

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 9

Number 5

June 1982



*99s host GENAVAC
meeting*

Letters to the Editor

Flying weather fantastic in East Africa

Editor's note: Thanks to past International President Susie Sewell for sharing her letter from East Africa with us. We'd like to have articles from the girls in Africa, and other parts of the world, any time they are available for us to print.

Dear Susie,

Thank you very much for your letter (18th February, 1982) and all the interest you have shown in our activities since we started here.

We have some news for you. We now have an Operators License with the Civil Aviation Board of Kenya to operate a flying club. This makes it legal for us to lease aircraft for the purpose of instruction and self-hire, and we now have several Cessnas for our use.

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.

The good news is this: tourists with flying licenses can log flying time in Kenya, and can even fly themselves to various lodges and luxury safari camps at roughly the same prices as they would pay with leading tour firms driving to the same destinations by minibus. This means that instead of driving along for five hours over two lane limited highways, you fly for one hour, and the time you save you can be enjoying the game drive and seeing the animals. The view from the ground is scenic, but from the air, the view is spectacular and excellent for taking photographs. In addition, one can fly to places which none of the tourists get to see, the offbeat places known only to local fliers.

The flying weather is fantastic. Our summertime is between November and April, and rain is unusual during this period. (This year we had rain three times.) The rest of the year it is slightly cooler and there is cloud cover in the morning, which lifts around nine.

As an example, one could fly to the famous game rich Masai Mara in 45 minutes (against five hours' driving) in the morning, have lunch and a game drive and be back in the hotel in Nairobi (the capitol city) by six in the evening.

It is required that one take membership (\$10) to our local Kenya flying club, which includes a membership card, and then the flying is loggable dual (legal with the FAA) with one of two safety pilots: myself (an FAA CFI) or with Aggie Robinson (the last of the bush pilots and pilot extraordinaire).

If you know anyone interested, please have them contact us at the following address (also if you know anyone who is a Travel Agent who could arrange the airline bookings to Kenya): Denise Morchand-Holz and Aggie Robinson, P.O. Box 46968, Nairobi, Kenya, East Africa.

We will be writing articles about flying in Kenya — what you can see and do, and how much it costs — and also about Aggie Robinson, the Last of the Bush Pilots, with supporting photos. We would appreciate very much if you could give us some addresses of various American flying magazines in which we could submit the articles.

Best wishes to you, and hope to have you out here flying with us soon!

Sincerely,
Denise Morchand-Holz
Chairman, East Africa Section

Shared information assist chapters

Dear Editor:

RE Marilyn Copeland's article "Good Ideas for Chapter Activities" in the Jan.-Feb. issue of *The 99 NEWS*. This article listed 63 activities and projects by then Orange County's Chairman, Beverly Green. I know their new chairman, Jan Gerber, has been barraged with letters on "how our chapter can do some of these activities?" I've written Jan twice myself for information.

Orange County is a fine example for us smaller chapters. In fact, their Pilot of the Year guidelines are so complete, not only is our Austin Chapter adapting this for our POY program, but I also want to xerox it for distribution to other interested chapters at our South Central Sectional April 30-May 2 in Corpus Christi. Thanks, Orange County, and *The 99 NEWS* for sharing this information with all of us.

Sincerely,
Virginia Dare Mattiza
Austin Vice Chairman

I went to St. Louis — and I'm going again!

I've lived in the Midwest all my life, but I had never really visited St. Louis until last fall when I went there for a committee meeting (for '82 International Convention).

The St. Louis 99s are so hospitable, the city so interesting, and the Arch so spectacular, we're going back for a full week, my 49½er and I. If you haven't decided to go to convention this year, dig out the January-February and March issues of *The 99 NEWS* and reread Jan Pocock's articles. It's all there, and the view from the top of the Arch is all that she says it is, and you don't have to go to "slow flight" to take it all in. One "must" regarding the Arch — the film depicting the construction of the arch is a real thriller and gives one a new respect for this tallest monument in the USA!

Get out your 99 *NEWS* for April — fill out the registration blank and GO!
by Clara Johansen

the 99 news

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ON THE COVER: see page 8 for details of GENAVAC meeting held at International Headquarters.

BE A WINNER!

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

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

Name _____

Address _____

City _____

Phone _____

GREATER ST. LOUIS CHAPTER 99S INTERNATIONAL CONVENTION 1982

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

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

NOTAM

Be sure to register with the hotel at least 30 days prior to Convention to be sure of receiving the special convention room rate.

April's 99 NEWS stated, "All reservations must be postmarked no later than July 9. Reservations received after that date will be accepted on a space availability basis." **BE SURE YOUR RESERVATION IS POST-MARKED EARLIER SO IT WILL BE RECEIVED BY JULY 9!**

Calendar

JUNE

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

JUN. 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 - ALBANY, OREGON. Petticoat Derby sponsored by Willamette Valley 99s and Albany Area Chamber of Commerce. For information contact Don Bowen, Albany Area C of C, P.O. Box 548, Albany, OR 97321.

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, 1305½ 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 Airpark, 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. 22 - NATIONAL AVIATION DAY, Oxnard, CA. Sponsored by Ventura County Aviators Assn. and the Oxnard Chamber of

BEST WISHES

All best wishes for a speedy recovery go to North Central Section Governor Val Johnson and her husband, Belmont, who were seriously injured in a recent helicopter accident.

They have been in intensive care, but are now at home and recuperating.

Commerce. Parachute jumps, static displays, weapons displays, aerobatic demos, radio-controlled models, food, booths, music and prizes. Contact: VCAA, P.O. 7360, Oxnard, CA 93031 or call Maggie Bird (805) 984-4440 or (805) 653-7314 for information or assistance.

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

SEPTEMBER

SEP. 1 - 99 NEWS DEADLINE for October issue.

SEP. 2-6 - OLD 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.

SEP. 11 - CAPITAL PROFICIENCY RACE, Dulles International Airport (IAD) Virginia. Rain Date September 12. Open to all pilots and SEL or MEL stock aircraft. Co-pilots need not be licensed. Entry fee \$25. Entry kit \$3 (applicable to entry fee) can be obtained from Gerda Ruhnke, 11208 Wedge Dr., Reston, VA. 22090, (703) 471-1978. Deadline is August 1, 1982, with entry limited to first 25 applicants. Aircraft parking courtesy of Page Avjet Corp.

SEP. 17-19 - 13th ANNUAL EAA EAST COAST FLY-IN, sponsored by East Coast EAA Chapters. Pancake breakfast, forums, seminars, demonstrations, static displays, awards, seaplane ramp. Contact: Gene Brown, 9028 Hickory Hill Avenue, Lanham, MD 20706, (301) 577-3070 or Bob Wallace, 1800 Kittyhawk Rd., Baltimore, MD 21220, (301) 686-9242 or 686-3279.

OCTOBER

OCT. 1 - 99 NEWS DEADLINE for November issue.

OCT. 1-2 - NY-NJ SECTION Meeting, Island Inn, Westbury, Long Island, NY. Contact Carol Richard, Kathryn Lusteg or Patricia Bizzoso.

OCT. 8-10 - SOUTH CENTRAL SECTION Meeting, Hilton Inn, Bossier City, LA, Shreveport Chapter, hosting. Contact Helen Wray for reservations and information.

OCT. 29-31 - SALINAS HIS & HERS GREAT PUMPKIN CLASSIC. 250 mile round robin air race. Race kits available. Send \$3 to Salinas His & Hers, c/o Lynne Kastel, 396 Calaveras Drive, Salinas, CA 93906 or call (408) 449-1251.

NOVEMBER

NOV. 1 - 99 NEWS DEADLINE for December issue.

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

DECEMBER

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

ON THE WITH

JANET



by International President Janet Green

Headquarters has lost a valued employee and gained another fine one. In May, Virginia Oualline, who has been our clerk and secretary for six years, tendered her resignation so that she could travel with her husband. We wish Virginia safe journeys and happiness in her retirement. We welcome Pat Harper, our new secretary. Pat lives with her family not far from Headquarters and in the several weeks that she has been with us she has demonstrated her pleasant efficiency and we are delighted to have her.

The red bud trees were beautiful this spring although two suffered considerable damage from the high winds during our spring Board of Directors meeting. Our meeting was scheduled to start on Friday, April 2nd at 1:00 p.m. At this time I was still aboard Southwest Airlines making the second attempt to land in 65 mph winds. We didn't get down there but went to Tulsa instead and I was bused back. That afternoon the directors were scattered all over Missouri, Colorado and Oklahoma, but we finally got together to start the meeting on Saturday. All went well after that.

General aviation handled the situation well and I heard of only one accident due to the high winds.

Many treasured memorabilia papers are being gathered at Headquarters and must have special care in preservation, such as acid free files and a controlled environment. Gene Nora Jessen, who heads our Resource Center Committee, has prepared a very professional grant application. We believe this grant will be successful and with part of the funds, *The 99 NEWS* office can be remodeled with additional environmental control and shelving to be perfect for archival storage.

Good use is being made of our Headquarters, and the space is filling. How fortunate that there were members who had the foresight to build our headquarters when interest rates and construction costs were so low. Had we had a crystal ball, we would have made it even larger. Actually there are few organizations our size who are as foresighted and aggressive as our membership. Just having such a beautiful and practical Headquarters building is testimony to this.

Aviation trial attorney speaks at national seminar

Cecile Hatfield will present a paper and speak on "Suits Against the Government" at the American Bar Association National Institute on Aviation and Space Law Litigation at the Sheraton Washington Hotel, Washington, D.C., on May 27-29.

Ms. Hatfield graduated from the University of Florida and the University of Miami School of Law. She is a trial lawyer with the U.S. Department of Justice in Washington, D.C., and a member of the Florida and District of Columbia Bar. Ms. Hatfield is a licensed pilot and is vice-chairman of the Aviation and Space Law Committee, serving as Seminar Coordinator for the May, 1982 Aviation and Space Law Seminar. She is a member of the Federal Bar Association, Lawyer-Pilots Bar Association, and the Ninety-Nines, Inc.

The Aviation and Space Law Seminar was sponsored by the Section of Tort and Insurance Law Practice of the American Bar Association. It has over 18,000 members and forty-five committees, dealing with various areas of substantive and procedural law.

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BOOK REVIEW

Smith, Elinor. *Aviatrix*. New York, Harcourt, Brace, Jovanovich, c1981. 304 p., ill., \$13.95.

A most entertaining journey in time back to the exciting flying times of the 1920's and 1930's. Elinor Smith was one of the outstanding women pilots of that era, setting numerous records that peaked when she was named best woman pilot in 1930.

Elinor not only tells of her own aviation career, the difficulties encountered in trying to carve out a place in aviation for women, but she also provides many personal recollections of the noted women pilots of that time.

The book is well illustrated, including many photographs not usually found in books concerned with aviation's early days. Highly recommended.

by Dorothy Niekamp
99 Librarian

1983 AE Research Scholar Grant

Where are the women executives in aviation and in aerospace? Who are the women on corporate boards in aerospace or in the airlines? What jobs are available to women in aviation in areas of marketing, engineering or government? How do you find an airline hiring women pilots? What should be the expected career goals of a young woman pilot?

Most of us can name one or two women in decision-making, high-paying jobs in aerospace or in the airlines, but the ratio of women to men in such positions is very poor. Few of us feel honest about establishing career goals as pilots or as executives in aerospace.

Because of this, the Amelia Earhart Memorial Scholarship trustees are soliciting, for the 1983 Research Scholar Grant, women to address such questions, to define the problem areas, to pose possible solutions and to provide source data. The research could combine the academic fields of sociology, psychology, business and other related areas.

The Research Scholar Grant for this research can support a proposal up to \$10,000. Ninety-Nines are urged to consider applying for these funds to perform this much needed work. If you are interested send for information to Dora Strother, 3616 Landy Lane, Ft. Worth, Texas, 76118. Remember that the work may be accomplished in combination with an academic requirement for a master or doctoral degree. It can also be performed, in large part, by highly technical co-workers just as long as a Ninety-Nine is the Principal Investigator.

Other unsolicited Proposals for scholarly research in areas such as history, medicine, business, etc. are always welcome.

Legislation Information

by Joan Kerwin

I was never a whiz at higher math, but one doesn't need calculus to figure out that general aviation is being had, or will be, if the Administration's request for new taxes is bought by Congress.

All it takes is basic knowledge of simple addition and subtraction.

Subtract: Services to general aviation.

1. 60 towers closed at general aviation airports.
2. Hours of operation at remaining general aviation airport towers reduced.
3. A call from the CAB to cut general aviation ATC slots to permit "new entrant" airlines to operate.
4. Flight tests no longer available at FAA GADOs.
5. Written tests no longer available at FAA GADOs.

Add:

1. The FAA forecast for the number of aircraft in general aviation fleet by 1993 has been reduced by 31,000, while the flight hours forecast have been reduced by 3.3 million.
2. Instead of the \$800 million from the Trust Fund for FAA Operations and Maintenance (O&M) for fiscal 1982, the Administration is now asking for \$1.8 billion for the same period.
3. The Administration is still pushing for their 12 cent per gallon avgas tax with increases annually to 20 cents per gallon. (And that's just for openers!)

The New Math

4. There are still no plans for the airlines to pay any tax into the Trust Fund. (The airline passenger and shipper pays the tax.)

Summation: They are decreasing services to the general aviation community while increasing the costs, all the while crying "fair share". They can't (or shouldn't) have it both ways. Logically, as the services are decreased, our fair share should also decrease. (Or did I miss out on something by never having taken calculus?)

