ideas on what we could be doing to be better and safer pilots, "If you are not going on for higher ratings, fly with an instructor once a month to keep your proficiency." She does feel that pilots going for check rides nowadays seem more qualified than years ago, due to the fact that there is a lot more available to us for the learning process than back then, including FAA Safety Seminars.

Citing amusing incidents which have happened during a check ride, the one that came first to her mind — and one she tells all her nervous students — was of this small woman who parked her rented C-150 outside Martin Aviation (facing south) and came in to see Tig.

After the oral exam was passed, they went out to the plane for the flight and the C-150 had gone. The woman, nervous to begin with, was terribly distressed. They finally found the plane (now facing north).

Instead of opening the door to the craft the woman stood, immobile, in front of the propeller, staring bewildered at the Cessna.

Finally, Tig asked, "What's the matter? Are you all right?" The woman answered slowly, "I know you're going to flunk me, but they turned the plane around, and now I can't remember which side of the plane I'm supposed to get in." This promptly put Tig into hysterical laughter until it occurred to her, "Oh, Lord, and she's going to take me flying. Aaarrgh!". Tig could never resist a challenge, though, and helped the distraught woman into the plane. Once buckled up, the woman became coherent and actually gave a good enough check ride to get her license — and later to get an Instrument and Commercial rating, too. I won't embarrass this person by telling you her name. Suffice it to say, her Teddy Bear also got a license that day.

For Tig, this is all in a day's work. This Boston lady has come a long way since she took her first flying lesson in Richmond, Virginia in 1958, and anyone with her philosophy on flying has got to succeed at it.



In her words, "Flying is the most wonderful, beautiful thing I've ever been privileged to do. I'm happy and at peace with the world."

## Madeline LaCarrubba

by Patricia Rockwell

On August 7, 1968 Madeline LaCarrubba sat in the sweltering cockpit of a C-150 in Macon, Georgia, and took her private pilot flight test. The inside temperature registered 125°. Describing her ride, Madeline says it felt more like a sauna than an airplane. In modern terms, it would probably be equated to a hot tub.



Madeline LaCarrubba

Shortly after this highlight Madeline and her family moved back to Long Island, New York, where she continued teaching religious history, which she has done for over 20 years. In this way, through the church, she met Marilyn McLaren and was introduced to the 99s.

She joined in February 1972 and has been a hard working member ever since. She worked as Hospitality Hostess, Program Chairman, registration for SAFE Seminars and the 1974 N.Y.-N.J. Section meeting.

She attended her first International Convention in Puerto Rico in 1974 where the late Chuck Blaine, husband of Maureen O'Hara, was guest speaker. Madeline took one of Chuck Blaine's Antilles Air Boats to St. Thomas, a day's trip from Puerto Rico, and had the honor of sitting in the co-pilot's seat. She flew the 40 minute ride over the water at only 600 feet on the altimeter.

Her love of flying and travel started her career as a travel agent and consultant. In this profession, her travels have included Italy, Bermuda, Aruba, Alaska and Hawaii. She attended a conference on travel for handicapped and disabled people in Amsterdam.

As treasurer of the L.I. Chapter in 1974-1976 she initiated work on our 501(c)(3)

status, which was finally completed by her in December 1978 long after she had finished terms as the Amelia Earhart chairman, vice-chairman and chairman of the L.I. Chapter. It was a tremendous amount of work, with very little help from the government, but she was determined to see it through rather than delegating it to someone else.

As chapter chairman in 1979, she became hostess of the N.Y.-N.J. Section meeting. She became International Committee Fund chairman and also accepted responsibility for banquet arrangements at the 1979 50th Anniversary Golden Jubilee in Albany, New York. Quite a year! At present she is Amelia Earhart chairman for the N.Y.-N.J. Section, helper to anyone who needs it and is traveling world wide in her career as consultant.

In Madeline's more personal life, with the help of her husband Charlie, she raised two daughters, quite a few cats, dogs, tropical fish, a white albino mouse with brown spots, plus hen house chicks hatched from two incubated eggs as a school project. The unusual breed of chicken, originally from South America was the Aracauna, nicknamed the Easter Chicken since it lays either blue, green or tan eggs. More feathered friends were retrieved from a German Shepherd watch dog on a golf course and a cross-breed chicken found in a car graveyard. Two tall bantam chickens and a baby robin also joined the family.

Madeline's real prize was a raccoon she raised from a three-week-old baby to a full grown friendly "Rascal" that traveled with her everywhere in a large handbag. Imagine shopping in the supermarket and seeing a head pop out of someone's handbag — with a mask on, yet. Kindness to animals says a lot about a person.

## Meredith Ward

by Mildred Smith Shumaker

I asked Meredith Ward how she came to learn to fly and to own her own taildragger. She said, "Mine is a story of wanting to fly long years before I accomplished it. One day I looked up and it was January, 1950, and I was 40 years old and had not yet satisfied my long-standing desire to fly. Already I felt I had lived more than one life on the ground, and I wanted to take to the air. Besides wanting to fly for flying itself, I wanted to be able to stretch my weekends and get places I couldn't if I were earth-bound."

"At the time I was part owner and manager of a local downtown drug store in Tuscaloosa, Alabama, and could get off when I wanted to since I employed other pharmacists to help me. Years before, while living in Chicago, I had seen a shiny Stinson in a store window on Michigan Avenue and had fallen in love with it. I even went out to an airport in a suburb and discussed taking flying lessons. It was too inconvenient with the work and study schedule I then had to follow through."

"Following eight years in Chicago, and



Meredith O'Keene Ward, pharmacist-pilot, is a charter member of the Alabama Chapter.

cont. on p. 12

No. 1 in Convenience and Service



MAKE YOUR NEXT STOP  
AT WICHITA'S  
FASTEST GROWING  
AIRPORT

- Aircraft Sales - Charters - Rentals
- Full Line Service and Maintenance
- Cessna Pilot Center
- Transient Hangars and Tie Downs
- Car Rentals by Prior Request



Checks  
Accepted

Cessna Pilot Center



Gulfstream American



Rockwell International  
Commander

316-681-1361

10416 E. Central Wichita, Kansas 67202



## Personality Profiles

cont. from p. 11

with an MBA under my arm, I had come home in 1943 to take over the two family drug stores so my three brothers could go into military service. Following their return in 1946, I went back to school and got a BS in Pharmacy. I had gone out to the Birmingham Airport to see about learning to fly while I was in school, then had even purchased a pair of sailor slacks in which to fly.

The time had not come, however. Commuting from Tuscaloosa took too much time, especially since I was still managing the store downtown and working weekends there.

"From March, 1948, to January, 1950, I kept flying on the back burner, but glowing. One day in March 1950, I decided I had better get flying if I ever was going to make it. My orientation flight was in a Cessna 140 whose number was 9403A. My pilot-instructor said before we took off, 'If you can ride a bicycle you can learn to fly.' This I knew I could do. But then I already knew I could fly! Given the chance. My second flight was in a J-3 Cub and I soloed after some twelve hours dual.

"With 1000 hours in the air I finally felt I had reached a landmark. Most of my concentrated flying time was done in the 1960's after I had gone into hospital pharmacy work and had more weekend time off. Even now, after 31 years of flying, every flight is as exhilarating as my first. I have hurled myself at the sky with enthusiasm each time — and early in my flying had some very exciting flights and landings (once bottom-side-up — once directly on my nose — sometimes in a pasture) and never gotten hurt or done much damage to a plane. In later years as I have grown older (and more experienced) my flights have been more sedate — but I love them all."

*Meredith is a charter member of the Alabama Chapter 99s, formed in 1954. Though she has recently sold her Cessna 120 taildragger, she still has the privilege of its use and is one of the most active retired pilots you will come across.*

## Jill Richardson

by Gordy Holt  
Seattle Post-Intelligencer Reporter

It figures that the daughter of a Yakima crop duster and a Powder Puff Derby champion eventually would be riding in the cockpit of an Alaska Airlines 727.

But Jill Richardson once considered veterinary medicine, graduated from the University of Washington as an English major and, years ago, even dreamed of becoming an Ice Follies star.

So much for kid stuff.

Today, at 25, Richardson is one of only



Jill Richardson, 25, is one of seven women among Alaska Airlines' 228 pilots.

seven women who "Fly Alaska" for a living and isn't obliged to ask, "Coffee, tea or milk?" She's a pilot — at this stage a flight engineer — one of 228 pilots employed by the airline.

She takes this as quite ordinary.

But she knows it is not.

"I've flown all my life," Richardson said. But so has her mother, and therein lies the story.

### Indomitable will

Now with a home in Laurelhurst, Richardson is the only child of Ralph and Gini Richardson, two flight entrepreneurs who, for more than 40 years, have plied the air lanes for fun, for fame and for what profit they could muster.

But what Jill Richardson has accomplished in her life, her mother could not. A woman of impeccable credentials and an indomitable will, not in 40 years did she get a crack at the bigs.

Since the 1950s, Richardson's Aviation and Flyway has been a fixture at Yakima's municipal airport. Ralph sprayed crops and still does; Gini taught flying and skimmed the world's surface in air races. She still does that, too.

For a time in the 1970s, the family even commuted between Yakima and Southern California where Gini had purchased a second flight school and flying service.

To the Richardsons, flying is natural, no big deal. Jill's dad is as comfortable at the stick of his spray planes as any sodbuster on a tractor. Almost every summer, the Yakima Herald-Republic runs photo features of Ralph Richardson diving through power lines to lay a mist over orchard tops. And by the time Jill had come along, Gini was known internationally as one of the country's hottest pilots — male or female.

The papers were filled with that, too.

### No surprise

Twenty-five times — more than any other woman — Gini Richardson competed in a

coast-to-coast speed race called the Powder Puff Derby. She placed within the top 10 in all but five and won in 1971. In 1950 she became the Free World's fifth woman to earn an airline transport pilot rating — what is known in the trade as an ATP. She qualified in 1963 as a helicopter pilot and in 1964 was named by President Lyndon Johnson to the FAA's Women's Advisory Committee on Aviation.

It is no surprise, then, that, growing up, young Jill knew more about the inside of an airplane than she did her own playpen. "I had my first ride when I was something like 6 months old," she said, "soloed at 16, got my private license at 17, my commercial and instrument rating at 18 and flight instructor, instrument and multiengine rating at 19."

It even can be said with accuracy that Richardson's experiences began prenatally.

Twenty-six years ago this May, in a Cessna 180 that averaged 182 miles an hour, Richardson's mother placed fifth in an international air race between Welland, Ontario, Canada, and Havana, Cuba. The race was sponsored by the Cuban Air Force. Fulgencia Batista, the dictator, still was Cuba's president, and Fidel Castro, an unemployed lawyer, was still in Mexico planning an 80-man backpacking trip to the Sierra Maestra.

Gini was 8½ months pregnant.

"I'll never forget what happened at the award ceremony," Gini said. "Batista gave out the awards. He said something like, 'It looks like you had an extra passenger.'"

"Given the fact it was Cuba and a Latin country, you can imagine the shock of it, of seeing a woman — pregnant at that — in an air race. But I said to him, 'I don't have a worry in the world. I'm the only person in this race who could have floated in the event of an emergency.'"

### Fell in love

But, though Gini's trials and exploits through the years never failed to draw



headlines, the world of the 1950s was about as sensitive to a woman's talent as it was to women's rights generally. While it was dandy that Rosie could rivet her way through World War II, you wouldn't want her married to a DC-3, especially at 10,000 feet. It made little difference that Gini had been flying since she was 14 and would prove time and again that, in a game of hardball, she seldom flinched.

Gini Richardson fell in love with flying one summer day in 1940 when a barnstormer named Reg Robbins sailed into Mineral Wells, Texas, selling rides for \$2. "My mother paid the \$2," Gini said, "and when I got down I announced that I was going to be a pilot." It was no childish boast.

When she moved with her mother to Fort Worth for college the next year, she traded lunch money for flying lessons and worked as a typist for Montgomery Ward.

By the time World War II ended, Gini was chief pilot for a flight school at Kitsap County Airport near Bremerton. One of her responsibilities was to give refresher

courses to army pilots so they could get the big airline jobs.

When she, too, began applying to major airlines, "they just laughed at me," she said.

Gini did manage to land a job with Boeing Field based Sourdough Airlines, a non-scheduled outfit that flew routes to Alaska.

"When I went in to apply back then," Gini said, "the Sourdough manager thought I wanted a job as a stewardess. I said, no, I'm a pilot, and I would like to be a pilot."

### No jobs to be had

"He said there weren't any jobs and, anyway, he wasn't hiring women. But he put my name down and two days later I got a call. I'm sure they had exhausted their supply of pilots."

"But in those days I never felt discriminated against. I took it as a fact of life."

Indeed, it was not until 1973 that a regularly scheduled airline, Frontier, broke the sex barrier.

Like her mother, Jill Richardson has seldom thought "discrimination."

"I'm not the type who pays much attention to negatives," she said. "Most of the flack I got was from people competing with me to get on an airline. And then I've always been busy. I've kept progressing. I've never had to stay in one job long enough to get depressed about not moving up or have the feeling I was in a dead end."

Today, the system is set. As a rookie, Richardson the pilot will work her way through the chairs until, as seniority dictates, she slides from flight engineer to co-pilot to captain. With larger carriers — such as Northwest, United, and Continental — that process could take as long as 10 years, but with Alaska, it could happen within three to four.

*Our thanks to the Seattle Post-Intelligencer newspaper for allowing us to reprint the above article on Jill Richardson.*

## Weather Radar Seminar set for St. Louis Convention

by Hazel Jones

AOPA's Air Safety Foundation has a terrific seminar, called Weather Radar, which has been presented all over the country. The seminar, of interest to any pilot, will be given on Saturday afternoon, August 14 from 1:00 — 5:00 p.m. Four hours, yes, but before you groan, trust me that the time goes very fast.



Archie Trammel, executive vice-president of the Air Safety Foundation, will be presenting the seminar. He is probably best known in aviation for the hundreds of magazine articles he authored between 1964 and 1978 as senior editor for *Flying*, and as editor-in-chief of *Business and Commercial Aviation* magazine. Archie has been in aviation since 1942 as a

navigator, mechanic, professional pilot, author and lecturer.

Trammel developed the weather radar training course and has conducted it throughout the country for business, corporate and air carrier pilots.

Along with the lecture is a slide presentation which is very good. The seminar discusses what radar can do for you and what it cannot do; what information to ask for when obtaining a weather briefing from FSS; and what some of the numbers mean that can be seen on a radar screen.

The seminar is open to anyone attending the convention for a fee of \$25. All fees will be donated to the United States Precision Flying Team.

Even though I have already attended this seminar, I found it to be so good that I will go again at convention time. When sending in your registration for St. Louis, remember the seminar. It is the greatest bargain anywhere.

Last month's issue of *The 99 NEWS* indicated the seminar was for 99 members only. However, anyone attending the convention may attend for the tax deductible fee of \$25.



A Mobil 4-Star Resort  
Restaurant • Private Club  
Airstrip • Float Trips • Guides • Tackle Shop  
Swimming Pool • Tennis • Game Room  
Gift Shop • All Facilities at one location

*It costs no more to go first class.*

Lakeview, Arkansas ★★★★★ Phone (501) 431-5202

### Specialist Aircraft Painting

Singles starting  
at \$1995

Twins starting  
at \$2795

### Ada Aircraft Paint Incorp.

Municipal Airport

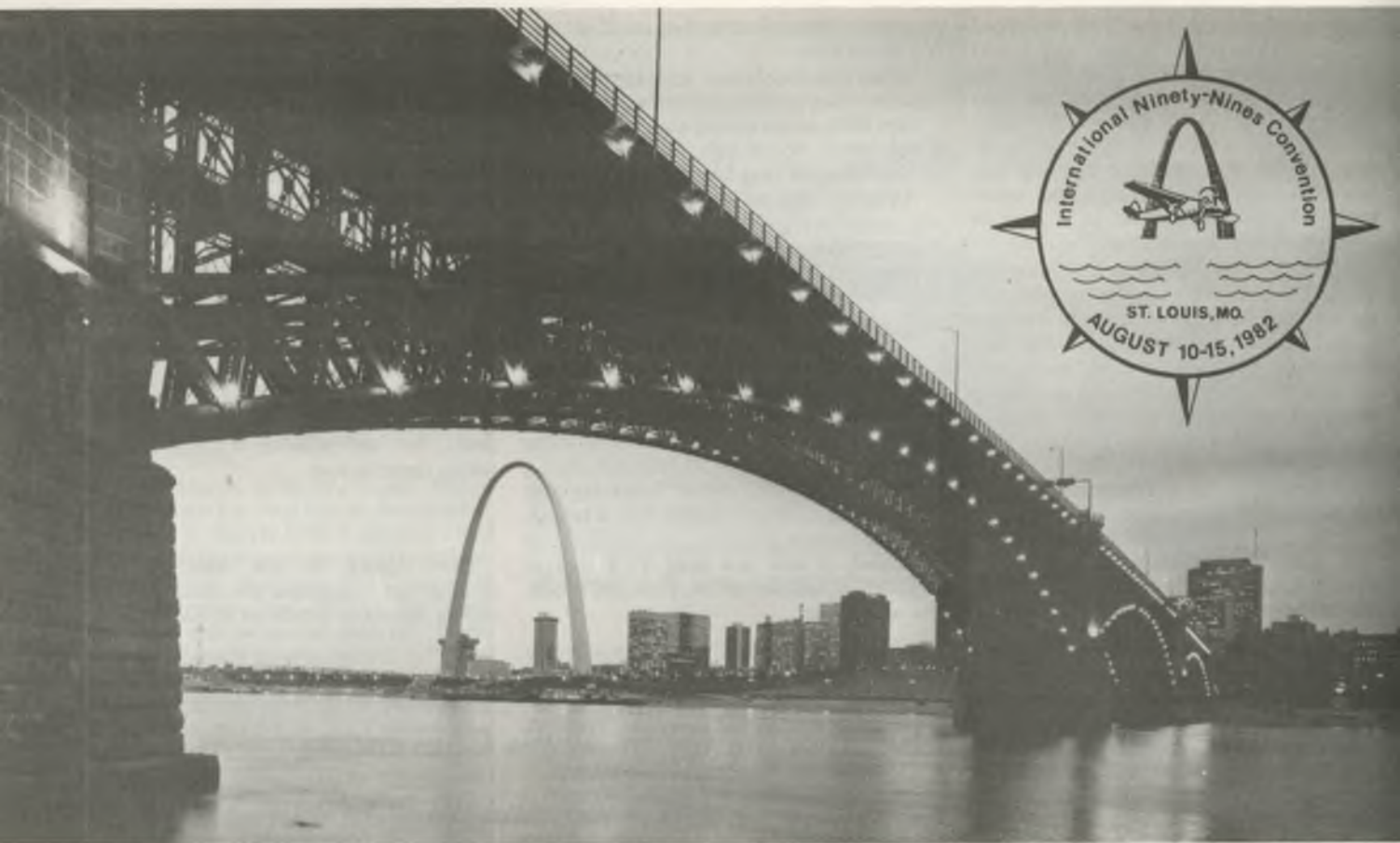
Ada, OK 74820

Red & Vera Brend

405-332-6086

All grades av. fuel available.





View of St. Louis Riverfront through Eads Bridge at dusk. Photo by Jack Zehrt

## ST. LOUIS '82 —

### Space Age Technology, Riverboat Hospitality

by Jan Pocock

If you don't enjoy your visit to St. Louis for Convention '82, it's your own fault! Our Convention activities alone will keep you entertained, happy, busy, educated and stuffed, but, keep heart, we'll have the return of last year's well received early morning exercise classes to help rid you of the excess caloric intake of the previous day!

#### Tuesday, August 10, 1982

Activities begin on Tuesday with registration, the International Board Meeting, and from 2 to 4 p.m., the North Central Section Meeting. Then, from 6 to 7:30 p.m., thanks to the generosity and hard work of the Greater Detroit Area Chapter, we'll have a Welcome Wine and Cheese Party in the lobby of Pet Incorporated (Pet Milk) headquarters building on the riverfront. Dinner will follow, on your own, at any of the many desirable restaurants described for you in earlier issues of *The 99 NEWS*.

#### Wednesday, August 11, 1982

Wednesday's activities will include the exercise class, registration, credentials, the Governor's Luncheon, and in the afternoon

a bus tour to Scott Air Force Base for a very interesting tour and briefing of the world-wide Aerospace Rescue and Recovery Service. Back at the hotel, meanwhile, we'll have a program on investments put on by Mr. Boyd Atterberry and Ms. Claire Beekley of Planned Investments Co. In these days when we are being bombarded by the media on IRAs, etc., this should be a most worthwhile program. Also, representatives of the Defense Mapping Agency (Aeronautical Chart Center), makers of all charts used by U.S. military forces worldwide and actual on-board cockpit navigation aids, will be on hand to present a program. Then, from 3 until 5 p.m., Louise Wicks of the Willamette Valley Chapter in Oregon will speak on "Professional Approach," which covers investment dressing basics, and how to make your wardrobe work for you. Lunch and dinner will, again, be on your own to allow you to try more of the fine dining establishments of which we boast.

#### Thursday, August 12, 1982

Thursday will start again with exercise and registration. Then, from 8:30 until 11:30 a.m., we'll have a "rap" session with the

One of the streets in Laclede's Landing. Photo by Jack Zehrt





International Officers, which will allow us to make comments, ask questions, etc., in an informal give-and-take atmosphere. This will be followed by the Chicago Area Chapter-sponsored AE Luncheon and Scholarship Awards (or, the 49½er luncheon at the beautiful Stadium Club in Busch Memorial Stadium).

After the luncheon we'll have buses on hand to take you to McDonnell Douglas Aircraft Company for a tour of their Prologue Room where you are taken through the adventure of flying machines from early on, up through the Space Program with the early Mercury and Gemini capsules as well as the current jet fighter equipment. There will also be programs at the hotel on flight medicine and flight physicals.

Thursday evening you will have an unusual opportunity to participate in "Muny Opera Night" on an optional basis. This includes a back stage tour of this world famous theater, the largest outdoor theater in the country, and a buffet dinner on the grounds followed by the performance itself.