With some arm twisting, most of us would go for the increase of avgas to 8.5 cents per gallon. This money could then be used, along with the surplus in the Trust Fund, to finance the modernization of the ATC system. The airlines should also be taxed as they are the ones for whom the ATC was instituted.

Operations and Maintenance of the FAA, which includes every mop, pail and paper clip they use, should be taken from general revenues as the government (the general public) is the body which instituted and controls its actions. It would be interesting to find out at whose behest the FAA was formed in the first place. I'll lay you odds it wasn't a general aviation pilot.

I've asked before and I'm asking again. Write your Congressman and Senators NOW to support S. 1272 which supports the 8.5 cents per gallon tax. Write Now.

WRITE ON

Meeting recently at Headquarters were the Trustees of the Amelia Earhart Scholarship Fund: (standing) Dr. Dora D. Strother, permanent trustee; Gertrude Lockwood, secretary; and Alice Hammond, permanent trustee. Seated are Elizabeth (Susie) Sewell, treasurer; Miriam Davis, vice-chairman; and Jean Pearson, chairman. Among other business, the trustees determined the finalists for the AE Career Scholarships and the ATE/American Flyers Certificate of Credit Scholarships.



See and be Seen

Remember when you were first learning to fly and the instructor kept impressing upon you to look out the window? It is your responsibility to "SEE AND BE SEEN"!

We become very lax in this very important habit. We can become dependent upon radar surveillance and forget our own responsibility.

Pilots who use the VFR corridors to pass through a TCA must be careful to remain within the boundaries and to keep a sharp eye out for other traffic. Air traffic control does not monitor aircraft in VFR corridors, although controllers will issue traffic advisories upon request. But don't be lured into complacency by assuming all traffic will be called.

Good scanning habits are important at all times whether flying within a TCA or not. The degree of safety, when flying under positive control, is very great, but the possibility of equipment or human error can never be ruled out entirely. The VFR pilot is

advised to fly her airplane at all times with a sense of personal responsibility for her own safety.

We are not expected to follow controller advisories blindly. If we become aware of what seems to be a potential conflict with another aircraft, we should not hesitate to report it. We should not change course without air traffic control approval unless confronted with an immediate emergency.

Spotting potential collision threats is not simply a question of time spent looking outside. Good scanning habits should be developed. For effective scanning the pilot must deliberately shift her focus with short, regular movements which progressively cover the entire visible environment. Each movement should not exceed 10 degrees, and each area should be observed for at least one second.

Peripheral vision is very important for observing moving objects at considerable distance. Progressive refocusing of the eyes

results in maximum effectiveness of your peripheral vision. This is especially important at night, when targets observable only as very dim lights can be picked up in this manner.

Not only the eyes, but the head and body should be moved as necessary to scan the area hidden by cockpit structures, such as door and window posts. A very large jet can be masked out by a very thin post.

So let's get back to the habit of "SEE AND BE SEEN" and practice our good scanning techniques.

(Pilots interested in improving their scan ability should see the slide show program "Take Two and See", produced by the AOPA Air Safety Foundation and available on loan from their office at 7315 Wisconsin Avenue, Washington, DC 20014 or from local FAA Flight Standards or General Aviation District Office.)

*by Marilyn Miller
International Safety
Education Chairman*

Start your 66 Program

You are sitting in the FBO's office with Unicom or the tower tuned in; you hear a female voice repeatedly reporting downwind, base and final. Chances are pretty good she's a student pilot.

Make an effort to find out what time her lesson will be over, stick around and introduce yourself. Tell her you are a pilot and interested in how her flying is coming along. It wasn't that long ago you were a student looking for a friendly face and someone to talk to about the wonderful feats you just performed. (It's also nice to have someone to talk to when the feats are not so wonderful.)

Tell her you are a Ninety-Nine and ask if she has ever heard of the International Organization of Women Pilots. Invite her to your next Chapter meeting. Get her name and telephone number and follow-up your invitation with a telephone call just prior to the meeting. Stress that the organization is made up of women in all age categories and from all walks of life.

Send her a complimentary copy of your chapter newsletter. Loan her your 99 NEWS. If she has a husband or boyfriend, be sure to let her know that men are more than welcome to attend special functions and join other husbands or boyfriends during chapter meetings for hangar talk.

When she attends a meeting, be sure to see that she does not sit alone; encourage other members to make a special effort to make her welcome. Don't you remember the first couple of gals who were friendly to you during your first few meetings?

Depending on your individual chapter rules, have all the ground work laid out so that when she receives her license, her application goes to Headquarters; make her a Ninety-Nine as soon as possible.

Give her a list of your chapter committees and the respective chairman and suggest she might like to serve on one or more of the committees. 66s have many good ideas and need to be heard. Involve her in the chapter as many ways as possible. Ask her to help serve as a hostess for some future meeting. REMEMBER THE KEY WORD IS PARTICIPATION.

In the very near future, a 66 recruiting packet will be available. If your Chapter has a 66 Committee, please let me hear from you and give me your suggestions as to what you feel is important to keep the student pilot coming back for more.

*by Carol Zander
International 66 Program Chairman*

MEMBERSHIP

by Betty Jane Schermerhorn

It is June. Warm weather has combined with spring fever to bring pilots to the airports again. This provides an excellent opportunity for Ninety-Nines to talk about our organization in an effort to recruit new members. Membership records show that there are many renewals due in the spring because a great number of Ninety-Nines originally joined at this time of year.

Speaking of renewals, did you realize that it is not necessary to be an active pilot to retain your Ninety-Nine membership? Yes. At the original time of joining all members must be an active pilot. However, renewals and reinstatements do not require that an applicant be actively flying.

What all this amounts to is that Ninety-Nines who have let their memberships lapse may rejoin without being an active pilot, without having a biennial flight review or without holding a current medical. Are there former Ninety-Nines from your Chapter that fit the above statement? Even if you knew they could still be Ninety-Nines, do they realize the fact? Why don't you take a few minutes of your time to contact these ladies to be sure they know?

99s honored at National Congress on Aerospace Education



With her escorts Lorrie Tunnell (holding the Crown Circle Certificate) and Dr. Merlyn McLaughlin is Evelyn Sedivy Cowing, International Aerospace Education Chairman, at the recent National Congress on Aerospace Education held in Atlanta, Georgia. Photo by Aileen Anderson.

The Ninety-Nines, Inc. received national recognition when the organization was one of the recipients of the Crown Circle Award at the 1982 National Congress on Aerospace Education held April 1-3, at the Sheraton-Atlanta Hotel. Evelyn Sedivy Cowing, International Aerospace Education Chairman, accepted the award which is given for outstanding leadership in aerospace education.

As each honoree's name was called, a brief biographical sketch highlighting the achievements which led to the selection for the Crown Circle Award was read. The honorees were then escorted to the stage and seated, with the escorts positioned behind each honoree's chair, one at each shoulder. Evelyn's escorts were Lorrie Tunnell, Kitty Hawk Chapter, and Dr. Merlyn McLaughlin, Lincoln, Nebraska. Each honoree was presented with a charcoal portrait, a Crown Circle Award Certificate and the coveted Crown Circle Medallion. The medallions were presented by Brigadier General Johnnie Boyd and Brigadier General (Ret.) Charles "Chuck" Yeager.

The annual Congress is a gathering of professional educators, school teachers and others interested in teaching subjects in the aviation and space technology fields. It is sponsored by the Civil Air Patrol, the Federal Aviation Administration, the National Aeronautics and Space Administration and the National Air and Space Museum, a new sponsor this year.

Each year approximately 600 participants review the latest developments in the aviation and space fields, hear experts on these subjects and study new techniques in teaching these subjects at all levels. During

GENAVAC meets at 99 Headquarters

by Hazel Jones

GENAVAC, the acronym for General Aviation Council, met at Ninety-Nine International Headquarters in Oklahoma City on May 11. GENAVAC is an organization comprising the top executives of the "alphabet" aviation groups in Washington. It meets three times a year to discuss problems of mutual interest to the members. It is an unstructured meeting in that there are no minutes or reports of the meeting.

Generally there is a meeting in the fall held in conjunction with the annual Flight Instructor of the Year and Mechanic of the Year awards. The winter meeting is held in January, usually in Washington, and the spring meeting occurs in May.

The Ninety-Nines were invited to join GENAVAC in 1977 and have been active on the council ever since. The last three meetings have been hosted by the 99s and it was only fitting that the last meeting for which the 99s would be responsible be held in Oklahoma City.

AEA (Aircraft Electronics Association) and SSA (Soaring Society of America) will be the next hosts of GENAVAC and the next meeting will be October 14 in Washington.

Headquarters' staff did a super job of having everything ready to entertain our important visitors.



Pausing at the end of their meeting in Oklahoma City are GENAVAC members (seated) International 99 Vice President Hazel Jones, International 99 President Janet Green and AOPA President John Baker. Standing are LeRoy Dahler, President of AEA; Larry Burian, Executive Director of NATA; Mike Nystrom, Chairman of BMA; Harry C. McCreary, President of ADMA; Ed Stinson, Executive Director of GAMA; John Winant, President of NBAA; Dave Woodrow, Chairman of the Board of NBAA; Joan Kerwin, International Legislation Chairman and Dick Busch, Vice President of AOPA.

the Congress, some 13 areas of interest were presented in small group sessions. These sessions included such presentations as "Model Rocketry Workshop," "Visit Our Aerospace-A-Fair," "Aerospace Activities for the Elementary Teacher," "Application of Microcomputers for Aerospace Education," and "K Through 12 Articulation in Aerospace Education." Lorrie Tunnell, Kitty Hawk Chapter, presented a session for the Ninety-Nines entitled, "The Ninety-Nines, an Untapped Resource."

A number of individuals prominent in the aviation and space fields spoke at the conference. Among them were Robert Serling, aviation author; Brigadier General Johnnie Boyd, CAP National Commander; and George Forscher, Deputy Assistant Secretary of the Air Force for Reserve

Affairs. Each year as a part of the Congress program, Dr. Paul Garber, Historian Emeritus of the National Air and Space Museum, conducts the Heritage of Flight segment during which time he interviews an aviation pioneer or someone who made aviation history. The Heritage guests for this year's Congress were Scott Crossfield, test pilot for the X-15 project; Air Force Brigadier General (Ret.) Charles "Chuck" Yeager, the first man to fly faster than the speed of sound; and Adolph Galland, a retired general in the German Air Force and Luftwaffe pilot in World War II.

Also planned as a part of the Congress program were field trips to Lockheed Georgia, builder of the Air Force's C-130, C-141 and C-5 transport aircraft, and to the new Atlanta International Airport, largest and most modern in the world.

Exhibitors included numerous aviation organizations, governmental agencies and industry. Under the able direction of their chapter Aerospace Education Chairman, Wendy Hurst, the North Georgia Chapter graciously accepted responsibility for the 99 exhibit.

Approximately 30 Ninety-Nines from across the nation attended the Congress. An informal meeting for those in attendance was held following the first day's program.

The 1983 National Congress on Aerospace Education is scheduled for Las Vegas, Nevada, April 7-9.



Lorrie Tunnell, lecturer at the 99 mini-sessions, discusses aerospace education with participants.



99s who attended the National Congress on Aerospace Education.

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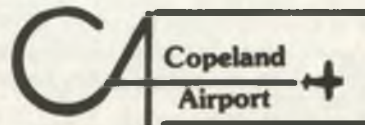
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and the Long Solo Cross Country

by *Gwen Haynes*

I should have known it was an omen when my Flight Instructor (usually punctual) forgot to show up to sign me off for my long solo cross-country that sunny morning back in January, 1976, at Orange County Airport, California (SNA).

I had planned this trip for so long ... a nostalgic return to the place where I first got the real yen to learn to fly some 20 years ago — Los Caballeros Guest Ranch in Wickenburg, Arizona. The trip was 280 nm and called for RON there. Unusual, but my Flight Instructor felt that after 66 hours TT (I hated to leave the nest), I could handle this long trek. Even my husband, Charles, didn't seem too concerned.

The weather briefing sounded good. CAVU, winds 15 to 20K at 6000' to 9000'. Slight turbulence near mountains (we had had Santa Ana winds the day before). After waiting an hour for my instructor (with my adrenalin pumping) the chief pilot came down and signed my logbook, just in time to keep me from collapsing.

I piled my flight bag, cowboy hat, cowboy boots and purse into the rented C-150. Strapped my flying mascot (okay, security blanket), Rupert Bear, into the passenger seat. (He was a gift from an airline Captain years ago, so he should have absorbed some flying knowledge.) I yelled 'Prop Clear', N19550 purred to life and with sweaty palms at the controls ... we were off.

My flight plan read SNA-TRM-BLH (refuel here) then BLH-Wickenburg. I would cruise at 9500'. After opening my flight plan I climbed to planned altitude. Almost at the Saddleback range of mountains — whoosh! I was down to 8000'. I added power. Uhhh! ... power was supposed to mean climb, not descend. I must be in a downdraft. I figured if I could barely make it over these mountains, I might not be able to gain enough altitude to make it over the next — (higher) range. (No big deal, stay cool, we'll just go around the mountains.) I notified Coast of my present altitude ... still descending, but not as quickly, and requested a change in course — N.W. over Hemet/Ryan to get to the Banning Pass, then over PSP to BLH. Request granted. Switch to Ontario Approach.