#### Friday, August 13, 1982

Friday morning, following a Continental breakfast, we'll have our business meeting from 8 a.m. to 12 noon. This will be followed



The Muny, St. Louis' outdoor theatre, presents "The Highwayman".

by our International Luncheon, sponsored by the All-Ohio Chapter, where we will honor all members present from outside the USA. In the afternoon, Louise Wicks and the folks from the Mapping Agency will present programs for those who missed them the first time. Also, AOPA's Pete Campbell will give a talk on General Aviation, as only he can do. Pete's vast experience over a period of 40 years — including a hitch with the Army Air Force in WWII, an FBO in Tennessee, and as General Aviation Operations Inspector for the FAA and through his retirement from the FAA in 1980 — affords him the expertise for his presentation. In addition, buses will again be on hand for the McDonnell Douglas Prologue Room tour.

Friday evening dinner is free unless you sign up for an evening on the Goldenrod Showboat dinner theater. Truly, no visit to St. Louis can be considered complete without "experiencing" the Showboat with its food, fun, hilarious melodrama and vaudeville in this delightful, old-time

riverboat atmosphere. Built in 1909, the Goldenrod traveled the rivers, bringing entertainment to thousands of people. She has been moored on the STL riverfront since 1937 and today is the last authentic showboat surviving on the Mississippi River. We wish to point out that reservations for the optional Goldenrod Showboat MUST be made by June 10. We need this information to determine whether we should charter the boat for our group only, or share it with other Friday night dinner/theater patrons.

If you'd rather not pick up the optional dinner activities planned for Thursday and Friday evenings, you won't be hurting for things to do! The downtown stores are open Thursday evening until 9 p.m. and on Tuesday through Friday, the marvelously fashionable Plaza Frontenac shops are open until 9 p.m. so, shop a little! Then, of course, there's Laclede's Landing, where St. Louis began. The area sparkles at night like a bustling, turn-of-the-century rivertown. Along its cobblestone streets there are places for fine dining, casual lunches and suppers, dixieland, folk, jazz, country and rock music. Each eating and drinking establishment exudes its own ambience, be it a sophisticated bistro or a rambling factory bursting with live music, each hiding behind the 19th century brick facade of its rivertown days.

#### Saturday, August 14, 1982

Saturday morning, following the exercise session and the special breakfast which is limited to Charter Members/Past Presidents, there will be a Woman's Aviation Careers Seminar, chaired by Marilyn Copeland and Lois Feigenbaum, featuring Easter French, Careers Specialist, GAMA, Washington, D.C.; Sandy Bacsanyi, Ann Arbor 99, first officer, Jet Way; Michelle Stauffer, Topeka 99, Aircraft Sales, KC Piper; and Betty Jo Ault, Middle East Section Governor, Chief Flight Instructor, Ronson Aviation, Trenton, New Jersey.

In addition to 99s, we're inviting college and vocational school students to attend this seminar, as well as the Louise Wicks program, to assist them in career planning. There will also be an optional St. Louis Area Tour on Saturday morning that will allow you to see some of the sights that aren't within walking distance of the hotel. On Saturday afternoon the Flight Safety Foundation of AOPA will sponsor an optional Radar Seminar, presented by Mr. Archie Trammell. This program will be open to the public at \$75 per person, but the price to 99 members will be only \$25.

All of this will be wound up with our Saturday cocktail party and banquet and the Sunday morning fly-away from Bi-State Parks Airport.

Throughout the week we'll have such features as our hospitality room and our "AIRMARKIT" which will be open daily except during the business meeting. NOTE: All chapters interested in reserving a display

table in AIRMARKIT at \$7.00 each, please contact:

Mary Kinnaw  
7436 Brightwood Drive  
St. Louis, MO 63123  
(314) 483-7362

There will also be an AOPA sponsored area for exhibits of aviation equipment by manufacturers.

#### 20-20 HINDSIGHT

We didn't provide a space for it, but please indicate on your registration form (if you haven't already mailed it) if you plan to make the trip to Scott AFB on Wednesday, August 11, so we can reserve the necessary number of buses.

#### BE A WINNER!

Your contribution to the  
1982 CONVENTION  
could make you a winner.

Send money (check) with ticket stub to:  
Barbara Wilper  
1255 Teson Road  
Hazelwood, MO 63042

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Phone \_\_\_\_\_

Drawing: Jul. 1, 1982

Donation: \$3.00 PER TICKET \$5.00 FOR 2

INTERNATIONAL CONVENTION 1982

GREATER ST. LOUIS CHAPTER 99S

1st Prize: Double Room for 5 nights at the

"Marriott Pavilion Hotel"

during convention

2nd Prize: Helicopter Ride for 2 Persons

3rd Prize: Municipal Opera Tickets for 2 Persons



# News, Activities and Projects



Obtaining cuttings from the Amelia Earhart Banyan Tree is 99s' Aloha Chapter Chairman Eleanor Sharpe, standing next to Milton Hakoda, director, County of Hawaii Department of Parks and Recreation. With them are Gene Wilhelm, Ruth O'Connor, Mary Patricio and (on the right) Lindy Boyes. The cuttings were sent to the International Forest of Friendship in Atchison, Kansas, Earhart's birthplace, to tie into the celebration of the 50th anniversary of one of her flying feats — the solo crossing of the Atlantic Ocean

on May 20, 1932.

Amelia Earhart is one of the many celebrities who has dedicated a tree on the famous Banyan Drive of Hilo on the island of Hawaii. The renowned aviatrix dedicated her tree in January 1935 while waiting for weather to clear before making her historic solo flight from the island of Oahu to Oakland, California. On January 11, 1935, she became the first pilot — male or female — to accomplish that flight. *Related information can be found on page 2 of this issue.*



## EAST CANADA SECTION

### Eastern Ontario Chapter

Thirteen dedicated people attended the meeting on February 20 at the home of Betty Jane Schermerhorn. It would have made your head swim to see all the activity. Five people — Barbara Collins, Sue Ehrlander, Louise McConnell, Lorna DeBlicquy and Chairman Dorothy Drew manned sewing machines making goody bags for the Spring Section Meeting. Margaret Taylor kept them supplied with pre-cut pattern pieces. Suzanne Frogley, Camille Laughland, Gerda Ruckerbauer, Madona Skaff and Isabel Peppler collated material for the mailing and goody bags. Michele Samson worked on preparing tickets and with packaging the literature.

We welcomed Ute Merritt, a prospective member, who unfortunately was not able to

## Bob's Bar-B-Q of Ada

Famous Hickory Pit Bar-B-Q  
and Homemade Pies

Open 11 A.M. to 10 P.M.  
(405) 332-9803

Closed Sunday & Monday  
2004 N. Broadway

Ada, Oklahoma  
Within Walking Distance of Airport

Working with the IBM System 32 computer at Headquarters are Executive Director Loretta Gragg and Virginia Oualine. Virginia, who has been Headquarters Secretary for six years, will be leaving her position with The Ninety-Nines on April 23. She will be sorely missed.





come in time for the scrumptious pot-luck luncheon. All the hard work could not prepare our appetites to do justice to the luscious desserts, but we did our best!

Camille, Sue, Margaret, Barbara, Louise

Gerda Ruckerbauer, Camille Laughland and Madona Skaff prepare mailings for the Spring Section meeting at the Eastern Ontario Chapter's February meeting.



and Madona took advantage of the opportunity to experience ski flying in the Schermerhorn's Super Cub.

by Betty Jane Schermerhorn

## WESTERN CANADA SECTION

### Canadian Rockies Chapter

Radium Hot Springs, British Columbia, is the site for three aviation seminars organized by the 99s for their Western Canada Section meeting April 30-May 2.

Topics include "Survival — What to Carry, How to Cope," "Mountain Flying," and "Buyer Beware — Tips on Buying a Used Aircraft."

Guest speaker for the Saturday night banquet will be 99 International Board member Gene Nora Jessen, Idaho 99 and former test pilot.

### Saskatchewan Chapter

Recently Saskatchewan Chapter members toured the Satellite Tracking Station located west of Prince Albert, Sask. Energy Mines and Resources Department has two receiving stations, one in Prince Albert and the other in Shoe Cove, near St. John's Newfoundland, which pick up data from the two U.S. Landsat remote-sensing satellites.



Nadine Cooper, Saskatchewan Chapter chairman, visited Headquarters recently to view the AE memorabilia on display there.

The main control room of the station has an array of computers with dancing digital displays which boggle the minds of the average layman.

Members were able to watch a satellite being tracked as it came over the Arctic Circle. Unfortunately, because it was winter, night doubling day resulted in less scanning, for which light is essential. The computer pictures, tracking from Bank's Island all the way to Skagway, provided a fantastic journey at some 620 KMP per second, using a total time of 2 minutes to complete.

Weather reporting is much more detailed in such a facility, and Station Manager Roy Irwin confirmed that science and technology are in place for accurate weather reports. However they are not allowed to give this public service for the public good. The politics are quite simple...it would put all the weather guessers out of work...worldwide.

The tracking facility is situated on 1700 acres of northern forest land, fenced and with appropriate security measures. Public tours can be arranged.

Saskatchewan Chapter members are also participating in an open house at Prairie Flying Service Hangar in Regina. Vice-chairman Grace Duke will be showing members the facilities and new aircraft on display.

Melody Cooper (daughter of Nadine) is ready for her cross country solo, just waiting for the weather to improve! All of us have been waiting since January for this to happen!

by Nadine Cooper

## MIDDLE EAST SECTION

### Maryland Chapter

Our annual Christmas party was held at the Blue Bell Restaurant in Fallston. Chairman Joan Bates presented poems and gifts to her outgoing officers and Jane Toskes was voted in as a new member. The highlight of the evening was the initiation of Rudy Zinn and Gerald Gavitt into the 49ers.

The February meeting was held at Sally William's home on a Friday evening. We occasionally have evening meetings since some members work Saturdays. After enjoying chili and desserts we all became more familiar with the booth which was set up in the basement. We had a visit from Section Governor Betty Jo Ault and Membership Chairman Kate Macario. Betty Jo brought up some of the items that will be voted on at the Spring Section meeting and Kate told us that a section dictionary will be compiled yearly and updated each month.

The March meeting was held at Carroll County Airport. We discussed plans for the Fall Section and Pat Lambert was voted in as new member. We watched the AOPA movie "Coping with ATC" which was especially interesting because it featured airports in the local area. It even showed an

emergency landing at Carroll County, where our meeting was held.

One of our members, Janice Knestout Colvin, is the editorial director of AOPA's special publications staff. There was a write-up about Janice and her staff in a recent issue of the AOPA Pilot. It mentioned that Janice and her staff collect the information for the AOPA's "General Aviation Aircraft Directory" and continually update it. They also compile the magazine's avionics directory, the AOPA's "Handbook for Pilots" and the AOPA's "Airport U.S.A.". Janice is also the Managing Editor of the Seaplane Pilots Association newsletter and the *Water Flying Annual*. She also will be assisting Pilot editors in preparing a directory of ultralight aircraft.

by Mary Beth Autry



Newest member of the Maryland Chapter, Pat Lambert, completes her application form while Sherry Marshall observes.

### Washington, D.C. Chapter

The March dinner meeting for the D.C. chapter was held at Amelia's in the Crystal Underground, Arlington, Virginia. The restaurant was named for Amelia Earhart and features aircraft reproductions and some antique memorabilia. 39 members and guests enjoyed the cuisine and the decor. The special treat of the evening was a visit and talk by Louise Sacchi. Everyone enjoyed her presentation and were awed by the multifaceted abilities she has shown.