The joys of being able to make command decisions ... five minutes later and we were in turbulence. I never realized what a beating C-150's could take and still stay glued together (did they use glue?). We were rocked from side to side and yawed about, (30° comes nearest to mind). Losses and gains of 500'. The wind hitting the prop from different angles was NOT music to my ears. The metal map clip that was attached to the control wheel vibrated off with a loud 'crack' and ricocheted off the door window. (I thought the control wheel was broken.) The antennas were vibrating so badly in the wind there was nothing but static and a loud 'burring' sound on the radios. 550 managed to chug along, but I was coming unglued. Perspiration dripped from places I had never perspired from before. My stomach hurt, my head hurt and my teeth were chattering. Okay, time to throw up. The turbulence was so bad, and I was shaking too much to hold the barf bag steady enough with one hand ... so, decided maybe

I didn't need to throw up after all.

Finally, Ontario Approach crackedle through. I tried to sound calm, but the Controller was familiar with the sound of chattering teeth and said, "Hang in there, dear. Would you like to come down now?" I heard a tiny voice in my ear (must have been Rupert Bear) "If you land now, you've blown this cross-country and you'll have to do it ALL OVER AGAIN some other day." (Aargh!) "Do you want this male controller to think that women pilots are 'chicken'?" (Aarrgh!) I chose my words carefully, "Thanks, Ontario, but I think I can hang in awhile longer." (Maybe not ... I sure could use the bathroom about now.)

In the Banning Pass I was switched to L.A. Center. This trip is what started me calling controllers my 'Guardian Angels'. They were really rooting for me down there. (Of course, they were DOWN THERE.) "550, how's the ride up there now?" "How are you doing, 550?" "Hey, 550, we voted to give you an 'A' for guts." At last, PSP below, then Albuquerque Center. "What are you going to Wickenburg for, 550?" (Does EVERYBODY know?)

The turbulence ceased as did my perspiration, the headwinds became so strong that both gas tanks registered empty when I arrived at Blythe. Blythe wanted to see how well C-150's flew without gas so they changed the runway on me FOUR times ... they said it was due to changing winds. (Do you believe THAT story?)

I refueled and got the plane off the ground before I changed my mind. I did some great VFR flying to keep my mind occupied and show off to Rupert Bear. I followed the highway for awhile, until it disappeared ... I was following the railway tracks (Shut up, Rupert, I'm PIC). Found the highway again. Did a fantastic job of triangulating Buckeye VOR to find Wickenburg. I decided against attempting the dirt runway at the ranch and opted for the paved one at Wickenburg Muni.

The winds were 10K crosswind. I crabbed it in, bounced once, taxied to the pumps, gave 550 a hug and handed her to a laughing airport manager. (What's so funny?) It was five long hours since I left SNA. Closed Flight Plan. Called Charles, "I'm alive dear, but, definitely not well." He suggested I take a bath. (Does he know something?)

Called the ranch. They sent a car to get me. Nobody said a word when this gal in

Los Caballeros Guest Ranch dirt strip.







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Gwen Haynes with 550 at Wickenburg Airport.

cowboy garb arrived at the reception desk, lugging a flight bag and a Rupert Bear. Must have been the wild look in my eyes. One of the older guests sidled up to me saying, "Did you FLY in, dear?" (Why do they keep calling me 'dear?') When I replied, "I flew myself in," her eyes got real big, she stared at Rupert, smiled a knowing smile and left. (Rupert, you're doing it to me again.)

Had a bath and it helped. Didn't have much of an appetite for supper so headed for bed. Couldn't sleep, the bed kept pitching and yawing ... and it was GOING DOWN. Got up and reworked my return flight plan ... slight change, due to the fact the TNP VOR had just gone out (on MY cross-country) so, decided to return the way I had come. Dozed off a couple of times, only to be awakened by coyotes having a midnight snack down at the garbage dump (probably my supper).

I was sitting at the breakfast table before the gong had finished gonging. I had an appetite. It was going to be a great day. The sky was high clouds, getting more overcast, but, hadn't the SNA weather briefer told me it would be great along my route for a couple of days? (What about DESTINATION?) Called Phoenix FSS and filed flight plan. Rain in Tucson, storm heading our way; however, if I left in the next hour, I'd be okay. Ceiling 9500' en route to BLH (I would be at 8500'), up to 11,000' at BLH, up to 15,000' at PSP. Clear, visibility 40 at SNA with 5K winds. 10K winds aloft along route. (I believed him.) The ranch car deposited me back with 550 and I lifted off quickly, ahead of the storm.

Twenty miles out ... rain. Sounded like hailstones hitting the windshield. (Obviously, I had never flown in 'rain on the plane' before.) This was a surprise ... where were the windshield wipers? It finally stopped. I could see Blythe ahead, then ... NOTHING. I was in a cloud. (Where did that come from?) Perspiration time again.

Don't panic. How many seconds before disorientation? (Was I violating some FAA rule?) I couldn't go back, the storm was behind me. I knew the elevation here was 3500' and since I could see clearly ahead to Blythe just before the curtain dropped, I felt I should descend. (Well, Rupert, this is

another fine mess you've gotten me into.) Three hours of hood experience and I'm in the soup. I shakily broke out at 8000' (was that rain on my face?). I reported the lower cloud base when I recovered my composure — 8000', not 9500' — I was told they KNEW about it (wonderful how well they can keep a secret).

The refueling stop at Blythe was uneventful ... they only changed runways on me twice. (It's no fun when you're not on EMPTY.)

L.A. Center "Hello 550, did you enjoy your trip to Wickenburg?" (Aarrgh! They remembered me.) The sun was shining at PSP. TRM vortac was working yesterday, but, not today (naturally), so opted for the Banning Pass again and was handed over to Ontario Approach. I hugged the north slope (south side) as recommended, to avoid downdrafts. Halfway between Banning and Riverside I noticed that the right fuel gauge was registering full, but the left registered EMPTY. I kept tapping the glass, hoping it would wake up and do something ... it didn't. Could it be the gauges? Could I have a vapor lock in the right tank, and the fuel couldn't flow down so that I had used up all fuel from the left tank and was OUT OF FUEL to all intents and purposes? (What did I know? I was only a student.) I tried flying with the left wing low, hoping to force the fuel out of the right wing. No luck.

I called Ontario Approach and explained my problem. "550, switch to your right tank." (Switch? — What switch?) "I don't have a switch." The answer was firm, "550 you must have a switch. Didn't your instructor explain to you how to switch tanks?" "I'm a Cessna 150, I don't have a switch." Silence. (And this was supposed to be a great day.) A voice from the HEAVENS spoke, "This is Air-Cal, Ontario, the lady is right. Cessna 150's do not have a switch to switch tanks. They crossfeed and drain automatically." (My hero, you tell 'em.) Then followed a big conference between the four of us (the controller got his supervisor, too). They concurred with me, finally, that I should make an emergency landing at an airport of my choice. I picked Corona (I hope this doesn't blow my mileage for this leg) and they vectored me to it.

I circled Corona, losing altitude and obediently reporting to Ontario every 500'. Corona was supposed to have a Unicom ... so I could get winds and runway. No answer! I was on my own. Look for a wind sock. Another strong crosswind. Crab it in (and pray). I landed (hard) but safe.

I hunted up a mechanic and explained my problem. "It's probably your gauges," he said. "How could I be sure?" He replied, "Stick your finger in the tank and see if there's gas in the tank." I was upset. "At 8000' you expect me to climb out on a wing and stick my finger in a tank? — You are a NUT!" He smirked and said he meant to do it when I'd landed ... which didn't answer my question at 8000'.

My tanks were checked, fuel was distributed equally in both ... so, both

gauges were registering wrong. The mechanic felt they'd gone haywire due to the turbulence the day before. While he was refueling me he noticed Rupert in the passenger seat. "Or, the whole thing could have been your imagination 'cause you were nervous," he added, winking. (Rupert and I glared.) Called Charles. I was still shaking and told him I thought I'd sit in the sun for awhile to calm down. He suggested I make tracks NOW for Orange County Airport. (Does he know something?) He did. Santa Ana winds were starting (again?).

The turbulence over the hills from Corona to SNA cancelled all thoughts of a VICTORY dinner when I got home and Rupert was having second thoughts about being a flying mascot. SNA was reporting 20K winds. (What happened to 5K?) Oh me! I have to come down sometime, may as well be now. I thought I was getting good at crabbing on finals when SNA tower asked "550, confirm that you do plan to land on 19 left?" Cheeky! I did land on 19L ... and land ... and land. (Must be something wrong with the springs — and they were worse on one side.) I was DOWN, HOME and SAFE. I gave 550 a hug and headed for the FSS, debating whether I should ever fly again.

The weather briefer explained, "Just about all of your problems were caused by those darn Santa Ana Winds ... your flight was done under what you could call the 'Law of the Santa Anas.'" (This time I didn't believe him.) I knew better ... that flight was done under 'Murphy's Law'. (And I did fly again.)

New Ratings

Caribbean Section

Tweet Coleman - Beachcomber - Learjet

Middle East Section

Cyndy Otis - Central Pennsylvania - CFI

North Central Section

Kathy Samuelson - All-Ohio - IFR
Keren Johnson - Indiana Dunes - CFI
Mary Anglin - Michigan - CFI-ME
June L. Beers - Michigan - CFI
Nancy Walters - Michigan - IFR
Marcy Glaesemann - Minnesota - IFR
Lena D. Loffer - Scioto Valley - IFR

Southeast Section

Marilyn Burch - Florida Gulf Stream - ATP

Southwest Section

Christine Koplos-Stroh - Bay Cities, MEL, Glider
Aml Erickson - Palomar - IFR



Short Cut to Downtown — Bi-State Parks Airport

by Jan Pocock

Flying into St. Louis in August? Before you leave your home base, please be sure you put your own tie-downs in the baggage compartment (or wherever you stow them!) Our gracious host, Midcoast Aviation, has

offered us free tie-down in a grass parking area near their brand-spanking new terminal building, but, you have to have your own "anchors!"

Bi-State Parks Airport (CPS) has a 5500



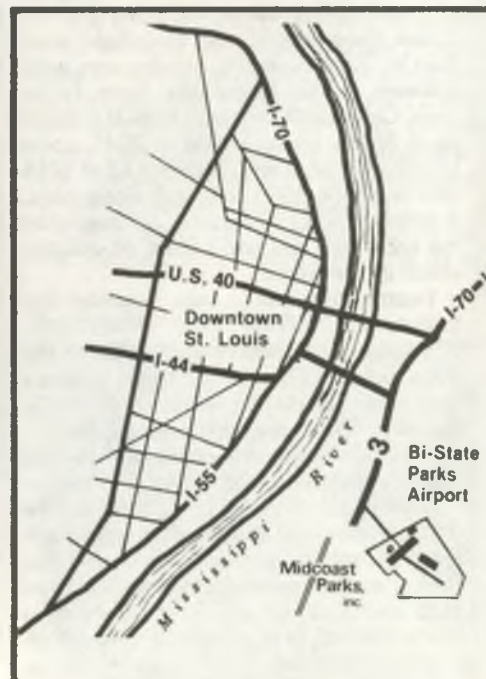
ft. paved and lighted runway (12-30) with JLS (109.1); tower — between 9am and 7pm (120.9), and STL approach control (126.7) and 2800 ft. runway (4-22). Don't look for it under Missouri airports, however, because it's in Cahokia, Illinois. (Actually listed in AOPA Airport Guide under East St. Louis, Ill.)

Known as the St. Louis Downtown Air Terminal, Bi-State is within minutes of our Convention HQ and your STL hostesses will see that you are quickly transported to the hotel.

You'll thrill at the sight of the famous Gateway Arch as you approach Bi-State and from the moment you touch down on either 12-30 or 4-22, you are in for a real treat. The modern passenger terminal and lounge belie the history of this airport.



Aerial view of Bi-State Parks Airport. If you look real close, the Gateway Arch is located in the upper right corner of the picture.



New Horizons

Originally known as Curtiss-Steinberg when it opened in 1929, the airport played host to many a great aviator: Amelia Earhart, Charles Lindbergh, and Jimmy Doolittle to mention just a few, as well as home to the Curtiss Aeroplane & Motor Co.

In 1940 the name was changed to Curtiss-Parks Airport when leased by aviation pioneer Oliver Parks. In 1945 it became Parks Metro Airport when he bought it, and in March of 1959 it was shut down by Mr. Parks due to the high cost of trying to run a private airport. He planned to turn it into a 2400 home housing development; however, he delayed his plans at the request of area officials so they could attempt to make it a public facility. After six years of struggle, the airport was bought by the Bi-State Development Agency, rehabilitated and reopened in April, 1965, as Bi-State Parks Airport.

Parks Air College (an extension of St. Louis University now, but founded by Parks in 1927) is still at the airport but performing a very different task than during the WWII days when the training of military pilots was intensified and they graduated 37,000 fighter and transport cadets and 2,000 mechanics before the war ended. When graduated from Parks, they were considered "the best in the world." The airport is also the home of Belleville Area College, another aviation oriented school. Today, the airport has well over 180,000 takeoffs and landings annually.

The new Midcoast Modification Center is a complete operation for corporate jets such as the Canadair Challenger and Dassault Falcons wherein a "green" aircraft is completely outfitted with interior, avionics, exterior paint, the whole "shootin' match", turning out the beautiful finished products you see all over the world. You really should try to take the time while at the airport, to tour this very modern, up-to-the-latest facility.

As with the "progress or decay" decisions in our downtown St. Louis riverfront area, so too are we very thankful to the people who refused to allow Parks-whatever-you-call-it Airport to be turned into a subdivision!

On Sunday, after your wonderfilled week in St. Louis, you will be treated to a continental fly-away breakfast at the airport, compliments of Midcoast, along with smiling, cheerful service from their line personnel seeing you off on your safe flight home.

Now, if you are planning to fly into St. Louis on commercial airlines, we won't supply transportation from Lambert International. However, we will have people on duty near the baggage claim area to assist you in locating transportation to the hotel.

Late Breaking News: We are delighted to tell you that it has been announced that the week of Aug. 9th, the production at our light opera theater under the stars, the Muny, will be "They're Playing Our Song", starring Lucie Arnaz. This should be a wonderful show, not to be missed.

Celeste Saunders Weingarten

Celeste was one of the many who did not survive the crash of Air Florida's 737 jet in Washington, DC on January 13. She qualified for her pilot's license at age 54 and was near completing her instrument rating, and flying aerobatics, too.

Despite her full schedule as a patent research executive between Washington and Boston, she was a co-founder of a Boston Zoological group interested in giraffes. More important was her contribution for cancer research to the Weizmann Institute of Science in Israel.

Earth has lost a treasure; heaven has gained one.

by Jean Doherty
Eastern New England Chapter

Carl J. Crane

Carl J. Crane, husband of Pam Crane, San Antonio Chapter member, died suddenly on April 26, 1982.

Crane's lifetime was spent in aviation, from the day at age 10 when he saw Lt. Benjamin D. Foulois make the first military flights in history at Fort Sam Houston in San Antonio.

After graduating from flight training at Kelly Field, San Antonio, Crane met and worked with the late Colonel Wm. C. Ocker, the "father" of blind flying, who in 1926 discovered the cause of pilot disorientation in obscure visibility.

Together they paved the way (1930) for the initial adoption of instrument flight training in the Army Air Corps. They also co-authored the first book of its kind, "Blind Flight in Theory and Practice," published in 1932.

Crane patented the radio navigation simulation that was licensed to Link Aviation for use in the early Link Trainer, and also invented the Navitrainer, the B-3 drift meter and the gyro panoramic sextant.

While Director of the Instrument and Navigation Laboratory at Wright Field, Ohio, Colonel Crane designed and test flew the world's first fully automatic landing, first demonstrated on August 23, 1937. For this he received the Mackey Trophy and the Distinguished Flying Cross. Also while at Wright, Crane had the opportunity of approving the first installation of production autopilots in military aircraft.

In 1955 he founded Flight Design, based at San Antonio International Airport, to continue active studies in flight research on control/guidance instrumentation. He also led the movement to restore Hangar 9 at Brooks Field as an Air Force Museum.

Few men put more science into

aviation than Crane, and no man added more to the art and spirit of flying. His death ends an aviation era.

Jean Langston Pate 1952 - 1982

In June 1973, the Deep South Chapter held a special called meeting, during an air race stop, to vote into membership a lovely, red-haired young pilot from Cordele, Georgia. Jean, a school teacher, was a natural leader and soon went on to become treasurer, secretary and chairman of her chapter. Very soon after becoming a member she attended her first International Convention in Milwaukee along with Immediate Past President, Betty McNabb, and her new friend, Judy Hall.

Jean, who grew up with an airstrip in her backyard, earned her pilot's wings when only 18 and flew the Cessna 172 her dad bought for her from the strip in her backyard for five years. Then, in 1976 she married Johnny Pate, a former Air Force pilot, and they bought a Comanche 250. After flying it for several years, they were able to purchase a newer, better equipped Comanche 250 in late 1981. But, because of her illness, Jean was unable to pilot the new Comanche, and was able to fly only with Johnny.

Then, on April 10, 1982, after three years of fighting, Jean flew on to new horizons. The illness that plagued her for so long finally won out, but Jean's spirit never wavered. Cheerful and bright always, she was an inspiration to all who knew and loved her. We loved you, Jean, and we will miss you.

by Judy Hall
Deep South Chapter

Judith G. Wagner

May 23, 1930 - May 8, 1982

The Long Beach Chapter regrets to report that Judy and her husband, Ellis (Les) O. Wagner, took their last flight to new horizons last Saturday, May 8, 1982, when their twin engine plane crashed in Burbank, California. To date the reason for this accident is not known. Judy's first love was flying. She held a Commercial Pilot's License with single/multi-engine/land and instrument ratings.

The Long Beach Chapter, as well as some of her friends, are sponsoring her as an honoree in Memory Lane, International Forest of Friendship. Anyone wishing to contribute to this cause may send their check to Betty Faux, Treasurer, Long Beach Chapter, The Ninety-Nines, Inc., 4844 Graywood Avenue, Long Beach, CA 90808.

Spring International Board of Directors Meeting April 2 - 4, 1982 Oklahoma City

by Ruth S. Dobrescu

The 1982 Spring Board Meeting of the International Board of Directors had a more difficult time getting started this time than any other previous BOD Meeting, I am sure. Gene Nora Jessen, Barbara Goetz and Ruth Dobrescu arrived Thursday afternoon; Hazel Jones arrived Friday morning by car for the scheduled 1:00 p.m. meeting. The weather had deteriorated Thursday night and continued to do so on Friday. The meeting was called to order with those present at 1:20 by Vice President Hazel and then the phone started to ring. Marilyn Copeland had been re-routed Thursday night to Tulsa and was now in Dallas; Janet Green's flight was diverted to Tulsa and she was about to leave for OKC; then Betty Jane Schermerhorn called; she, too, was now in Tulsa. (All flights attempted landings at OKC, but with crosswinds blowing at 45 knots, most attempts were aborted). Charlene Falkenberg arrived without having been diverted, thank goodness, for she came not only with two big suitcases (one of which carried the recording equipment) but with her leg in a cast due to a broken foot she sustained from a fall on ice. Thon Griffith was nicely tucked away in Oregon waiting to become a grandmother again. She called us on Saturday to say that Carrie Elizabeth was born on April 2 and weighed in at 8 lbs. 6 oz. Congratulations, Thon and George.

These are not the official minutes of the meeting but highlights of it that would be of interest to the members.

STANDARD OPERATING PROCEDURES: While waiting for the others to arrive, the time was well spent going over the rewritten and up-dated Standard Operating Procedures that Barbara Goetz has been pulling and putting together since the Fall Business Meeting. The revised, rewritten and new SOPs are being readied for distribution to the governors and chapter chairmen.

MEMBERSHIP: Members are an ingredient that we must all recognize as being the heart of our organization, essential to our projects and programs, necessary for the support of our budget and the life line into the future of our organization. It is important that we not just get members, but that we hold on to them.

MEMBERS who have not renewed should be contacted and reminded that there is a section member status they might prefer because they cannot be active chapter members.

66 PROGRAM — this will be developed as an International Committee. SOPs will be written for chapter guidelines. Student pilots (66s) who are nurtured by a 99

chapter usually become a 99 when licensed. This is really an extension of our membership program.

THE NINETY-NINES/UNITED STATES PROFICIENCY FLIGHT TEAM: — Lois Feigenbaum, National Director. Before the non-U.S. members think that this does not apply to them, be advised that the operating procedures for the proficiency flight team are being set up for the United States first, then hope it will become an activity international in scope. The income is budgeted to come from four areas: 1) AOPA; 2) Contest entry fees; 3) Sale of souvenir items and 4) Contributions. Should the income fall short of covering the actual expenses, the shortage has been guaranteed and no 99 money will be used. The World Competition will be held in 1983 in Skien, Norway, and the United States won the bid to have it in the U.S. in 1985. The events are broken down to local competitions, regionals, nationals and the top winners (4) of these competitions will be trained as a team that will be sent to the World Competition.

1987 CONVENTION — INTERNATIONAL SITE: 1987 will again be an outside U.S.A. site for our Annual Meeting/Convention. Representatives from India and Vancouver, British Columbia entertained us with films from their lands for consideration.

99 RESOURCE CENTER: The Resource

Center is being worked on and we have received affirmative answers from very notable people who are willing to serve on our Honorary and Advisory Board. Gene Nora Jessen completed the draft of a proposal for a grant which, if awarded, will be a great and necessary help in establishing this Center.

NIFA SAFECON — May 6, 7, 8, 1982 — everybody join Hazel at the National Intercollegiate Flying Assn. Safety Conference. It will be held in Bakersfield, California.

AIR AGE EDUCATION PACKETS/BOOKLETS: Air Age Education packets are available from Headquarters as follows: 1) Amelia Earhart teaching/learning packets - \$3.50 each; 2) Activity booklet - \$1.25 ea.; 3) Personality Packet - \$2.00 each.

NEW CHAPTER PACKETS: Attention Governors: Packets to aid chairmen of newly formed chapters are now available through Charlene Falkenberg, International Secretary.

GOVERNORS - CHAIRMEN - MEMBERS COME TO THE CONVENTION IN ST. LOUIS WITH QUESTIONS

1. What do you want to know about your organization?
2. What do you like about it?
3. What don't you like about it?
4. What do you know that we don't — tell us!
5. What do we know that you don't — ask us!

Look on Pages vi and vii of the Membership Directory. Here you will find the International Committees. I offer this to you as a reminder to develop your questions.

The next International Board of Directors meeting will be held all day Tuesday, August 10th at the Convention Hotel in St. Louis, Missouri.

Gathered at Headquarters for their semi-annual 99 Board of Directors meeting are (clockwise) Board members Gene Nora Jessen and Betty Jane Schermerhorn, General Counsel Sylvia Paoli, Board Member Ruth Dobrescu, Vice President Hazel Jones, Executive Director Loretta Gragg, Board Member Marilyn Copeland, Treasurer Barbara Goetz, Secretary Charlene Falkenberg and President Janet Green.



Reporting Instructions for *The 99 NEWS*

The success of *The 99 NEWS* has been the result of the interest and efforts of chapter news reporters and other contributors — thanks a bunch!!

The following information includes suggestions, requested by some reporters, for the submission of content to the magazine.

In the next mailing from Headquarters to chapter chairmen, we will include some additional chapter news reporting forms (please xerox, as we can't keep enough on hand for everyone's use all year long) and a new advertising rate card. Please ask your chapter chairman to share this information with you.

Reporting Instructions for *The 99 NEWS*

1. Deadlines:

Material for the magazine must reach 99 Headquarters by the first of the month prior to publication. Deadlines are:

- June 1 — material for July-August combined issue (magazine to be mailed July 1)
- July 1 — no deadline for the magazine
- August 1 — material for September issue
- September 1 — material for October issue
- October 1 — material for November issue
- November 1 — material for December issue
- December 1 — no deadline for the magazine
- January 1 — material for January-February combined issue (magazine to be mailed February 1)
- February 1 — material for March issue
- March 1 — material for April issue
- April 1 — material for May issue
- May 1 — material for June issue

2. Guidelines for submission of material:

- a. All material must be typed, double spaced. We suggest you set your typewriters on 10 and 70, restricting paragraphs to 4-5 lines. Please do NOT type in ALL CAPS. It is hard to read and has to be retyped before it can be used in the magazine.
- b. Try to limit chapter reports to one typewritten page. Include news about chapter projects, activities, meetings, outstanding achievements, or items of note about individual members, etc. which are timely and appropriate. You are also encouraged to submit longer feature articles about significant or unusual activities or experiences of individual members that would be of interest to other chapters/members. These will be published as space permits. *Note: Your chapter newsletter is not considered a report and will not be published as one.*
- c. Pictures are heartily welcomed, with black and white glossy prints preferred. Color photographs can be used if they have good contrast; dark color pictures simply become darker when reproduced in the magazine. Please include a stamped, self-addressed envelope if you wish photographs to be returned. Otherwise, they will be placed in the Archives at Headquarters.
- d. New Ratings should be submitted on a separate sheet of paper and include the individual's name, chapter and ratings earned.
- e. For New Horizons, submit a short biographical sketch of deceased member, along with a recent photograph, if available.
- f. Calendar items should be submitted on a separate piece of paper at least *three months* prior to the event mentioned. Include events, dates, locale and name to contact for additional information.
- g. If contributions arrive after deadline or should the chapter news section ever need to be cut or shortened due to space requirements, material will be held over for the next issue.

3. Reporting/writing tips:

- a. The organization's correct name as it is used in the magazine is *The Ninety-Nines, Inc.* We also use 99s, the 99s, or

the Ninety-Nines. We do not use 99's or the 99ers. It is correct to use 49½'er, not 49½'er.

- b. If a person's title precedes the name, it should be capitalized (*Chairman Mary Jones*). Titles which fall after the name should be in lower case (*Mary Jones, chairman*).
- c. Chapter/Section titles should appear as follows: *San Fernando Valley Chapter/North Central Section*. Or, in a sentence ... *members of the section* ...
- d. Other examples of terms which merit capitalization include *Flying Companion Seminar, Pinchhitter Course, Fear of Flying Clinic, Phase II Wings*. When using alphabetical abbreviations, do not use periods between the letters. Example: *FAA, FSS, WASPs, AOPA, EAA, NIFA, AE Scholarship*. We do not use *A.E. Scholarship*. Use *USPFT*, not *U.S.P.F.T.* (*United States Precision Flight Team*).
- e. Spell out the names of the states and countries when they appear in the body of an article. Example: *July's convention will be in St. Louis, Missouri*. If the name is part of a listed address, such as calendar information, abbreviations may be used.
- f. Spell out days of the week, months of the year. Also, unless the year differs from the present one, there is no need to include it. That you are referring to 1982 is understood.
- g. Spell out numbers *nine* and below, except for dates, scores, addresses, ages, time and money. Figures should be used for 10 and above unless the number is the first word of a sentence.
- h. In chapter reports, avoid overuse of the chapter name. Each chapter is listed under its name, so repeating it just takes up unnecessary space.
- i. For easy readability, paragraphs should be indented and generally contain no more than 35-55 words.
- j. Avoid overuse of personal comments, such as "Good luck, Mary!" or "A good time was had by all."
- k. For good journalistic style, always place quotation marks after commas or periods.
- l. For consistency, please write complete sentences rather than in phrase style.
- m. Avoid using "on" before a date or "held" in connection with a meeting. *Chapter meeting will be June 15.*

HELP!