The D.C. Chapter co-sponsored a Safety Seminar on March 24 at the National Air and Space Museum. Joan Stalk, Gerda Ruhnke, Rosemary Doud, Bea Wilder, Velta Benn and others helped make it a successful evening. We also had a 99 information table with pamphlets and literature.

by Frances J. Wehman

## NEW YORK- NEW JERSEY SECTION

### Long Island Chapter

Pat Bizzoso and Pat Rockwell flew to the Garden State Chapter meeting at Trenton, New Jersey on Valentine's Day. Guest speaker was Grace Mcguire, Garden State



99 and Amelia Earhart look-alike. Grace is involved in a dream she has had since childhood, "Project Destiny". She wishes to complete Amelia Earhart's final flight made in 1937. The flight, if financial arrangements can be made, will begin on July 24, 1982 from Lae, Papua New Guinea and terminate approximately 7,000 miles later on July 28, in Oakland, California.

It was an extremely interesting and enjoyable day. Neither Pat could get over the distinct resemblance Grace has to Amelia Earhart. We all pray that Grace's flight will be a huge success.

The Long Island Chapter held its March meeting in the John Peel Room at the Island Inn, Westbury, L.I. This is where our N.Y.-N.J. Fall Section meeting will be held on October 1-2, 1982. It was a delightful evening in front of the open fireplace with delicious food and good company. We hope all 99s near New York and New Jersey will join us next October. We have lots planned to do and to see.

by Patricia Rockwell

### N.Y. Capital District Chapter

The Capital District 99s welcomed back Ruth Green after her Florida vacation. Besides the fun and sun of the south, Ruth enjoyed the time spent as pilot-in-command. She laughingly told us she "hogged" the controls of the Skymaster and added seven more hours of flight time to her log book.

Guest speaker at the March meeting was Dr. Adele Strominger, FAA Flight Examiner. Dr. Strominger reviewed the procedure for an FAA physical and answered questions related to technical aspects of the medical certification process.

With spring only "thisfar" away, the Capital District Chapter is gearing up for some fun flying activities. Ready for takeoff is a late March fly-in and a June air rallye. After the success of last year's rallye, we're all looking forward to another competitive event.

by Trish Bianchi

### Palisades Chapter

Congratulations to Vice chairman Connie Moser for ATR. Connie is presently with Holiday Airlines based at Newark International Airport, and is hoping for a corporate or airline position.

A fun evening, held in the old tower, was enjoyed by chapter members at the Teterboro Hall of Fame Aviation Museum March 26, 1982. The beautiful clear night enhanced the festivities as well as the catered buffet and the liquid spirits.

Up and coming activities include an airparking at Essex County Airport and the 6th Annual Palisades Poker Run in May. Details will follow.

by Clarice Bellino

### Western New York Chapter

The Western New York Chapter welcomed a transfer from the Washington D.C. Chapter, Marie Flanigan.

Kathy Potoczak spoke to the Amherst

Senior Citizens Club about her Angel Derby Flying experiences.

Rosemarie Sutherland spoke on the topic, "It was Not Love at First Flight," to the Kenmore and Amherst Zonta Clubs and to the Kenmore Kiwanis Club.

Pat Kneiss, chapter chairman, is the proud owner of a Cessna 1977 Cardinal RG. She and her husband had a write-up in the Buffalo Courier Express about how they use their two airplanes (his being a Cessna 206) in keeping their 22 tuxedo stores supplied.

by Ginny Hake

## NORTH CENTRAL SECTION

### All-Ohio Chapter

Air Activities Chairman Kathy Samuelson hosted the March meeting of the All-Ohio Chapter at Lane Aviation, Columbus, Ohio. Using a great deal of imagination, Kathy asked members to bring any item dealing with aviation to the meeting and explain why it meant so much to the showee. Members brought small airplanes, needlepoint, pictures, etc. For the program Steve Samuelson showed the video tape that he took at last year's Dayton Air Fair. His editing, announcing and music was a



Joan Mace, Mark Adams, Norm Ullom-Morse and Rick Huhn listen while Marcia Greenham, standing, explains VORs at a recent Pinchhitter Course.

labor of love. His labor, our love. It was just great!

Flight instructors Marcia Greenham and Joan Mace conducted a Pinchhitter Course in Columbus, Ohio. Marcia taught the ground school with Joan assisting; then both did the flight instructing in the firm's Beech Bonanza A-36. The gentlemen taking the course were members of the law firm of Grieser, Schafer, Blumenstiel and Slane. In their business over 151,000 miles are covered in a little over a 12 month period. With so much time in the air the men felt it would be good to know the workings of the aircraft in the event their pilot, All-Ohio Chairman Jeane Wolcott, bit the dust! Marcia and Joan expect to finish up the flying portion by the first of April.

by Jeane Wolcott

### Ann Arbor Chapter

The Ann Arbor Ninety-Nines have been very much involved in flight safety study (a fine pastime for the heavy winter we've just experienced). In February, Dr. Don Ross

addressed our group on "Medical aspects of flying."

In March the chapter, in conjunction with the FAA, presented a safety "Fair" covering such topics as spacial disorientation, hypoxia, the Barony Chair demonstration and weather flying.

We have also been involved in designing and manufacturing a T-shirt to advertise the North Central Section meeting to be held in Ann Arbor April 23-25. Our very talented Chapter Chairman Ilene Hemingway designed and airbrushed the T-shirt logo.

Sandy Bacsanyi has found herself flying co-pilot on a Lear 35 out of Detroit and we are quite proud of her achievements in flying. Sandy is also a freelance CFL.

Future plans include an engine care clinic in May of this year and our annual Barbeque-turned-Bluegrass in July.

by Jean Martin

### Central Illinois Chapter

Which are the flaps? What is the trim? Which direction is the wind? So that's a railroad! This is it — a VOR? Computer! Plotter! Tune in Unicom, 122.8. Flight Service Station, clouds, rain, one-eighties ... Emergency landing ... Me????

These and many more questions were answered February 26-27 in Springfield, Illinois. An able group of Central Illinois Ninety-Nines conducted the recent Flying Companion Course held in conjunction with the Illinois Department of Transportation IFR-VFR Seminar.

It was the center of interest for a large group of "right seat" fliers. Sue Smith and Barbara Brusseau were the lead planners. Karen Wells, Anita Albert, Linda Hamer, Wanda Whitsitt, Lynne Trupin, Lorraine Reynolds, Mary Groesch and Cath Miles all filled the two days with much know-how, laughter, and study.

Pilots could not believe their "companions" were anxious to attend each segment when there was a beautiful shopping mall nearby. A great flying weekend and hopefully the beginning of several new Ninety-Nines!

by Marjorie Hughes

### Chicago Area Chapter

The February meeting of the Chicago Area Chapter was held at Midway Airport. We met for lunch at Shipwreck Kelly's and were instructed in Precision Aerobatics in a talk given by Robert Lough, who is an instructor as well as a participant in aerobatic flying. For our fly-in this month we gathered at the 94th Aero Squadron Restaurant at Pal-Waukee Airport. Fifty people came to enjoy the bountiful champagne brunch. Needless to say, most of us drove to this event.

March was an unusually busy month. On the 12th, we gathered at the Hilton Inn in Naperville to celebrate our 30th Achievement Awards. The decorations incorporated pearls in keeping with the 30th anniversary theme. Every member who participated in the contest during the



preceding year was given a small trophy, with the larger ones going to the members with the most points in the various categories. Nancy Haraldson again won the trophy for the most points overall. Rainbow plaques were also awarded to participants who did not get large trophies, but were outstanding in a number of ways. We all thank Diane Cozzi, our 1981 Achievement Awards chairman, for an unforgettable evening.

Our banquet was also the time that our Chapter Scholarship winners were

## Greater St. Louis Chapter

Not as many in numbers as last year, but none the less enthusiastic were our "Flying Companion Seminar" attendees on Saturday, March 20th. Barb Wilper's crew did a masterful job of guiding the ladies through the basics of flying. Martha Norman instructed on chart use and computers; JoAnn Sabo gave them a walk around inspection of an airplane provided by Rose Mary Boyd and Executive Beechcraft; and we can't thank the STL FSS people enough



Sue Mohnason, new members Shirley Rusco and Kandy Kane, and Chris Murdock visit during February's Indiana Dunes' chapter meeting.

# CHAPTER NEWS, ETC.

announced. This year the scholarship committee decided to give a number of "Updater Awards" so that more of our members would have help with BFRs, instrument proficiency and new ratings. Mary Panczysyn, Arta Henson, Polly Gilkinson, Marlene Winters, Mary Storey, Ruth Franz and Diane Cozzi were the recipients. Our candidate for the Section Service Award, Rita Adams, was also announced at this time.



Chicago Area Chapter members and guests fill their plates at the 94th Aero Squadron brunch.



Diane Cozzi receives her "Updater Award" from the Scholarship committee.

March 20 found our members working at our annual Aviation Safety Seminar. The seminar was held at the D.A.V.E.A. Center in Addison, Illinois. Marion Servos, seminar chairman, was able to get a number of very interesting speakers for the day, including Pete Campbell, formerly with the FAA and now with AOPA, who spoke on Attitude Instrument Flying. Susan Murray, who headed up the food committee, was able to supply lunch and coffee breaks for the 340 people who registered in the Intrepid Aviator and the Nervous Navigator courses. The Nervous Navigator course was given by the members of the Chicago Area 99s.

by Marjorie Sundmacher

for the use of their facility and the tour for our people. Also, it looks like we have a really "gung-ho" new member in Linda Gal, who offered to manage the luncheon prior to even becoming an official member! Several other members pitched in, making sandwiches and cookies, etc. for the lunch, and as general assistants. Looks like we had another highly successful seminar.

Ruby Fudoli and crew are working on the St. Louis - Spirit Airport stop for the Shangri-La Air Race in April — all these activities in spite of the fact that we're all working like crazy on the Convention. Some very busy ladies!

Nikki Caplan advises that the July 4th Vailed Prophet Fair in St. Louis will also be the site of the start of a National Championship Series Helium Balloon Race that will launch from Ead's Bridge, with their tentative goal (destination) Dayton, Ohio. A similar race was staged at the 1904 World's Fair, with DCA as the "goal", however easterly winds made getting any farther than Ohio impossible for them. Hopefully, our July 4th WX will be more favorable. 'Twould be nice if they could have planned the race for a month later, though! As it is, rumor has it that the Confederate Air Force will stage another static display at Spirit Airport in August, and maybe it will be the middle of the month?

by Jan Pocock

## Indiana Dunes Chapter

The Indiana Dunes Chapter had its meeting in February at the Porter County Municipal Airport in the offices of Northwest Aviation. The meeting had an excellent turnout of members and new women interested in the 99s.

During the meeting two new pilots, Kandy Kane and Shirley Russo, also became 99s.

Charlene Falkenberg did not attend the meeting due to a bad fall on the ice. After surgery, she is at home recovering.

by Patricia Magon

## Lake Michigan Chapter

The March chapter meeting was held in the Kent Room of the Grand Rapids Airport terminal building. Members in attendance were Joan McCombs, Jeanne Vandersloot, Mary Gardanier, Ruth Eiseman, Tip

Conrad, Mary Creason, Betty Bytwerk, Thea Fleming, Nancy Stewart, Ruth Gardner and guest Diane Linsley.