It would certainly help the financial needs of *The 99 NEWS* if you gals could canvas your area for anyone interested in running an ad in our magazine. If they show any interest at all, just let me know their name, address and product and I will gladly take it from there. You can tell them that ads run from \$25 up. I'll do the leg work, correspondence, telephoning or whatever is necessary from then on.

Thanks,
Norma Vandergriff
Advertising Director, *The 99 NEWS*

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the 99 news

Chapter News

Date:

Section:

Reporter:

Chapter:

CHECK LIST

Due 1st of the month preceeding publication.

Double-Space

Include photos with captions. B&W or color prints. No slides or negatives.

Include news in proper categories:

Chapter News,
Activities &
Projects

Calendar

New Horizons

New Ratings

Send to:

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73159

Watch

The 99 NEWS

for notices about
topics for special
issues.

News, Activities and Projects

CARIBBEAN SECTION

Beachcomber Chapter

Thanks to the efforts of Sue Leferson, the Beachcomber 99s and their guests were honored to have aerobatic pilot and author Duane Cole as their guest speaker at their meeting on 24 March at the home of Marijane Evans. Everyone enjoyed this opportunity to get acquainted with Duane and his charming wife, Judy, and to hear about their experiences traveling to various countries for aerobatic competitions and air shows. Sue took Duane's basic aerobatic course in Texas, and many of our island pilots arranged to take aerobatic lessons from him during his two-week stay on St. Thomas.

So many of our Beachcomber members have left the islands that it is difficult to keep track of their activities. Past chairperson Sandra Lapsley writes that she and Tiner have settled into the "live-aboard" routine on their sailboat (address: P.O. Box 1313, League City, Texas 77573), but have bought land for a future retirement home at Los Tresnos. She writes that Debbie Carlson, now working at Chicago Center, is ready to start on her Instrument rating. Peaches Wolf, now stationed in Korea, is waiting for the spring thaw before she heads for the closest flying club.

Tweet Coleman writes that she now has her ATP Lear type rating and is flying for Chipola Aviation in Marianna, Florida. Tweet says Marlene Van Beuren is in Pompano Beach working on her A&P License.

Pamela Wolfe and Susan Ward, both furloughed from PRINAIR, have left San Juan. Pamela has returned to Seattle and, at last report, Susan was headed for NYC.

Lynette Gumbs, our most "stable" Beachcomber 99, can usually be found back of the LIAT counter at St. Thomas Airport, although even she manages to escape now and then to work on her Instrument rating and fly to the neighboring islands.

by Marijane Evans

EAST CANADA SECTION

First Canadian Chapter

First Canadian Chapter members have a busy schedule this spring. Our March meeting featured guest speaker Britt Irving, second officer flying with Air Canada. Following an interesting talk defining her duties in the aircraft, plus a film on the DC-8 systems, she was questioned with

enthusiasm by several of our new members for information regarding present career possibilities for women in Canadian commercial aviation.

April saw us in Milton at the luxurious "Cloud Nine Farm" of Helen Hardy, where we had a good turn-out for our election and business meeting. Several members have been working diligently to prepare for and advertise our "Great Northern Air Race" to be held June 12. With everyone's support we can continue this event in the future.

A good representation from the First Canadian Chapter plan on attending the East Canada Section Meeting May 1-2 in Ottawa. Plans are already underway for the Fall Section Meeting which we are hosting here in Toronto, Oct. 1-3.

One of our members, Karen Rosenthal, will be participating in the Newmarket Balloon Festival June 25-27.

All Canadian members are urged to read the Dubin Report concerning Aviation Safety in Canada. The implications can affect us all.

by Carolyn Cutt

MIDDLE EAST SECTION

Central Pennsylvania Chapter

Our April meeting was held in Hershey, USA, at Debby Bartolet's. Before the meeting Debby took the group on a tour of a local volunteer fire department and explained the ins, outs and operating details of working on an ambulance crew. Since most of us have not had the experience of riding on the inside, it was very interesting. Upon certification, Debby will instruct the girls on CPR procedures.

Sack lunches were eaten amongst discussion of the upcoming Poker Run to be held in May, for which first prize will be a Navtronic Flight Computer given by Eagle Aviation (Alice and Bill Fuchs). The logo contest for Convention '85 is under way, so let's put our thinking caps on! The chapter is hoping to help out at registration in Baltimore. We have also voted to support the newly organized Penn State Flying Lions, a collegiate flying club.

Alice Fuchs has been busy flight instructing and giving flight tests. Cyndy Otis is also busy instructing and is supporting a new CFII. Hazel Bartolet, chapter chairman, Marcia Johnson, treasurer, and Helen Sheffer chanced the weather and traveled to Marietta, Ohio, for the Spring Sectional in April. Their luck ran out though, so an extra night was spent. Flo Shirey visited for six weeks in San Diego and

San Francisco. Marcia and 49½er, Ken, attended the Congressional Flying Club dinner in Washington, D.C. at which Lynn Helms spoke. Marcia reports he has "great expectations for aviation!" Margaret Wellington has installed new seatbelts in her pride and joy and is flying around PA enjoying the sights.

Fly safely —

by Cyndy Otis

Washington, D.C. Chapter

The movie *To Fly* highlighted the April 20 meeting of the Washington, D.C. Chapter. Although the screen was not as large as that at the Air and Space Museum where most people view it, the 16 members and guests were thrilled. A new member, Carol Fisks, and a transfer, Jan Van Eps, were introduced to the chapter.

The D.C. chapter has decided to sponsor a Proficiency race in September. The Capitol Proficiency Race will be held on September 11 with a rain date of September 12. Page-Avjet will be providing free aircraft parking. It will be open to all pilots. The co-pilot need not be licensed. The first 25 stock aircraft-SEL and MEL will be accepted. Race against your own estimate of time and fuel consumption. Entry kits available at \$3 which is applicable to the \$25 entry fee. Gerda Ruhnke will be coordinating the race. Entry deadline is August 1.

by Frances J. Wehman

NEW ENGLAND SECTION

From the Eastern New England FLY-LINES
April 12, 1982:

Marge Zeuch has let us in on her plans for her sixtieth birthday year ... to fly around the world in a small airplane as sky ambassador to the world for the Ninety-Nines. She received unanimous support at the chapter meeting and will submit her plan to Headquarters for further consideration. Preparations will soon be underway. Her plan sounds ambitious and matches her undaunted spirit.

Sky Awareness

by Marjorie Van Vliet Zeuch

The natural element of a pilot is the sky; and for that reason, we who fly should be more acutely aware of that portion of our environment than almost any other group of people. But how many of us actually study the heavens except as one of several concerns which we must deal with before taking off on a flight? How many of us really

look at the sky? Really study its moods, its colors, its theatrical, tranquil, or — sometimes — gaudy events? Certainly, we are aware of the dramatic performances occasionally put on in the heavens and steer clear of them when flying from one place to another. (I don't know anyone who deliberately sets off to fly through a thunderstorm just for fun, for example.) We also usually take note of the fact that pretty cumulus clouds do sometimes pack a mild sort of wallop in terms of turbulence if we fly too closely underneath. However, I suspect that most of us are like our ground-bound brothers and sisters who, except at sunset or sunrise, give the sky only a cursory glance now and then.

But the sky is deserving of much closer and much lengthier study than we normally give it. In the first place, we are creatures of the sky even though we are earth-dwellers. After all, the sky begins at ground level where the earth ends and is the element that makes up our environment. It is the air we breathe; it filters the sun and, therefore, keeps us from being burned to a crisp by ultra-violet rays; it provides us with rain which, in turn, directly or indirectly nourishes us. In other words, it provides us with the means by which we live. As Charles Roth points out, we are "extraordinarily dependent for our lives on the sky which delivers the vital oxygen and water for our existence."¹ The sky, then as Roth makes clear, is the center and core of our existence; it is our nourishment and, indeed, our very survival.

Furthermore, the great vault of the heavens is also — at least potentially — the center and core of our spiritual and psychological lives. Symbolically, the heavens represent our future existence; God is said to have his dwelling place in the firmament (a word that also means "support," "prop," "stay," and "strength"); and so the heavens have become emblematic of hope, inspiration, and salvation. Poets and other writers have, since the birth of creative literature, used the sky over and over and in every context imaginable as symbolic of

inspiration, of our highest goals, and of salvation. Nature writers have always demonstrated an acute awareness of the varicolored arch over our heads. One such writer is an American favorite — Henry David Thoreau. Christopher Roof, of the Thoreau Lyceum, found no fewer than forty-three quotations in the various works of Thoreau on the subject of the sky.

As a professor of English and of photography and — in the past four years — as a pilot, I have, I suppose, been subconsciously aware of the symbolic and environmental value of the sky in my own life; but the awareness, unfortunately, has been mostly subconscious except when I take pictures. (Every photographer wants interesting clouds as a backdrop for his scenic shots. He occasionally even makes the sky the central image when it is spectacular enough.) It was, therefore, that I felt especially privileged to meet Jack Borden recently and to hear about the organization, *For Spacious Skies*, of which he is the founder and co-director. His description of his own philosophical interpretation of the function of the sky in our lives and the potential of the sky to enhance our lives and to inspire us brought into focus all of my sleeping, half-formulated, subconscious attitudes. I became particularly and acutely aware especially of the singular appropriateness of sky-awareness to pilots, and for this reason, I am urging the Ninety-Nines to support the organization in every way we can and to foster sky-consciousness at every opportunity.

¹Charles E. Roth. "Education for Life in the Sky," *The Environmentalist*, II 1982, p. 3.

²The Random House Dictionary of the English Language, *The Unabridged Edition*, 1966.

NEW YORK- NEW JERSEY SECTION

Long Island Chapter

Long Island Chapter member Ruby Bostic visited 9 countries last summer. Happily she told about some flying she did in Venice, Italy. The plane was similar to the C-172 Skyhawk. The airport was discovered by accident while visiting San Marco, the city where no cars are allowed. She and friends had rented a van in Frankfurt, Germany, and were touring Europe. While looking for some place inexpensive to live, this small airport was discovered, near the beach. The FBO was extremely pleasant. The airport was uncontrolled, but she listened to conversations of other pilots. Although they spoke English, it was with a heavy accent and a little difficult to understand. The pattern was left hand entry. The runway was small and unpaved. There were animals and small game breeding on the airfield that the pilots had to be wary of. Sounds like a fun trip.

During Marjorie Gray's trip "down under", she had the good fortune to visit with Nancy-Bird Walton at Sydney,

Australia and Pam Collings, Governor of the New Zealand Section of 99s. Marj contacted them through the 99 roster and received a delightful reception from both girls.

Ten of our members flew to Buffalo for the New York-New Jersey Spring Section meeting April 24. A first hand account was received from Mae Smith upon her return. The day looked absolutely beautiful for flying, but apparently under all that serenity were many mighty thermals. Mae and companion Nancy Guernsey were knocked about the cockpit of their Cherokee 180, unable to keep anything on their laps, charts included. Finally half way there, after a stop for lunch, the weather settled down and was a bit more comfortable.

Joyce Malkmes and Sue Mirabel, flying with Pat Bizzoso, flew up later in the day and weren't quite so uncomfortable. Before landing they flew over Niagara Falls and had a spectacular view. The entry and approach to Buffalo Airport was reported by most of the girls as hairy with lots of turbulence and cross winds. Fortunately the trip home was made in better time and with much smoother air. All ten agreed that it had been a bumpy but fun weekend.

Flyers were passed out at the meeting announcing plans for the fall section meeting to be held on Long Island. There will be four contests before that time, with prizes being awarded at the section meeting Oct. 1-2. The first contest and prize was to produce a theme for the weekend. The Long Island Chapter had exclusive right on this contest and Alice Borodkin won with her delightful theme, "Women Pilots Rock the Cradle of Aviation."

The second contest will end July 1. It is an aviation photo contest. There will be two more contests to be announced to Section members during the summer. For more information, write or call Kathryn Lusteg, Northport, New York. She is listed in the roster.

At our April meeting, a new booklet about the Ida Van Smith Flight Clubs was presented. It's called an Historical Review, 1982 Edition. The Flight Clubs were founded in 1967 and expose children to all aspects of aviation. Ida teaches ground school, uses a flight simulator, has weekly and monthly meetings with aviation oriented persons talking to the kids, and she also gives "her kids" rides in her C-172. The booklet is very interesting, and explains about the founding of the clubs. Write Ida if you're interested in more information.

The evening was further spent "marking cards" for our annual Poker Run coming up on May 1. While marking cards we chatted about our fly-in to Atlantic City which was called off because of bad weather. Doris Abbate and Roberta Pistorius flew down the day after and had a great time by themselves.

We presently have two girls teaching Private Pilot Ground School courses at college nearby. Diane Fisher is teaching at Manhattan Community College and Marie



While on assignment for the Audubon Society, Marjorie Van Vliet Zeuch took photographs of Moonstone Beach in Rhode Island.

Distefano at Baruch College in New York City. Marie has also joined the staff at Diane's Mid-County Flyers as a ground school instructor.

by Patricia Rockwell

Western New York Chapter

The Western New York Chapter hosted the NY-NJ Section Meeting in Buffalo, New York on April 23-24.

Ninety people attended a Sequi-centennial Flying party on Friday night and forty-four enjoyed a luncheon Saturday.

Bill Ludgen and Will Tetro from the Rochester GADO office were the speakers. by Virginia Hake

NORTH CENTRAL SECTION

All-Ohio Chapter

It's not every day that a chapter is told what a good group of pilots they are and how much the Toledo TRACON and tower personnel enjoy working with the All-Ohio Chapter. The mutual admiration society between the Toledo FAA men and All-Ohio started when the Air Race Classic Terminus was at Toledo Express Airport. Later, the Buckeye Air Rally was held at Toledo Metcalf and Tiffin, Ohio, at which time the tower personnel manned a mobile tower. The rapport was solidified when Assistant Supervisor Don Durking from the Toledo Tower spoke at the April meeting in Tiffin, Ohio. 99 Connie McConnell chaired the meeting at which Don spoke and answered questions concerning the GAR and Tower En Route Program.

Buckeye Air Rally Chairman Salley Berryhill tried for the Guinness Book of World Records by attending three (3) FAA Safety Seminars in one month. Not only is Salley super safe but she took each opportunity to promote the Buckeye Air Rally coming up on 18-19 June. Kits are available from Salley.

by Jeane Wolcott

Chicago Area Chapter

Spring arrived before we knew it, and the Chicago Area Chapter has been busy with meetings and fly-ins. The Shangri-La Grand Prix Race was off and running from April 5-7. The fourth stop on the race was Aurora Airport, where the Chicago Area Chapter provided the timers and the "goodies". Two



Hospitality for Shangri-La Grand Prix race participants who landed at Aurora was supplied by the Chicago Area Chapter.

Fly-Ins were scheduled for the month. One was a mid-week luncheon at Mitchell Field in Milwaukee and the other was a tour of the Frasca factory and facility at Urbana, Illinois. Unfortunately, the weather precluded participation of our members at the Urbana Fly-In. (Springtime in the Midwest is always full of surprises.)

Our chapter meeting this month was held at the Galleon Restaurant in St. Charles, Illinois. We enjoyed a champagne brunch and a talk by Jon Houser on the construction of model planes. Those that chose to fly to the meeting went to Du Page County Airport, which was just a few miles from the meeting site.

April 23-25 found the Chicago Area Chapter in Ann Arbor, Michigan, for the North Central Spring Section Meeting. The Greater Detroit Area Chapter did a superb job hosting the meeting. CAVU weather (Surprise!) helped insure a record turnout for the meeting. Chicago Area won the attendance trophy for the third time in a row. We are again going to enjoy using the beautiful silver champagne bucket. We only hope we will not have to give it up for a while.

Indiana Dunes Chapter

The Indiana Dunes Chapter held their April meeting at Griffith Airport in Indiana. Again the weather (windy) cancelled the egg drop activity that was to take place after the business meeting. Sue Mohnssen presided over the meeting as our chairman, Carol Zander, was working on another project.

Carol and Terri Buettner were at a Science Fair held on the Calumet campus of Purdue University, judging the exhibits.

The Governor of Illinois, Jim Thompson, presented a proclamation to Carol declaring May 16-22 Women in Aviation Week here in Illinois.

Karen Johnson attended the Careers Seminar in Wichita, Kansas. Karen, one of our youngest members, attends Purdue University in Lafayette and recently became a certified flight instructor.

Vice-Chairman Sue Mohnssen is a talented lady in other areas. She recently had an art display at a Michigan City bank, and does many creative projects for the chapter.

Another talented member is Colette Golightly who is presently in the Bahamas with her show of underwater photographs. She also gave a talk to a women's group while there.

The chapter welcomed another new member, Doris Brown, who was sponsored by Betty Parrish.

Charlene Falkenberg, who now has a different set of wheels to fly around with, attended the April meeting and had much information to discuss with the chapter after being away. She was also able to attend the International Board meeting in Oklahoma City. Good to see you back in action, Charlene!

Congrats to our chairman, Carol Zander, who has been appointed International 66 Committee Chairman by International

President Janet Green.

by Patricia Magon

Lake Erie Chapter

Lake Erie Chapter members have been busy getting their BFR's out of the way in time for fine summer flying. Former Chapter Chairman Pat Stark took her BFR on a clear but very cold day in February (-4°F) with CFIL member Ruth Sitler, one of our chapter's two Pilots of the Year.



CFIL Ruth Sitler gave Pat Stark her BFR at Akron Fulton Airport on a -4° F. February day.

After a long winter off from flying, our other Pilot of the Year, Bev Demko, dusted off their 172, 15AF, and took Marg Juhasz to the North Central Section meeting in Ann Arbor April 23.

Dorothy Sturman has been busy this winter watching and helping a friend recover the wings of his Luscombe (he is an A&P so it is all very legal).

Coast Guard Auxiliary Wing Patrol members of our chapter are sharpening communication skills in time for the initial weekend patrol on May 15.

Winner of our chapter scholarship, Debbie Calvin, will soon start working on a glider rating which she will complete at Chardon Airport. She already has private, instrument and multi ratings under her belt.

Chapter chairman Dodie Jewett was unable to attend section meeting as she was in Florida with her daughter, Jennifer, who was competing in the Swimming Nationals.

by Marg Juhasz

Michigan Chapter

Chapter attendance at the North Central Section Meeting, Ann Arbor, was great! Perhaps having it in our own state had a lot to do with it! At any rate we commend Greater Detroit Chapter on the fine job they did putting it all together. We all had a great time and really appreciate their time and effort. We were pleased to have our member Claire Ojala's dedicated service to the 99s acknowledged at the banquet by way of a certificate of achievement from Section. Claire is an inspiration to Michigan Chapter by the professional manner in which she handles all tasks.

Vice Chairman Glenda Martlew has stepped in to replace Chairman Pat Moorhatch who is experiencing some personal difficulties at this time and unable

to complete her term of office. We appreciate Pat's participation and enthusiasm these past months and give Glenda our support. In addition, the Mary Von Mach Scholarship Committee is pleased to welcome new Trustee Nancy Miller. We were sorry to learn that our dear member Thelma Lindzay is ill and we all wish her our very best.

Member Bernice Steadman of Traverse City is making lots of plans for the Michigan Paul Bunyon Air Derby this year in that city. All four Michigan Chapters will co-sponsor the event which will also renew the "Paul Bunyon Clan" ... however that's done! Reef Petroleum Corporation is supporting the event and more details will be available shortly. A Committee and Board meeting is scheduled for May 10 in Lansing.

The Mary Von Mach Scholarship Committee received a donation of a beautiful aircraft print collection by artist Charles H. Hubbell. The collection consists of five bound albums containing 300 prints and the committee is in the process of having it appraised and analyzing how the collection can best be used to attain funds to further its goals. Each year the committee sponsors one Civil Air Patrol Cadet for Solo Encampment in Alpena, Michigan. Another fund raising project currently in progress is a "Poker Run" Basket of Cheer. We plan to present it to a lucky donor on June 13 at Terminus Airport Berz Macomb in Utica, Michigan.

In the meantime all members are brushing up on their Dawn Patrol serving skills. We'll be out at Flint Airport (IFC Hangar) on Sunday, May 16 insuring that all our flying friends get plenty of delicious pancakes to eat and the chapter will share in the profits. Michigan Chapter will hold a business meeting following Dawn Patrol. We'll probably be so well trained by then that local restaurant owners will be chasing us around the field with employment applications, so we'll have to keep the meeting location on the field a secret for the time being.

by June L. Beers

Minnesota Chapter

From 7:45 a.m. until 6:00 p.m. on the last Saturday in March, at Elliott Beech, Flying Cloud Airport, 44 chapter members including instructors worked to up-grade flying skills. This Pilot Proficiency Day, under the able direction of Terry Ludtke, Flying Further Chairman, and instructors Kathy Bucholz, Jan Young, Jan Porter, Gayle Vail and Marcy Glaesemann, was packed with helps for pilots. The morning began with coffee and an "Is this airplane ready to fly?" preflight contest. The sharp women even spotted the reversed red and green wingtip lights and the two, not one, items left under the cowling by "Mechanic" 49½er Johansen. Craig Sanders of National Weather Service gave an excellent 2-hour session on "How to get the most out of your weather briefing." "FARS" by Kathy Bucholz, "Weight and Balance" by Gayle

Vail, and "Cross Country" by Marcy Glaesemann, brought us up to date. Jan Porter and Mary Griffiths had a full schedule for the simulator and reported that these lessons encouraged several 99s to decide they would be working on their instrument ratings. Some of the pilots took dual air time, others scheduled for the next week. It was a great incentive to GET CURRENT!

The committee had reviewed and procured several outstanding films which were shown during the day. For the noon break, Vicky Knudson had prepared a bountiful buffet complete with daffodils and a decorated cake depicting Daffodil Flights (donated by member Terry Zeidler-GADO employee). These reminded everyone that we would be flying daffodils on April 1.

For the second year we have had a successful DAFFODIL DELIVERY DAY. This year on April 1, 40 of our 87 members in Minnesota flew 143 hours, more than half way around the world in miles, delivering to 56 airports within the state over half a million daffodils for the American Cancer Society's Daffodil Days Fund Raiser for the fight against cancer. These women pilots donated over \$6,000.00 in plane costs. Because of their involvement, TV, radio and newspaper coverage was more extensive, ACS benefitted, general aviation and the state's airports benefitted, and we had a great time!

by Clara J. Johansen

Quad City Area Chapter

Our Simulator is being kept quite busy while our 99s are, too. Between vacation schedules to Hawaii, Florida, Colorado, California, Texas and other intriguing places, we have been able to fit many other things into our schedule. May 15 will be our annual Plane Wash, assisted by the local CAP. This is always a successful event for us and provides the needed funds to keep other projects going. We always have lots of aching muscles, but it's worth it.

Some members plan to help work the Illi-Nines Air Derby in Mt. Vernon, Illinois on Memorial Day weekend. Our chapter has again been asked to operate the concession stand at the Confederate Air Force display in Moline in August. In between these activities we are going to have an airmarking which may be replacing some of our taxiway reflectors that didn't survive the winter snow plows at Moline.

Now that spring has finally arrived, maybe we can get into the air more. I for one am finally getting serious about that Instrument Rating. HAPPY FLYING!!!

by Judy Pobanz

Scioto Valley Chapter

Eight members of this Ohio chapter made it to the North Central Section Meeting held in Ann Arbor, Michigan, April 23-25. Seven of them flew in from the Columbus area in three planes. While there Chairman Marilyn Miller and her 49½er, Bob,

handled sales of the spark plug airplanes made by members, and managed to reinforce the chapter treasury in the process.

The chapter's April meeting was hosted by Kathy Samuelson and her husband, Steve, who presented his interesting and well-done video tape of the Dayton Air Fair as the program.

by Lee Loffer

NORTHWEST SECTION

Eastern Idaho Chapter

With the cooperation of the weather, the members of the Eastern Idaho Chapter of the Ninety-Nines were able to do the much needed airmarkings at Blackfoot Airport on Saturday, April 17.

The project took approximately five hours from the lining out of the four numbers to the double coating of the paint. The materials were furnished by Max Gibson, airport manager.

The next project sponsored by the Eastern Idaho Chapter will be a Density Altitude Clinic planned for June 19 at Rexburg Airport. This clinic will be conducted by FAA specialist Jack Walsh of Boise. There is no charge for the clinic which begins at 9 a.m. and will include a



Members and friends of Eastern Idaho Chapter work on airmarking at Blackfoot, Idaho, in April.



The "eight" is almost finished at Blackfoot Airport.

ground school and flying time. Refreshments and lunch will be available, and prizes will be awarded to those pilots who come the closest to estimating their aircraft's performance. For more information regarding this clinic, please contact Judy Ramsthaler, 524-2226.

by Kathy Layman

Greater Seattle Chapter

Puget Sound's weird weather brought nothing but bad news for the April meeting of 99s in the Northwest Corner. Intermittent

squalls of hail, snow and freezing rain, spiced with thunder and lightning, sent our pilots scurrying via ground transportation for shelter in the Holiday Inn at Issaquah. Attendance was great, proving that a lot of bad weather does not deter Greater Seattleites getting together to promote aviation.

Racing was on the agenda for two members: Dodie Gann and Ilovene Potter were deep into paperwork in preparation for

level. Many of the other women were working towards their wings also. How about the other 99 Chapters doing the same?

We held an election on April 3 with the following results: Chairman, Dorothy Fowler; Vice Chairman, Katie Reikofski; Secretary, Shirley Hauer; Treasurer, Peggy Crow.

The 23rd Annual Safe Pilot Award Banquet, held each year in North Idaho,

Aviation and Berteau FBOs at Corvallis Airport.

In April our chapter met with Columbia Cascade Chapter to discuss plans for the Northwest Sectional. A fly-in to McMinnville was fun for all who came.

The poor weather cancelled our flight to the beach for the April meeting. Betty Cameron and Jane Cappizzi were hostesses at Corvallis Airport.

by Mary Ellen Hobin

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the All Woman Baja California Air Race, April 30 to May 3. Having earned a tidy fifth place in last year's Palms to Pines race, the ladies decided to team up again in Dodie's beautiful Wing Derringer, a sporty two-place twin known as the "Ferrari of the Air." Its 160 hp Lycomings will power the ladies on the 1007 statute mile course from Long Beach to the tip of Baja California, vying for prizes totalling \$10,000.