It was decided to have a 99 Booth at the May 9 open house at Lowell Airport. As a money-making project we will sell cookies and brownies. Member Joan and her 49½er, Colonel Clair McCombs, operate the training school for missionary pilots at Lowell, and both will demonstrate the taildragger aircraft used in missionary field excursions.

After the business meeting the FAA film, "All It Takes Is Once," was shown and enjoyed by all.

Jeanne Vandersloot, hostess for the meeting, is due to become a new mother in August. She has also obtained her commercial license and CFI.

Joan McCombs passed Phase III of the Pilot Proficiency Award Program, and Thea Fleming passed Phase I.

New member Ruth Gardner now has her C-I rating.

Mary Creason returned recently from a three week tour of the People's Republic of China. She was a member of a scientific technological exchange group. Copies of her prepared lecture entitled "Benefits of General Aviation to Society" were given to people in six cities including Beijing (Peking), and she talked about women in aviation to nurses in Hanzou. There is no general aviation in the People's Republic of China.

The next meeting will be held at Weber's Inn in Ann Arbor in conjunction with the North Central Section meeting.

by Betty Bytwerk

## Scioto Valley Chapter

A slide presentation entitled "Pilot Prerogatives" highlighted the program for the Scioto Valley Chapter's March meeting. Tink Culley, Accident Prevention Specialist for the Columbus, Ohio, FAA GADO, provided the informative audio-visual, and addressed the group on the Pilot Proficiency Award.

The meeting marked the first anniversary of the chartering of this Ohio chapter, and the members celebrated with an appropriately decorated "birthday" cake.

by Lee Loffer



# CHAPTER NEWS, ETC.

## NORTHWEST SECTION

### Eastern Idaho Chapter

The February meeting of the Eastern Idaho Chapter was held at the Blackfoot Airport where FAA Examiner Max Gibson gave a talk on aircraft maintenance covering many topics. Some areas included why aircraft tires are so expensive and the 99s found out this was due to the tires being made of all rubber to withstand tremendous pressure and temperature changes. Mr. Gibson also noted that a pilot should check for birds' nests and mice droppings, as both can raise havoc with a plane.

Snowy weather postponed the March service project, which was originally planned to paint the hangar doors at the Rexburg Airport. This project will be rescheduled in the future.

The next meeting will be held in Blackfoot where the 99s will put on their paint clothes and go to work with their brushes to mark the runway with large numbers to be seen from the air. Another airmarking is planned for American Falls sometime soon.

The Density Altitude Clinic will be held in Rexburg on June 19. The clinic will be presented by FAA Specialist Jack Walsh and is open to the public. The clinic will begin at 10 a.m. and will consist of a ground school and flying time. Prizes will be awarded to those pilots coming closest to estimating their aircraft takeoff performance. For more information, please contact Judy Ramsthaler, 524-2226.

by Kathy Layman

### Greater Seattle Chapter

When the Greater Seattle 99s landed at McChord Air Force Base on March 10, some of the perplexed military personnel were scratching their heads. Why were they being invaded by a bunch of pilots in pantyhose?

But, it was with the blessings of the Air Force that six private planes piloted by our 99s had the thrilling opportunity to fly into the military field for a tour of the facilities. Our tour guide was, appropriately, a charming lady in the uniform of the Air Force, who conducted us on a visit to the tower and the radar room, and to the simulators, where a number of young officers gave us a briefing on the Air Force training program.

Highlight of the day was the chance to enter the cockpit of the simulators. Although time did not permit our group to "fly", we did have the fun of studying the fantastic array of controls and instruments that are required to fly those big birds. We also were delighted to receive an invitation to return in smaller groups for a chance to get our hands and feet on those controls.

While on our tour, a Channel 11 TV news team taped the events of our day for the late news. Only a small segment was aired, but it



Greater Seattle Chapter members Ellie Canadale, Pat Wells, Frances Heaverlo, Monica Mygatt (one of two women seaplane flight instructors on the west coast), Van Adderson and Jean Thomas board a 1942 Grumman Goose twin engine amphibian at Kenmore Air Harbor.

did bring our 99s to the attention of Northwest viewers.

Our day included an informal luncheon in the Officers' Club, during which the group made plans for future events. As the sun lowered into the Puget Sound haze, the sight of our "mosquito fleet" winging their way between the giant craft of the Air Force was a picture to bring a broad smile to the face of even the most seasoned lady aviators. What a great day for the 99s!

by Jean Thomas

### Montana Chapter

March was a busy month for the Montana Chapter. The March 8 meeting opened with a warm welcome home to member Kay Roam who graduated second in her class at Flight Service Training School and has been posted to the Billings FSS. Our featured speaker for the evening was Mr. Dick Hatfield, survival specialist. Guests included a reporter from the Billings Gazette who wrote an enthusiastic article for the paper's March 16 issue.

The month ended most successfully when the chapter sponsored an FAA Safety Seminar on March 27 in Billings. At least 115 participated in the seminar with speakers covering topics on air traffic control procedures, general aviation reservation program, operation and use of electronic navigational equipment and a demonstration and discussion on wilderness survival.

by Nancy Larsen

John Ellsworth, Chief of Billings FSS and Mick Wilson, Chief FAA Accident Prevention Specialist, are welcomed by Montana Chapter Secretary Mary McKamy at the March 27 safety seminar.



### North Dakota Chapter

The February meeting of the North Dakota Chapter of the 99s was held at the home of Wynola Thornton, at Mandan, North Dakota. William S. Murray, a Bismarck attorney and pilot, spoke to the group on procedures involved in cases where a pilot has had a violation filed against him or her. He also spoke on insurance matters.

Other guests included Wanda Miller, formerly a local flight instructor and now the newest addition to the Bismarck air traffic control tower, and Lori Lemmerman, a CFI who has recently moved to Bismarck and who now operates the Bismarck Gymnastics Club.

The March meeting was held at Jamestown, North Dakota, with lunch being served by hostess Beth Lucy. Mike Beiriger of the Fargo GADO presented a highly informative safety seminar to the group. This seminar also qualifies participants for the 1982 GAMA sweepstakes.

by Kay Vogel

## SOUTH CENTRAL SECTION

### Colorado Chapter

A means to upgrade flying abilities and a way to keep Colorado 99s safety conscious, Safety Chairman Leslie Lynch, along with the support of the Colorado 99 Board of Directors, is providing the membership the opportunity to become proficient pilots. During February, March and April, programs have been designed around safety. In February, the Proficient Pilots program was introduced, reviewed and discussed. It was followed by a discussion on the safety techniques involved in winter flying. This provided an interesting and relevant program.

A Safety Seminar with an FAA Accident Prevention Specialist and three volunteer accident prevention counselors provided consultation for the March program on flying techniques, regulations and safety operations. The Volunteer Accident Counselors were 99s Nancy Aldrich, Leslie Lynch and Charolette Klyn.

The April meeting had Lt. Col. Tom Hoskinson USAF-CAP Liaison Officer, Colorado Civil Air Patrol Wing making a presentation on Search and Rescue. Mountain Survival techniques were included.

To promote the three hours of refresher instruction, the chapter is offering a five dollar gift incentive to those completing the program. Pilots who attend a Safety Seminar and take three hours of refresher instruction in airwork, takeoff and landings and instrument flying will be entitled to their wings. We look forward to learning that a large number of our membership will receive their wings, noting that they have up-graded their flying and are "Proficient Pilots".





Beech Aircraft Vice President William J. Robinson, 99 Board member Marilyn Copeland, FAA Examiner Mary Aikins and Beech Aviation Education Specialist Mary Enstrom listen to other speakers at the recent Aviation Careers for Women Seminar in Wichita, Kansas. The Seminar, chaired by Marilyn Copeland, drew representation from fourteen states.

### Kansas Chapter

The International 99s and the Kansas 99s sponsored their annual "Aviation Careers for Women Seminar" the weekend of March 26th and 27th. The session was attended by 50 to 55 young people from 14 states who were interested in aviation careers.

After registration Friday afternoon, the students were given factory tours to Beech Aircraft, where they were personally directed by Kansas 99s Carolyn Schmalz, and also to Cessna Aircraft Citation Division. In the evening there was a lovely buffet reception in the home of Dr. and Mrs. John Copeland. The event helped the speakers and participants to get acquainted.

Saturday morning the session started off with a Continental breakfast at the Cessna International Training Academy. And, after the opening welcome by Kansas Chapter Chairman, Kay Weber, and a "Welcome to Cessna" address by Mike Lavelle of Cessna Aircraft, the meetings were underway.

The first speaker was Steven J. Brown of AOPA who spoke on *Learning to Fail Successfully*. Next, Norah O'Neill, the only woman piloting a 747, spoke on the need for perseverance and determination in the pursuit of a goal. She also emphasized the wisdom of having a good income alternative for the slow times. Currently flying for Flying Tiger Airlines in a 747, Norah O'Neill is a good example of what she says. After a coffee break, the meeting resumed with a speech by Dave Boufford, Cessna Aircraft Co. He spoke on *Marketing Opportunities*. All three speakers stressed the need to

continue learning more about flying and how important it is to be better prepared than ever when the upturn in the economic cycle returns to the aircraft industry again. They also spoke of using the slow cycles to upgrade skills, earn more ratings and increase flying hours.

After a good period of questions and answers, the students were transported to Beech Activity Center for luncheon and the afternoon session.

International 99s President Janet Green led off that meeting followed by a "Welcome to Beechcraft" talk by William G. Robinson, Vice President of Beech Aircraft Corporation. Mary Enstrom, Aviation Education Specialist with Beech Aircraft, spoke on *Successful Career Planning*. USAF, J-37 Instructor Pilot, Capt. Stephanie Wells spoke on *Military Aviation Careers* and, after a coffee break, Mary Aikins, FAA Examiner, Powder Puff Derby winner and Kansas 99, spoke on *General Aviation Careers Opportunities*. The session ended with another question and answer period.

This second annual "Aviation Careers for Women Seminar" is sponsored by the International 99s and the Kansas 99s. Marilyn Copeland did the planning and organizing of the events. Twenty-two Kansas 99s helped in the transportation, food, registration and various tasks which are always present. The program speakers were introduced by Marilyn Copeland. This is an educational seminar designed for high school and college students. Although designed primarily for women, men are also invited to attend.

by Paula Bruce

### Golden Triangle Chapter

The Golden Triangle Chapter presented Neal Robinson, retiring FAA Accident Prevention Specialist, with a certificate of appreciation and a gift at his retirement dinner in February. Neal worked closely with our Chapter in presenting safety seminars.

Judy Bruce came away with the Top Trophy at the spot landing contest held by the Airport Burns Club at Mangham Airport recently. Her husband, Wayne, was second,

and Jimmy Sims, husband of 99 Beverly Sims, was third. They were "pleased as punch" to edge out two flight instructors and an airline captain.

by Beverly Stephens



Golden Triangle Chapter officers Dottie Hughes, Mary Wheelock and Beverly Stephens visit with retiring FAA Accident Prevention Specialist Neal Robinson at his retirement dinner.