Their lucky draw of number "1" in the starting line-up was hopefully a good omen for these two experienced racers. With her new instrument and multi ratings, earned last year, Dodie was eager to take the pilot's seat for this race, with Ilovene as her co-pilot. Ilovene Potter has a fantastic track record of multi-thousand hours and all the ratings. An accomplished team!

These two will be joined by others from our chapter in the Air Race Classic coming up in June. We'll report on that event next time. As these challengers were being cheered on their way, the chapter was charting plans for favorite fly-ins to the lovely valley and island country north by northwest.

by Jean Thomas

Intermountain Chapter

The Eastern Oregon Chapter has challenged the Intermountain Chapter to get 100% participation in the FAA Pilot Proficiency Program to earn their wings and then work towards the next three levels. An instructor from FSDO in Spokane presented lectures on March 13 and April 3 as part of the program. Gladys Burocker has completed her fourth level, Helga Breman has her second level, and Peggy Crow and Louise Hutchinson their first

honored many local pilots for their safe record. One of our members, Fern Lake, was awarded for 19 years of safe flying and her 49½er, August Lake, for 20 years.

Kathy Perry has passed the first of three exams which will enable her to become an Advanced Ground School Instructor.

Our chapter is in the process of renovating the ladies lounge in the terminal building at Felts Field in Spokane. Other pilot organizations have been working on other parts of the building.

Dorothy Fowler attended the Aviation Careers Seminar for Women in Wichita, Kansas and found it very interesting.

Jill Richardson, 25 years old, is one of seven women among Alaska Airlines' 228 pilots. She is now a flight engineer but is hopeful that within the next three or four years she will become co-pilot and then pilot. Our chapter is very proud of her accomplishments.

by Gloria Tornbom

Willamette Valley Chapter

The February meeting of the Willamette Valley 99s was held in Corvallis. Mark Brown of Mary's Peak Aviation was guest speaker. He gave a most informative talk on icing.

In March our chapter co-sponsored two Safety Seminars. The first was in Creswell, with Bob Hoover as special guest. He showed very interesting movies to a large crowd.

The March meeting was a dinner get-together with the second Safety Seminar for the program. It was presented by Gary Ward, Hillsboro FSDO. The slide show was 'On Weather'. Door prizes were donated for the evening by the Willamette Valley 99s, Red Baron Restaurants, Mary's Peak

Wyoming Chapter

Over half of the membership of the Wyoming 99s participated in the spring flight on April 18 in Lander, Wyoming. Nancy Minard, a transferee from the Nebraska Chapter, was welcomed along with National Aerospace Education Chairman Evelyn Cowing. Prospective 66 Erva North of Lander was a guest. A money-making project was discussed. The "Big Bouncer" traveling trophy was presented to Shirley Everett. Crystal Ahrens, Pilot-in-Command from the greatest distance, RON'd at Cheyenne after an admirable landing in a 53 knot wind which necessitated the services of wing walkers on the taxiway.

by Shirley L. Everett

SOUTH CENTRAL SECTION

Coastal Bend Chapter

Coastal Bend Chapter was represented at the Tip of Texas' section meeting in Corpus Christi the weekend of April 30 by Vel and Speck Morgan, Duane Perry and Lael and Kenny Martin.

At present Lael is in the process of becoming a Private Pilot and her instructor, Speck Morgan, reports that she is enthusiastic, conscientious and hard-working. We're looking forward to having Lael join the 99s. Her husband, Kenny, has his license and will be a welcome addition as a 49½er.

Katherine Caraway has been elected as president of the Lavaca County Board of Realtors. She has her business and flying based in Yoakum, Texas.

Steven Kurtz, Barbara's 49½er, has begun study for his Private Pilot's license with Speck Morgan as his instructor. Steven has had previous experience in the Civil Air Patrol. He is an avid supporter of the 99s and is putting in many hours working on Coastal Bend fund raising projects.

by Barbara Kurtz

Golden Triangle Chapter

Saturday, April 3, was a beautiful day sandwiched between a rainy Friday and Sunday. Several members of Golden Triangle winged their way to Pounds Field in Tyler where they were met by members of the Dogwood Chapter, who provided transportation to tour the Annual Azalea and Spring Flower Trail. Laura Jobe, with the Texas Aeronautics Commission in Austin, presented Texas Airport Directories and explained some of the



Speaker Mark Brown and Willamette Valley 99s enjoy a potluck salad luncheon.



Becky Nelson, Molly Sliger, Bob Hoover and Shirley Teutsch at the Creswell Safety Seminar.

services of TAC.

On April 17 a general aviation accident prevention symposium was sponsored by the Golden Triangle and Fort Worth Chapters, along with Texas Christian University Flying Club and Tarrant Aero Association. Subjects included an aviation safety film, air traffic control system update, aviation law and insurance, aircraft maintenance, human factors — Vertigon, and ground trainers/simulators. Harold Taft, local meteorologist, discussed aviation

were working at the Wichita Mid-Continent stop. Carolyn Westerman Schmalz was the Stop Chairman and she and her committee members did a fine job of providing drinks, sandwiches, and whatever assistance may have been required. Each team who stopped was offered a plastic bag containing sandwiches, cookies, fruit and napkins. Everyone was grateful and thanked us graciously. The weather did little to make the race easy, but adversity is part of the thrill and the challenge of racing. It is always

The following Tuesday, eight showed up to help airmark Elk City. The wx was diametrically opposite to the last time we airmarked. Then, it was blowing about 4 links out of a log chain and you had to slip up on the paint bucket to keep from covering your paint partner with paint sprinkles.

Arlene Walkup became the second woman in Oklahoma Flying Farmer history to be elected its President. We 99s can be proud of her, as she always does a terrific job.

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Golden Triangle and Fort Worth Chapter members Betty Carter, Margie Winters, Pat Clark, Auleen Hall and Mary Wheelock attend a general aviation safety symposium.

weather. The program moved quickly and interest was high among the approximately 200 in attendance.

Judy Bruce is proud holder of Phase III wings in the Pilot Proficiency Program.

by Beverly Stephens

Kansas Chapter

The 2nd Annual Shangri-La Grand Prix Air Race is once again history. It can be safely assumed that all the racers finally got the best of the bad weather, unfavorable headwinds and spring storms and are all now back in their home ports. But it was fun while it lasted and it must have been a great experience for the pilots and their crews. It was a pleasure for us here in Wichita who

that little element of luck that keeps both the racers and the spectators coming back for more thrills.

Our April 17 meeting was a session on aircraft engines. We all need to know as much about engines as possible, and it is essential that the information be presented clearly and in an interesting way. We were fortunate to have two good speakers, thanks to L.C. Gartin, who also presided over the meeting. From Lycoming Engine Company, Cliff Patty spoke and from Teledyne-Continental Motor Company, we had Tom Kaasbell.

The session was followed by a short business meeting, followed by a luncheon at Angelo's. We hope that now we are all a bit more informed about the mysteries of the airplane engine and better able to cope with an engine emergency should one arise.

by Paula Bruce

Oklahoma Chapter

While a goodly number of our members were up doing the Shangri-La Grand Prix Air Race, Marge Hudson and I went up to Stillwater to visit Arlene and Hoyt Walkup for the Air Show. It was to help fund the Flying Aggies to the NIFA SAFECON in Bakersfield, California. The Confederate Air Force put on a whale of a mini-show, bombs and all. Me, I just walked around and drooled, especially when I saw that old BT-13 sitting there. Brought back lots of memories.



Oklahoma City GADO Chief Lou Ludwig spoke to Oklahoma Chapter 99s at a recent meeting.

Lou Ludwig, Chief of OKC GADO, was our April meeting guest speaker. He really threw consternation in the ranks when he mentioned the possibility of a new proposed recreational license by the Professional Flight Instructors' organization. The license age would be dropped to 14, with little or no instruction. Also, with pilots having less than 400 hours, a BFR would be required annually. Seems such a licensing would defeat the purpose of the entire safety program sponsored by the FAA. Joan Kerwin, what is your response to such a proposal????

Okie Derby plans are well under way for the July 16-17 race. Come have some fun with us.

A bunch of us are off for a Sun 'n Sand time on North Padre Island for our Spring Sectional.

Fly friendly.

by Nema Masonhall

P.S. As is the rule rather than the exception, Mother Nature shows her strength at Section time. Going to Corpus and contributing to the airlines' deficit were Nancy Smith, Dana Gibson, Charlene Davis and Norma Vandergriff.

Dru Jones and Colleen King went by private plane, but the story gets a little hairy (beat the paint off the plane, GEEZ)!

Nema and Mase Masonhall drove to her 53rd consecutive sectional. Let's hear it for Nema.

The sun was hidden most of the time, but the scenery, company, shopping and seafood were great. The speaker at the



Connie Pierson, Lee Coates, Poochie Rotzinger, Carol Sokatch and prospective 99 Eleanor Ferris visit at a recent Oklahoma Chapter meeting.



Oklahoma Chapter race workers at Shangri-La include Ben Baysinger, Phyl Howard, SCS Governor Nancy Smith and Gwen Crawford.

Saturday night banquet fulfilled our needs — hilarious and side-splitting, but no lecture. He was worth the trip.

Shreveport Chapter gave us the sales pitch on the fall sectional and if there was any doubt about "go or no go", we are all primed now.

by Norma Vandergriff

Shreveport Chapter

The Shreveport Chapter is overjoyed to have Amy Pilkinton back from Thibodeaux after three long years. She's studying for her test to become Louisiana's first lady crop duster. She plans to join her dad, Roy, in his Ag operation. She already has about six hours in the Pawnee.

Dottie and Bud Ports tried very hard to enjoy "Fun in the Sun" at Lakeland, Florida again this year. Their motor home broke down shortly after starting out. Back home for another car. Got to Lakeland, then Bud got sick. Says he's never leaving home again.

We airmarked Springhill, Louisiana. It took two different trips to complete it. Local pilots are all very pleased with it.

Renee Sharp is flying co-pilot for Arkla Gas in a Cessna Corsair on a part-time basis now. She really gets out and hustles these jobs. She also is teaching aerobic dancing class once a week. We are really proud of our newest, youngest member. She's a good 99.

Mary Walton, after five years of managing the fuel at DeSota Parish Airport in Mansfield, Louisiana, has hung up her hoses. Decided it was time to play. She and Don are trying to get their 172 flying.

Joan Carroll, Renee Sharp, Mary Friday and myself are all back unscathed from skiing trips to Colorado and Utah.

Our Question and Answer class has finished up Stalls and Spins. Next month we begin The Power Curve. We will start carrying over these sessions somewhat into our regular meetings. For instance, this month we are going to hold a session at the meeting of the entire chapter on all the ground information that needs covering on the PSMP.

by Mary Jo Voss



Four 99s met at a recent Texas State Aviation Association fly-in at Ennis, Texas. Fort Worth Chapter members Henrietta Pence and Mary Kahak, Helen Jessup of Waco Cen-Tex Chapter and Pat Clark of the Golden Triangle Chapter welcome Liz Crye — a prospective 99. The fly-in turned out to be a drive-in as Ennis received the most rain that day that they'd had in a long time.

SOUTHEAST SECTION

Spring Section Meeting

by Jeannie Ball

The Foothills Chapter hosted the Southeast Section Spring meeting in Greenville, South Carolina, April 16-18.

Attended by about 90 members, the meeting was a great success. At the Chairmen's Breakfast and the General Meeting, chaired by Southeast Section Governor Bonnie Quenzler, questions debated ranged from Chapter newsletters, logos and handbooks to Proficiency competitions and the 1983 International Convention scheduled for New Orleans. At the General Meeting, AE Scholarship Chairman Hazel Monroe announced that the Section had selected Bonnie Carr and Mary Lou Westmoreland as its candidates for the AE Scholarship.

During almost three very varied and busy days, Section members had the opportunity to meet Presidential Candidates Marilyn Copeland and Hazel Jones and Nominee for International Secretary, Joan Kerwin.

Joan spoke of the role of the 99s in defending general aviation's interests and encouraged the members to contact their representatives to state the pilot's viewpoint.

Marilyn Copeland reported on the Career Seminar which was held in Wichita, Kansas, and spoke of the new Career Data Bank now being prepared at Headquarters. She urged the participation of the professional pilots in the accumulation of data.

In a program on the United States Proficiency Flight Team, Hazel Jones encouraged the various chapters to hold competitions at the local level in the coming year. There were many questions from the audience on the "when", "where" and "how" of the contests. Hazel made it sound simple and exciting.

Foothills Chapter Chairman Carolyn Pilaar has a very intriguing talk and slide show on the 1981 Precision Flight Team Competition in which she participated. Beautiful views of Belgium, France and England where the trials were held. And all those lovely airplanes ...

Then work gave way to festivities and the Section relaxed at a cocktail party at the home of Merry and Bill Robertson, followed by a banquet at the Poinsett Club.

A well-organized and profitable weekend. Thank you, Foothills!

Florida Gulf Stream Chapter

Gulf Stream Chapter Race Chairman

Alexis Montague returned from the Southeast Section meeting predicting great participation in the chapter race. The chapter decided to hold its own race after the Woman's International Air Race was cancelled in April. Alexis then promptly married and hurried off on her honeymoon to Zihuatanejo, Mexico, as Mrs. George Ewanchew. With her go our best wishes for many years of married bliss.

Congratulations are due Marilyn Burch who won her Airline Transport Pilot rating this month. This is just what was needed to spur others at Safe Air International on to new things. New things at SAI include new President Shirley Zillig, reorganization and more promotion. Shirley knows what to do with transportation equipment and has demonstrated her command of water cruiser, land cruiser and air cruiser.