Former WASPs Skip Carter, Lela Harding, Nema Masonhall, Ruth Jones and Betty Riddle visit with Clarence Page, who heads up Oklahoma's Air and Space Museum.



Showing Flying Companion Seminar participants how to check an aircraft's oil level is Oklahoma 99 Charlene Davis (right).

### Oklahoma Chapter

Am sure other chapters having Flying Companion Seminars have found each group is different in interests, knowledge and experiences. Keeps the 99 instructors on their toes. Favorite hands-on subject, naturally, the simulator. Our many thanks to John Caraway, one of Nancy Smith's bosses, for always providing a simulator for our Seminars.

We really enjoyed the Tulsa Chapter, their 49½ers and friends as our guests at the Oklahoma Air and Space Museum in OKC. Clarence Page, major benefactor and old-time pilot and FBO, was our guest speaker. He related many stories of early-day

Anita Hessin is busy planning some exciting fly-ins for the summer months. She has contacted a few flight instructors who are looking into rentals. With the high costs of flying, it is encouraging to know that four people can share the expense, and can attend a fly-in on a shoestring budget. With this in mind, the fly-ins are scheduled for reasonable distances and time. We hope this will encourage pilots from the same FBO's to arrange their flights with others and join in on the fun of a fly-in.

by Barb Hobson



Oklahoma pilots. He spoke of the new addition being built on the Omniplex, solely for the Museum, an enlarged display area for Women in Aviation, as well as display space for full-size antique aircraft, possibly the Winnie Mae from the Smithsonian. Also, the Museum Board is open to nominations for any Oklahoma woman pilot as an inductee into the Oklahoma Air and Space Hall of Fame. So be thinking about this, gals.

It's been a long time since we've had a joint meeting with the Tulsa gals; let's do it more often. We also miss our used-to-be joint meetings with the Kansas Chapter in November. How about Beaumont sometime???



San Antonio Chapter members Ruth Nichols, Geila Hegrans, Betsy Hogan, Margaret Colby and Laura Richter work on goody bags for the 1983 Spring Section meeting.

hostess on meeting day when the cobwebs have to come down, dusting and all that mundane ad nauseum has to be done.

Meanwhile, Question and Answer Sessions are on-going. Second Monday, 10 a.m. till noon. Still on Stalls and Cross Controlling. The GADO APS and assistant came over last month and showed a film and gave us a written test. Fortunately he allowed us to grade our own papers. This is a very informative session. Very relaxed, informal and FUN.

by Mary Jo Voss

## SOUTHEAST SECTION

### Alabama Chapter

Alabama 99s have been working very hard on AVIATION TOPICS CASSETTE TAPES which are now available. Three Alabama CFIs, Carolyn Fisher, Minnie Coggins, and Ruby Dickerson cover inflight problems, landing images, collision avoidance and many more topics. These tapes may be purchased from Mary Bibow for \$7.00. The tape is excellent for a chapter program or for individual use.

Carol Cleveland has an instrument rating and has purchased a Bellanca. Ruby Dickerson has earned Phase II Wings and Rhoda King gave an air age education talk to Talladega Girl Scouts.

Christy Coggins, daughter of Minnie Coggins and granddaughter of Minnie Wade, soloed on her 16th birthday. Minnie Coggins is Christy's CFI. Alabama 99s are looking forward to Christy becoming our youngest member.

by Nadine Rose

## CHAPTER NEWS, ETC.

Watonga received our first airmarking expertise of the year, numbers, name and the whole bit. The WX and the good turnout gladdened the heart of our Airmarking Chairman, Dot Clum.

Fly friendly, you all.

by Nema Masonhall



A "flying companion", with John Caraway's assistance, works with a simulator at a recent Oklahoma Chapter Flying Companion Seminar.

### Santa Fe Chapter

Cold winter weather may have dampened our flying a bit, but not our spirits or plans for spring. We have had two meetings in Los Alamos (a pilot's landing challenge) and one at Santa Fe since Christmas in order to plan a safety seminar co-sponsored with the Albuquerque GADO, and 2 FBO's at the Santa Fe Airport. Also in the works is an airmarking and a trip to Kino Bay in May.

Tuesday, April 6th, is the Safety Seminar from 7-10 p.m. The event is receiving radio coverage and we hope to draw a good crowd. Program includes a film dealing with returning to good spring flying weather and removing "rust" from your pilot skills as well as aircraft. Also, a National Weather Service film on thunderstorms will be presented.

No new ratings have been attained this go-round, but new member Jenny Beatty has joined the Civil Air Patrol.

by Judy Nagle

### Shreveport Chapter

January and February offer only low ceilings to area pilots, so the Shreveport Chapter uses this time for planning and studying, etc.

As March blew in we began airmarking with Springhill, Louisiana, which took two days.

An all-day picnic is planned for May at Reita Dorsett's ranch in Tenaha, Texas. We will help FAA with a large mail-out on ATC developments in the area. Getting ready for Spring Sectional in Corpus. Having fun with skit we are going to present to invite Section members to Shreveport in October for Fall Sectional. And of course, everyone is getting to work now on PSMPs for safety points.

Martha Christy is busy with Shreveport Chapter Approach Plates. She's compiling a "Part 99, Approach Plates" which will contain directions to each of our members' homes. We are still small enough (31 members) to meet in the home, and we need specific instructions as to how to get there. This will save a phone call to the busy



Carolinas Chapter Secretary Donna Lee buckles up for her introductory soaring lesson.

### San Antonio Chapter

San Antonio Chapter is getting ready to host the South Central Section meeting in 1983. This will be during Fiesta Week and we hope for a large attendance, 99s and guests. We have had rooms at a downtown hotel engaged since 1980... right on the river and parade routes and in the center of the Fiesta activities. We would be happy to take hotel reservations at any time.

Member Sally Staley has received her FAA Inspector's rating. Sally flies former Governor Connolly around.

We look forward to Air Force Day at Randolph Field and working the Air Races at San Marcos and Kerrville in the immediate future.

by Mary Ann Greer

### Carolinas Chapter

The March meeting of the Carolinas Chapter was held at Bermuda High Soaring School, Chester, South Carolina. Members were invited to take introductory soaring lessons. We had lots of fun while learning about soaring.

by Mary F. Foley

### Florida Gulfstream Chapter

Dianne Johnston, Ginny Orosz and Adele Hervey helped judge the Broward County Schools Science Fair and Dianne and Ginny presented the Gulfstream



Chapter awards at the awards banquet. The chapter will promote aviation related projects again next year and Safe Air has volunteered plane rides for the winning contestants. This year's awards and Good Year blimp rides were the hit of the evening at the awards banquet.

As several of our members had planned to fly the Angel Derby in May, the chapter decided to hold a chapter race when it was cancelled. The chapter race will be held on the same dates but include only the southern portion of the route and be limited to four days. Alexis Montague is race chairman.

Dr. Lucie Wymans, Ninety-Nine-at-large from the Netherlands, has been visiting with Mina Elschner and keeping her occupied with other-than-99 affairs. Dr. Wymans first came to the United States in 1967 during the Ninety-Nines International year — staying first with the Washington, D.C. Chapter, then with the Spaceport Chapter.

by Virginia Britt



During a recent visit to the U.S., Dr. Lucie Wymans from the Netherlands strolls along the beach at Ft. Lauderdale.

### Florida Suncoast Chapter

Sun 'n Fun Week, sponsored by the EAA, was truly sun (82°+) and fun, especially for the Suncoast Chapter members who volunteered their individual time and "worked" for this great week-long aviation event.

In past years the chapter has manned a 99 booth at the Ladies Pavilion. The "exposure" from this year's volunteer effort seemed to reward us as 99s with contacts and personal experiences beyond a booth's limits. Our snazzy blue pom-pom hats with our special Suncoast patch were evident everywhere.

Some girls parked — spam cans, home builds, classics, antiques or war birds; or



Aerial view of 1982 Sun 'n Fun site at Lakeland, Florida, Municipal Airport.



Suncoast Chapter member Floy Sawyer, in EAA Headquarters, put in more than eight hours every day during aviation week activities.

worked in the Ladies Pavilion; in the medical center; at the ticket gates; in EAA headquarters or in the FAA office.

Any volunteer who worked eight hours or more received a special Sun patch from Sun 'n Fun — the sunburns were free to all!

by Connie S. Chancey

## SOUTHWEST SECTION

### Arizona Sundance Chapter

The Arizona Sundance Chapter was chartered with 39 members on Valentine's Day, February 14th. Over 110 people celebrated the event at a bash held on the 13th at the home of Liz and Mike Kramer at Stellar Airpark. Thelma Cull, Southwest Section Governor, presented the charter to each member while Bonnie Krentler sang a song she wrote about the new chapter. Welcoming Sundance into the section were Barbara Harper, TUS Chapter and section membership chairman; Chanda Sawant Budhabhatti, India Section; Louise Martin-Vegue and JoAnn Linder, San Fernando Valley Chapter; Lois Ann Erickson, section secretary and Sacramento member; Carolyn Chard, chairman, Phoenix 99s. The evening went past midnight when champagne rang in the start of a very productive year.

The chapter's geographic territory is the southeast Phoenix metro area. Activities have been planned for the new chapter such as an Airlift on April 15 at the Airshow held annually for the International Aerobatic Team, airmarkings at Winslow and St. John's, Aerospace education for the Girl Scouts and functions with other aviation organizations around the state.

Sundance member Gabi Thorp is a finalist in the Amelia Earhart scholarship program and NIFA Chairman Lisa Matthews received a flight scholarship from a local FBO, taking her commercial instruction from Gabi.

Sundance members are gearing up for air race season starting with the Fullerton and the Baja.

by Cathy Nicholaissen

### Lake Tahoe Chapter

Lake Tahoe Chapter has, since its founding in 1975, tried to have a member attend all Airport Board meetings. We are proud to say that member Barbara



Lake Tahoe Chapter members Mary Haskell, Marcia Lewis and Kim Hoffman toast newly elected Airport Board member Barbara Northrup (third from left).

Northrup is now an elected Truckee Tahoe Airport Board member. Barbara has been attending most of the meetings on our behalf for some time. Finally she decided that she would run for one of two seats, and was elected.

Barbara is one of five pilots in her family. She does a lot of flying in the family Cessna because she flies throughout the West for her husband's construction company. She also has contributed to several local aviation projects, and was chosen Lake Tahoe's Woman Pilot of the Year in 1980. She has three daughters well on their way towards competing with their mother for flying awards.

Lake Tahoe Chapter members have been planning for the annual Truckee Tahoe Airport Air Show. This fun-filled weekend will take place June 26th and 27th. We hope to see many of you that weekend. Study up on density altitude and come on up.

by Bonnie Seymour

### Los Angeles Chapter

Los Angeles Chapter members have been very busy preparing for the Spring Southwest Section meeting in April, which the chapter is hosting at Santa Monica. The chairman for the event, Rachel Bonzon, has done a great job of organizing all of us (which, considering the various pursuits of the membership, really isn't an easy job!).

As usual, the Los Angeles Chapter Christmas Party was held at Norma Futterman's in December. Our big



Members of the Los Angeles Chapter gather to celebrate the chapter's Golden Anniversary in March. Photo by Mary Firth



celebration, however, is our Golden Anniversary — Los Angeles Chapter is fifty years old! At our March business meeting, we took time out to toast each other and the chapter with champagne and cake — refreshments were supplied by Eugenia Rohrberg and Jane Vaughn.

Both of our National Transportation Safety Board members, Wally Funk and Jean Pyatt, have been doing a lot of lecturing and slide-show presenting to groups in the area. Their jobs give them a special close-up look at the need for safety in flying, and they do a fantastic job of sharing this knowledge with others.

Bernadine Stevenson, who has been extremely active in the efforts to save our local airports, has been elected secretary of the "Friends of the Burbank Airport," a citizen's group formed in 1975 to stress the importance of the airport in community activities.

by Norma Futterman

### Palms Chapter

Preparations are well underway for this year's Palms to Pines Air Race to be held July 30 and 31. Well-known actor and fellow pilot Cliff Robertson has agreed to be our starter and will also be attending the pre-race banquet. Kits are available from Claire Walters' Flight Academy, 3200 Airport Avenue, Santa Monica, California 90405 (\$3). As usual, first day entries for the Palms to Pines will be opened at our annual banquet scheduled for Friday, June 4th.

The response to my letter in the January-February issue of *The 99 NEWS* has been tremendous and we are putting together a list of members who wish to open their homes to other 99s needing overnight accommodations. The initial list will be published in the next two weeks.

A surprise party was held on February 20 for Claire Walters' and Betty Loufek's birthdays (for those of you who don't know Claire and Betty, they are twins and both are licensed pilots). The party was at the home of Chapter Chairman Nina Laughbaum who prepared a delicious "health" cake. Many 99s from other chapters joined us to toast the honorees.

New Palms Chapter member Aggie Szojka received her 99 pin at the March meeting.

Claire Walters and Maureen Motola will represent the Palms Chapter in the Baja California Air Race, April 30-May 3.

by Claire Gould

### Palomar Chapter

Palomar Chapter's fourth annual Flying Companion Seminar on Saturday, March 27 was enthusiastically attended by twelve flying companions, most encouraged by their husbands, who were from all areas of San Diego County. Lydia Fowler was chairman for the day-long event which included a delicious luncheon and several coffee breaks with homemade cookies and brownies. Lydia also took part in the

program with her segment on aviation terms and radio and assisted Connie Frances with Chart Reading and Navigation. Connie also explained about the importance of Weight and Balance.

Lois Delay displayed the "Tools of the Pilot" from her well-decorated 99s bag which produced many clever additions to the usual ordinary tools with which we are familiar. Mary Pearson gave an introduction to the "Sectional". Sharron Jauregui gave an excellent summary on weather complete



Connie Frances and Lydia Fowler present the session on chart reading and navigation.



Lois Delay; Mary Pearson; Bob Griscom, guest speaker from GADO; and Ginny Boyles work together at the recent Palomar Chapter Flying Companion Seminar.

with Weather Bureau charts; Vi Pfeiler briefly touched on medical facts and Ginny Boyles brought her efficiently packed survival bag and gave some of us pilots some good ideas, too.

During the lunch break, Vi Pfeiler, Lois Delay and Ginny Boyles drove everyone to nearby Palomar Airport and gave a pre-flight demonstration. Afternoon speaker was Bob Griscom from the General Aviation District Office who brought out very forcefully what happens because of "get home-itis" by reporting on several very publicized accidents during the past few months in the local area. All of us who participated felt we had a most rewarding experience.

Carol Nielsen of the Orange County Chapter will be our guest speaker for an evening meeting on Tuesday, April 11. She will be telling us about the National Intercollegiate Flying Association. Our local Palomar College is hosting the 1982 Tournament of Champions at Bakersfield and we are hoping that many of us will be able to participate. Since our March dinner meeting was so enjoyable, we are hoping that all of us can get together again for dinner prior to the meeting.

by Vi Pfeiler

### Reno Area Chapter

I hope everyone had as much fun at the Christmas party at our house as Werner and I did. The directions were printed in aviation lingo, so of course no one got lost.

Hazel, Jan, and Nellana researched the purchase of aviation books for children to use the Madelyn Buchner Memorial Fund. A list was submitted for the librarians to choose from.

The December issue of our newsletter, *Sagebrush Air News*, published by Irene Smith, had a reprint from Jeppers Peepers, telling how many items from a car could be used for survival purposes, and could also be adapted to an airplane. It was a very handy item to cut out and keep, though hopefully never to have to use.

Two letters, one from Joyce Beal and the other from Carol Hoxworth-Smith, were printed in the newsletter. Joyce, it doesn't seem possible that it has been that many years since I saw you, that your daughter has a license and is working part-time to pay for her instrument rating, and is flying an Aeronca. Joyce says they sold their Stinson and are in the process of building another. She also writes "Right now I'm flying an L-1 Taylorcraft, besides the Luscombe 8-A, my sons and the Aeronca."

Chris and she flew to Nervino Airport last summer for the meeting of the mini-mechanics course, and found that it had been cancelled, but she hopes to make it to another meeting soon. We're looking forward to it, Joyce. Carol says that her husband accepted a job with a law firm in Everett, Washington, so they are moving there, and she will look up the nearest 99 chapter upon arrival.

Thanks are due to Bill Hughes who traveled all the way to Fallon to present "On Weather". That sounds like Bill, always willing to go anywhere to talk about aviation.

The idea of holding our meetings in various cities where members live is working out fine. We had a good turnout in Carson City for our March meeting at VIP's Restaurant. It was great to see Elaine Brown again.

by Hazel Hohn

### Sacramento Valley Chapter

It stopped raining long enough for us to airmark Phoenix Field in Fair Oaks this month. Airmarking Chairman June Devine says that all those who came out to help do the marking and painting were brave souls. They had to dodge airplanes that would not believe the airport was closed. In addition to twelve of our chapter's 99s and 49½ers, June's brother pitched in and designed and manufactured some new items to use in airmarkings.

Our sixth annual Flying Companion Seminar (or "white knuckles" clinic) was a success again, with 26 people attending. The course includes the basics in navigation, radio techniques, instrument interpretation and emergency procedures. We also presented the medical facts, course



plotting and work with a simulator. New this year was the category of "tidbits", which included lots of the "little things" not included elsewhere. Jean Coyle was chairman.

Chapter Chairman Jean Turner has been out-of-commission — and out of flying! — with a yet-undiagnosed back problem. She's in the hospital; and would appreciate greetings from any of you at 3518 Rolph Way, El Dorado Hills, CA. 95630.

by Dorothy Erickson

### San Fernando Valley Chapter

On January 24, we had a fly-in to a little strip called California City in the Mojave Desert for lunch.

On January 29-30 we held the first Flying Companion Seminar for 1982. It was held at Alpha Aviation on Van Nuys Airport. Over 200 calls were received regarding the

the Museum of Antique Planes and Cars. The restaurant has seven full-sized aircraft hanging from the ceiling and more than a hundred radio-controlled scale models in the dining room moving on an overhead tramway above the diners. Ninety-nines and husbands attending included Joan and Ed Winter, Jan and Bob Wright, Traude Gomez and Analee Holden Dryden.

Amanda Whisenand has not let the bad weather keep her out of the skies. Twice a week you can hear her talking to Approach Control while making instrument landings. Bev Mahoney, CFI, noted that there were only three ladies among the seventy people attending the Mt. Sac flight instructor's clinic. She said that spins of more than 1½ turns produced different characteristics in each type of airplane. Darlene Carney spoke on care of the back at the chapter meeting.

by Eve Hunt

## CHAPTER NEWS, ETC.

seminar. Unfortunately, we were only able to accommodate 37 "students." Some 22 "instructors" (99s as well as non-99s, including two representatives from the Federal Aviation Administration) spoke on subjects such as: Theory of Flight, Tools and Rules, Medical Facts, Basic Instruments, Overcoming the Fear of Flight, Pilot Incapacitation, Radios, Sectionals, Basic Weather, Emergency Procedures and Navigation Problems.

Also available to the students was a walk-around of an actual airplane with an instructor, some simulator time and a short course on the use of the computer. As an added treat, we had an interesting pilot speak to us about his flying experiences.

The second day ended with a short question-and-answer period and the passing out of certificates of completion to all the students.

On February 14 (Valentine's Day), we had a luncheon fly-in to Harris Ranch, a little strip in the San Joaquin Valley with a terrific restaurant/bakery/meat market. Many of our members report that the steaks they buy to take home are very, very good, and so is the bread from the bakery.

During the weekend of March 13-14, we had a fly-in to Stove Pipe Wells (also known as Death Valley). March is a good time of year to go to Death Valley, as it is not too hot yet. For those brave souls, there was camping out in the night air. And for others who prefer indoor plumbing, there were rooms available in a motel in the Stove Pipe Wells Village. Also available in the Village was a restaurant and a heated mineral pool.

by Sylvia Sanderson

### San Gabriel Valley Chapter

Joan Winter organized the March 20 fly-in to the Flying Lady Restaurant at Morgan Hill. Six planes arrived at South County Airport and the group of twenty-six viewed

### San Luis Obispo Chapter

At our March meeting Mardo Crane presented the Jeppesen Private Pilot Cassette Course. Mardo was impressed with the chapter's efforts to help our associates toward their certificates, and felt this would aid that goal. A big thanks to Mardo for her thoughtfulness and generosity.

Our program consisted of Nick Husted, Air Attack Officer for CDF giving a slide presentation about the activities of the California Department of Forestry. We learned that 13,000 wildland fires occur each year in California. With 16 bases, California has one of the largest air attack forces in the world.

UPCOMING EVENTS: April 14 is our flight to the State Capitol. April 23-25 — Section Meeting in Santa Monica. May 16 — Flight to Columbia — gold country. June 18-19 — Ryan Fly-in in Paso Robles. Come help, and you MIGHT get to ride in a Ryan. June 26 — Annual meeting and dinner.

Our own 99 Carol Hallett is running for Lieutenant-Governor. Neta Neubert, Helen Larson and Pat Kamm flew to Sacramento for Carol's kick-off luncheon with the pilot community. She was very happy to see her "own" 99s there. It was a very exciting event. She reported on Mike Curb's task force, and wanted to know our thoughts on what is needed to help the cause of aviation in California. There was talk of a speaker's bureau to educate the public as to why airports are needed.

by Hazel Dearen

### Santa Clara Valley Chapter

Despite gray skies and puddles on the runway, Santa Clara Valley and Monterey Bay 99s had a lively day of spot landing practice and competition at the annual Hollister Air Meet (HAM) on March 11. Objective was to land, main gear down, on

or beyond an established line marked on the runway. Landing short meant disqualification.

Twelve pilots (with 7 airplanes) took part. SCV 99 Jackie Petty placed first and Nancy Rodgers was second. Sandy Pratt of Monterey Bay took third. The birthdays of Verna West (SCV) and Del Hinn (Monterey Bay) conveniently coincided with the date of the HAM, which allowed everyone present to enjoy birthday cake when the meet was over!

The Santa Clara Valley 99s held a competition and training session for the "Flying Twenties," a student flying club at San Jose State University. Winners were given cash prizes, and all of the young pilots received valuable coaching from the 99s in preparation for the upcoming regional NIFA meet at Hemet, California. (Winners from Hemet will go on to the national NIFA Safety and Flight Evaluation Conference, or SAFECON, May 6-8 in Bakersfield.)



Serving lunch at the California Aviation Council meeting are Dorothy Theurer, Mayetta Behringer and Vera Arnold.



NIFA judges Verna West, Mayetta Behringer, Jeane Leete, Pat Roberts and Andrea Nassimbene work during a lively day of spot landing practice at the Hollister Air Meet. Photo by Lois Letzring

A 99 rode in the cockpit with each young pilot for the "cruise and proficiency" flight from Reid-Hillview Airport to Hollister; the 99s timed and checked the checkpoints along the way. At Hollister, the students competed in power-on and power-off landings, with 99s stationed along the length of the runway to judge performances. Taking part were SCV 99s Vera Arnold, Mayetta Behringer, Jeane Leete, Lois Letzring, Evelyn Lundstrom, Diane Little, Andrew Nassimbene, Pat Roberts, and Ruth Theriault. Also present were Larry Graves, current coach of the "Flying Twenties", and Jerry Fairbairn, the team's coach from 1973 to 1981.

by Kathy Pelta



# Air Racing Update

## AIR RACE CLASSIC

Entries for the 1982 Air Race Classic opened February 23, 1982 and will close April 23. The first day drawing was held, and the first ten entries and their positions are:

1. Anna Kate Hipp and Merry Robertson, Greenville, South Carolina — Beech Sierra.
2. Marion Jayne of Palatine, Illinois and Nancy Palozola of Mill Valley, California — Twin Comanche.
3. Shirley Zillig of Ft. Lauderdale, Florida and Bonnie Quenzler of Merritt Island, Florida — Cherokee 235-C.
4. Pat Roberts of Sunriver, Oregon and Vera Arnold of San Jose, California — Mooney 20J.
5. Genie Rae O'Kelly of Knoxville, Tennessee and Diane Shaw, Wildwood, New Jersey — PA28-151.
6. Maybelle Fletcher of Houston, Texas

- and Mary Byers of La Porte, Texas — Grumman Tiger.
7. Martha Pierce, Tempe, Arizona — Cessna 172N.
8. Pam Vander Linden and Kay Brick, Fallbrook, California — Bellanca Viking
9. Pauline Glasson and Sue Gray, Corpus Christi, Texas — Cessna 172 N.
10. Betty Klein of Savannah, Georgia and

Esther Lowery of Thomasville, Georgia — Cessna R 172 K.

All entrants anticipate an exciting and challenging race and look forward to a spectacular trip over the country. The host cities are preparing their respective welcome mats, as is the World's Fair at the terminus in Knoxville. This is the year to race the Classic!

## Race Results

### Shangri-La Grand Prix Air Race

Winners of the Shangri-La Grand Prix Air Race and \$7,000 first prize are Pat and Ken Keefer of Barrington, Illinois. They flew a Piper Twin Comanche. The race was completed Wednesday, April 8, and awards were given at a Friday evening banquet.

There were 37 entries in the race from 22 different states and Canada flying 27 different models of aircraft. They were competing for \$15,000 in cash, plus trophies and gifts. The pilots raced over a 2,000-mile course through eight states on a handicap basis.

Second place and \$3,500 went to Raymond and Caroline Grubbs, Greer, South Carolina, who flew a Cessna Cutlass RG. Third place of \$2,000 went to Margaret Ringenberg, Grabbill, Indiana, and Patricia E. Hyde, Eureka Springs, Arkansas. Placing fourth for \$1,250 was Fred de Beaubien and Jean Speckman of Garden City, Kansas; fifth was John and Nancy Warrender, Greeley, Colorado, for \$750; and sixth place and \$500 went to Patricia Judges, Agincourt, Ontario, Canada.

Takeoffs were Monday, June 5, from the Golden Falcon Airpark at Shangri-La resort. Route of the race this year was from Shangri-La south to Majors Airport,

Greenville, Texas; northwest to Mid-Continent Airport, Wichita, Kansas; north-east to Des Moines Municipal Airport, Des Moines, Iowa; east to Aurora, Illinois; southeast to Bowman Field, Louisville, Kentucky; west to Spirit of St. Louis Airport, Chesterfield, Missouri; and returning to Shangri-La.

Marion P. Jayne, president and organizer, said the Grand Prix is the only national long-distance, cross-country air race open to both men and women.

More than 300 pilots from throughout the Midwest attended an aviation safety seminar at Shangri-La prior to the race. Officials at Golden Falcon Airpark on the resort said 210 aircraft were flown to the airport for the seminar.

"This is the second year for the race, and interest and support have been favorable. We expect additional entries for the event next year," Mrs. Jayne said.

In addition to developing pilot skills, the purpose of the race is to teach weather, navigation, fuel management and increased knowledge of the pilot's airplane, according to Jayne. The race also emphasized the capabilities of general aviation aircraft to accommodate travel to smaller airports in a fuel-efficient manner.

## 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.

### 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.



AVIATION ART PRINTS—BEAUTIFUL 48 PAGE COLOR CATALOG SEND \$2 TO AEROPRINT, 408 MONROE ST., BOONTON NJ 07005

Pilot/Co-Pilot	Aircraft Type	Reg. #	Hdcp.
Patricia J. Keefer/Kenneth Keefer Place: 1 Total Time: 33814	PA-39 Twin Comanche Average: 214.834	N3322G	185 Score: 29.834
Raymond Grubbs/Caroline Grubbs Place: 2 Total Time: 42388	Cessna 172RG Average: 171.379	N172RG	142 Score: 29.379
Margaret Ringenberg/Patricia E. Hyde Place: 3 Total Time: 31676	PA-24-400 Comanche Average: 229.335	N8476P	200 Score: 29.335
Fred Debeaubien/Jean Speckman Place: 4 Total Time: 38783	PA-32-300 Average: 187.309	N2147P	158 Score: 29.309
John Warrender/Nancy Warrender Place: 5 Total Time: 38036	Cessna R182 Average: 190.988	N756VH	163 Score: 27.988
Patricia Judges Place: 6 Total Time: 30740	Cessna 310 Average: 236.318	C-FMSM	209 Score: 27.318
Jerry Conners/Charles McPike Place: 7 Total time: 46934	PA-28-181 Archer Average: 154.779	N29265	133 Score: 21.779
Jim Lacey/Richard Engstrom Place: 8 Total Time: 38692	Beachcraft B33 Average: 187.750	N1558Z	167 Score: 20.750
Dale Ridgeway/Sondra Ridgeway Place: 9 Total Time: 35857	A-36 Bonanza Average: 202.594	N865BF	182 Score: 20.594
Charles Perry/Charles Wood Place: 10 Total Time: 42043	Mooney M20F Average: 172.785	N6412Q	152 Score: 19.785





From the top of the Palm Springs Aerial Tramway, the town, the highway and the airport are all in view.



Palm Springs' main drag, with a double decker bus, and lots of palm trees.

# Fly away to — PALM SPRINGS

by Gwen Haynes

Just 45 minutes from Orange County Airport at 150 mph true, on an easterly course from Riverside through the Banning Pass, is Palm Springs... an oasis in the desert. Palm Springs Municipal has a field elevation of 448', a 7000' lighted runway and is only two miles from town. From the transient parking a courtesy car is provided to the FBO or terminal building.

Palm Springs brings to mind warmth, sunshine, swimming pools, golf courses, tennis courts, dune buggies, horseback riding, movie stars' homes, quaint shops and cafes, motels, hotels, lots of sand and palm trees. This is all two miles from the airport. Six miles from the airport there is another Palm Springs — the Aerial Tramway, that in

approximately 15 minutes can lift you from the desert warmth up San Jacinto mountain to cool pine trees and a view that is unbelievable. (Closed Septembers)

There are two 80-passenger trams (designed by VonRoll of Switzerland) that depart every half hour from Valley Station at 2,600' to Mountain Station at 8,500' for \$6.50 per person round-trip. The tramway is a wonder of the world and was a miraculous feat to build, the result of one man's dream and perseverance.

There is a ranger station 'on top', miles of hiking trails and a Hidden Lake. In the winter months it snows. There was eight feet of the white stuff last time I was there. At this time the Nordic skiers come out in force, and you can queue for two hours to get on the tram. They also have sled dog races. A special

tram is run to get the dogs and sleds up and back down. (It pays to have a brother with sled dogs, so you can use this tram and not queue.)

There's a beautiful restaurant up top, done in Chalet style. Reasonably priced, too. In the summer, meals are served outside. If you go up after 4 pm, they have a 'Ride-n-Dine' package which is cheaper. If souvenirs are your thing, there are places to buy them at Valley or Mountain station. However, don't try to bring pine cones, etc., back down with you. The area is 'protected' and a \$500 fine will await you.

There are no overnight accommodations up top. Everyone comes down the mountain to town for sleeping.

Of special interest to pilots ... The Tramway was built using six helicopter pilots, headed by Don Landells, who made more than 23,000 trips up the mountainside carrying a continuous supply of men and materials from the valley. The helicopters landed on wooden platforms anchored into the rock and jutting out from the side of the mountain. Out of five towers, only one was built without the use of helicopters. Thirty-five construction workers were transported to the top on Mondays and lived in pre-fab houses all week, then returned to the valley each Friday evening.

The Tramway was built in two years — and there was not one death or major accident during construction. Chief pilot Don Landells, who remained in the desert, operates Landells Aviation in Desert Hot Springs.

For any of you visiting the area just for the day, one of our Orange County 99s, Mary Ann Jamison, has a second home there with a pool. She's usually there on weekends if anyone wants to cool off. (She told me I could say that, honest!)



# The Cessna Centurions.

## Number one in top-of-the-line singles.



The Cessna Centurions' unsurpassed combination of capability and comfort have made them the most popular luxury business singles in the world. So popular in fact, that more Centurions and Turbo Centurions together are purchased each year as any other top-of-the-line single. *Any* other. Because a pilot who demands the best can settle for nothing less.

Model	Total seats	Max cruise speed (kts)	Max range (nm)	Service ceiling (ft)	Max useful load (lbs)
Centurion	6	168	1025	17,300	1659
Turbo Centurion	6	193	900	27,000	1779

Both Centurion models deliver cruising speeds and ranges that surpass or rival those of a surprising number of twins. They also have much of the system reliability of twins, with optional dual vacuum pumps and dual alternators, but with half the fuel consumption. For added luxury and capability, Centurions may be custom fitted with the finest

in fabric or leather interior options, plus air conditioning, AM/FM stereo cassette player, weather radar, and a fuel computer/clock.

**TURBO PERFORMANCE.** With the added performance of turbocharging, the Turbo Centurion can cruise well above most traffic and turbulence. It is also the only single (except for our Pressurized Centurion) certified for flight into icing when properly equipped.

**EVERYTHING YOU NEED TO FLY.** We're justifiably proud of our Centurions. But there's more to flying, and to Cessna, than just airplanes. Everything you need to fly, from financing to flight training, is at your Cessna Dealer today. Cessna is flying.

For further information on the Cessna Centurions, or any of our other aircraft or services, call toll free 1-800-835-2246 (in Kansas, call 1-800-362-2421). Ask for operator 600. You'll be contacted by your nearest Cessna Dealer. Or return this coupon to Cessna Aircraft Co., Dept. FE128, P.O. Box 1521, Wichita, KS 67201.

Name

Address

City

State  Zip

Are you a pilot?