In addition to taking over at SAI, Shirley will fly the ARC in June, as will Genie Merrell, transportation/warehousing/Customs Brokering entrepreneur extraordinaire.

Shirley, Genie and Virginia Britt will help hostess the Aviation Spacewriters Association convention in Fort Lauderdale in May.

Also in May, Peggy and Dick Sanders will help with the first annual Great Abaco Seaplane Splash Down at Marsh Harbor, Abaco, Bahamas.

Virginia will present *Careers in Aviation* on Career Day at Dillard Elementary School in Fort Lauderdale on May 14.

by Virginia Britt

Florida Suncoast Chapter

MacDill Air Force personnel hosted our members and guests at a physiological training session for the High Altitude Chambers at the military base. The day included lectures explaining in-depth effects on the anatomy from altitude pressure and preparation for the Chambers. The Chamber took pressure to 25,000 feet with



Sandra "Angel" Roberts at MacDill AFB sizes her oxygen mask for a trip into the high altitude chamber.

stops along the way to experience the effects on the body. A demonstration of accidental depressurization at altitude taught students how to use oxygen on a commercial airline correctly — by pulling a seal — which very few airlines show to passengers.

It was also learned that the pressure on a smoker's lungs at sea level is equivalent to pressure at 8000 feet, and that a non-smoker is subjected to the same pressure if he is in the plane while inhaling smoke from another! Sandra Roberts coordinated and scheduled so well, she is permanent chairman for this trip — planned as an annual event from now on.

Pat Hange, who thought the day very valuable, plans to bring all her students from Lenox Flight Service, Arcadia, every year. Guests and members were given a real treat at lunch, joining military personnel in their fine cafeteria on base. The Air Force also made available a simulator and a vertigo chair. The trip was a full day for members and the Air Force, and they really gave their all for our benefit.

by Connie Chancey

SOUTHWEST SECTION

Arizona Sundance Chapter

The Sundance Chapter has been busy with typical 99 activities and establishing themselves as a new chapter in the Phoenix metropolitan area. April started out with an Airlift the day before the Desert Sportsman Pilots Association Airshow for the International Aerobatic Team. The chapter profited from the day-long activity. The day of the airshow, both the Phoenix and Sundance Chapters sold programs and parked aircraft.

Two weekends later both chapters joined forces for an airmarking at Winslow. They were joined by two members from the Inland Chapter, Toookie (and Don) Hensley and Janice Haufman. Rolling paint were Jack and Cathy Nickolaisen, Clark and Pat Moreland, Carolyn Chard, Stacy Hamm, Sue and Joe Storm, Leota Thomas and Pat Johnson, an aviation enthusiast and psychologist for Phoenix Chapter's Fear of Flying Clinic.

The Sundance Chapter is busily getting its badges, T-shirts and pins ready so that everyone can easily identify the members by their logo — an Indian Sun Dance face. Several members will be helping San Fernando with the Jim Hicklin Air Race at Bullhead City in mid-May while 49½ers race around northern Arizona!

Members Pam Marley and Clydene Hauprich were gearing up for the Long Beach to La Paz race at the end of April while Chairman Pat Moreland, Vice Chairman Cathy Nickolaisen and Membership Chairman Jana Shea flew to the first section meeting as officers of the newest and 45th chapter of the Southwest Section.

For those of you who do not yet have the

word, other officers include Polly Mumey, treasurer; Daphne Downs, international news reporter; Lisa Matthews, NIFA; Ronna Poplawski, newsletter editor; Judi Carns, nominating; Liz Kramer, secretary; and Marge Thayer, public relations.

Our aerospace education program is under way with "The Sky is Not the Limit." This is a joint venture between Sundance, Phoenix and the Girl Scouts, designed to provide the Scouts with an aviation overview and knowledge of women's involvement in aviation. Quite surprisingly, Girl Scout leaders were still thinking "stewardess" until charter pilot Janna Shea and Liz Kramer (who flies in her auction-

biplanes; in a Fleet to Los Angeles, meeting Amelia Earhart; and fly-ins around the Bay Area. Scrapbooks of these years were passed around.

Part II of our celebration was on March 28. On a rainy/cloudy/sunny day, we drove to Schellville and spent the day on this little strip where almost every airplane was either an antique or homebuilt. We watched a display of aerobatics and a fly-by. Breakfast and lunch was served. We had entertainment and made the 6 o'clock news. We are now contemplating the next 50 years, anticipating as many wondrous changes as there have been in the last 50.

by Elaine Leuesque



Henry Benton, El Centro, California, takes the pilot's seat after being named the first recipient of the Raphael Semmes Memorial Aviation Scholarship. Mari Hurley, secretary of the Imperial So-Lo Chapter, and Jim Semmes, son of the late Naval Air Facility Commander in whose honor the scholarship was created, give Benton some informal instruction. The \$500 scholarship will help Benton finance lessons for his private pilot license. The Imperial So-Lo Chapter is pleased to announce there will be three more scholarships awarded over a two year period to residents of Imperial County.

eering business) let the women know some facts about where women are going.

We're very proud of our membership and all that has been accomplished in our first two months of operation. Bonnie Krentler, Scrapbook and Graphics Chairman, is busy pasting mementos into our book.

by Cathy Nickolaisen

Bay Cities Chapter

A very successful Right Seat Seminar was held on February 6th.

Liane Conway and Valerie Brown, our newest members, are registered to fly the Hayward to Las Vegas Air Race and Joyce Wells plans to fly the Air Race Classic.

Our chapter is proud to have Joyce Wells running for Vice Governor of the Southwest Section. She has the support of our entire chapter.

Bay Cities Chapter celebrated a 50th anniversary with two celebrations. On March 12, members and guests gathered at a local restaurant for dinner. We were delighted with Ruth Rueckert's (a charter member of our chapter) narration of our first 50 years. We were taken through the years vicariously on winging parties in

Monterey Bay Chapter

The Monterey Bay Ninety-Nines, under the skillful direction of Geneva Cranford, pulled off a wildly successful fashion show at the Elks Lodge in Salinas on March 20. Many of the guests flew into Salinas Airport for the event. Guests enjoyed wine tasting, luncheon and a spirited show. An aerobic dance routine captured the spirit of airmarking; beautiful designer fashions received continuous applause. Ninety-Nines Georgia Beck, Geri Chappell, Geneva Cranford, Lisa Eisemann, Dee Iliff, Sally Plummer and Sandy Pratt modeled, along with several professionals. Judy Dake, Carolgene Dierolf and Lisa Eisemann each modeled an international costume. A local newscaster emceed the show. Geri Chappell's balloon decorations captured the "Around the World in Fashion" theme.

Several airplanes made a March DRF (Direct Relief Foundation) run to Santa Barbara. A film crew from KSBW-TV was on hand to film the loading of supplies. Ninety-Nines Dell Hinn and Kay Harmon were interviewed about the purpose of DRF. The story received quite a bit of air time on commercials for the 11:00 news and

on the news itself.

The Ninety-Nines also were the subject of a morning television talk show. Sandy Pratt and Geneva Cranford appeared on Kathryn Pratt's *Mornings in Monterey* show. During the fifteen minute interview, they spoke about the history and purpose of the Ninety-Nines, the importance of general aviation in the community, the Direct Relief Foundation and upcoming activities such as the County Air Tour.

Approximately forty mayors, city councilmen, planners, supervisors and other officials of Monterey County took part in the second annual air tour sponsored by the Ninety-Nines and the Salinas Owner

clouds but good visibility. However, there were headwinds BOTH ways which caused some slowing down of the times.

Also in April, the Pacific Coast Intercollegiate Flying Association held its annual SAFECON in Hemet, California, and several of our members were on hand to help ... Margo Smith, Margo Weiss, Bev Allen, Barbara Ward, Jan Gerber, Eleanor Todd, Betty Ackerman and of course, Carol Nielsen, who has participated in the past as a contestant (Cypress College team) and now as a Judge. Twelve colleges from California and Arizona competed in the SAFECON (Safety and Flight Evaluation Conference) which has several air events,

of a number of excerpts from the letters of members who are away.

Ruthy Deer writes from Virginia that she loves her job with Volunteers in Technical Assistance, but is even gloomier than the Washington, D.C. skies about not doing any flying in three months. But another letter tells us that she finally did take to the skies for a half hour in a C-152 and "even from the right seat and even with no Pyramid Lake, Mt. Rose or Smoke Creek Desert, I'm hooked on aviation again." In May, Ruthy leaves for Africa to continue her work — in French, yet — and hopefully to fly. She has learned there is an airstrip at Butare, one of the places at which she'll work.

Jane Logan writes from Nye County, Nevada, that she's a County Commissioner there and enjoys getting our chapter newsletter, *Sagebrush Air News*, and hopes to resume flying shortly.

And, we also heard from our own Sheryl Jones, about whom an article and photo appeared recently in *The 99 NEWS*. Cheryl is with Bell Helicopter in Alabama, flying as a regional marketing manager, doing demonstrations in the Jetranger and Loneranger, and checked out in a Saratoga so she could fly her children to the Bahamas.

Due to the bad publicity received concerning a midair collision of a Navy and civilian aircraft over Nevada, there was a joint meeting between Fallon Naval Air Station and representatives from pilots' associations. Sandy and Richard Hart and Gerry Gardiner were present at the meeting. All felt it was worthwhile, and periodic meetings will be held to maintain open lines of communication between Navy and civilian pilots.

by Hazel Hohn

San Fernando Valley Chapter

The highlight of the month of March was our 22nd Annual Award Banquet. This year it was held at a Chinese restaurant called the Moongate. After a delicious meal, Chairman Misti Vreeland opened the program.

Jeanne Fenimore presented The Man of The Year award to Roger Newton. For many years, Roger has been instrumental in the printing of our Jim Hicklin Memorial Air Rally race kits. His help with the 1981 Angel Derby start was vital to its success. Roger has also been our favorite instructor at our Flying Companion Seminars for many years.

Liz Nuckolls presented our second award to Ray Schutte, 49½er of the Year. Ray has given helicopter rides and many hours of flight instruction to our members. He has always supported our chapter functions, especially the Valley Air Derby and the Jim Hicklin Memorial Air Rallye. In addition, we have always enjoyed the Grey Thumb Clinics he conducts.

Our third and very special award was given by Misti Vreeland to Dolly Hicklin. Dolly was one of our best supporters and most diligent workers for the 1981 Angel Derby start. She has always been the

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and Pilots Association. Entitled "Monterey County: Today and Tomorrow," the aerial tour encompassed the Moss Landing and Elkhorn Slough area, Carmel Valley, the Big Sur coast, Tassajara Hot Springs, the Arroyo Seco River and over to the Salinas Valley. The purpose of the aerial tour was to give decision-makers a new perspective of growth and quality of life issues facing Monterey County. Pilots and guests returned to the airport for a wild boar barbecue and a program with Congressman Leon Panetta. Press and television coverage was excellent.

by Lynne Kastel

Orange County Chapter

It's been a busy couple of months for the Orange County Chapter. The first point of interest was that we came in second place in APT at the Section Meeting.

Pam Mahonchak chaired another successful Flying Companion Seminar. It was held April 16 and 17 again at the Anaheim Education Center in Anaheim. This time around we had 67 'companions' participate. We are getting very successful at this, due in part to all the gals who give a 'helping' hand. Thanks.

The April 'Fly-In' was a MYSTERY fly-in. This meant that everyone participating had to guess where the Fly-in chairperson, Lynn Newton, was having lunch. Everyone managed to find the place so Lynn wouldn't have to eat alone. Turned out to be Rio Bravo Country Club near Bakersfield. This is a resort for tennis, has camping and a place to sleep if you don't have a tent. About 30 participants joined Lynn for the buffet lunch, and a good time was had by all. Not bad for only knowing the longitude and latitude of the place, and we didn't lose anyone ... see what hunger can do.

We had quite a few members participate in the All Woman Baja Air Race, either as pilot or co-pilot. Pam Mahonchak, Mary Ann Jamison, Joan Hill, Lynn Newton, Bev Allen, Esther Krauth, Luanne King and last but not least, Madine Carpenter, who came in 10th. Congratulations, Madine, and to your Bonanza, too. The weather held up ...

ie: aerial navigation, message drop, power-on and power-off landings and an IFR flight. There are also ground events. The Orange County Chapter donated a new award this year — THE WOMAN'S SAFETY AWARD. This was presented to Lynn Pitts (Fullerton College team).

Since I was not able to attend all these wonderful events, I must thank Carol Nielsen, Jan Gerber and Lynn Newton for the above information.

by Gwen Haynes

Palomar Chapter

Palomar Chapter's April 13 business meeting was preceded by an informal dinner meeting. We are all getting to know each other better which promotes a better working relationship. Carol Nielson of the Orange County 99s presented an excellent movie and very interesting information, personal anecdotes and sidelights on NIFA and the National NIFA SAFECON at Bakersfield, California. It was quite apparent that she inspired all of us to participate in a local USPFT.

Sheila Wing drove to Santa Monica on Saturday, April 24th, for the Southwest Spring Section business meeting, accompanied by Mary Pearson as navigator and Sharron Jauregui, Ginny Boylls and Vi Pfeiler. We had a rewarding and fun experience.

Mary Pearson conducted the "Pilot Seminar" for the San Marcos High School Career Day on March 31. Mary was also featured in the April issue of a new San Diego County magazine, "The Learning Scene", which is a focus on opportunities for learning and self-improvement. Mary was described as "a complete professional with over 13,000 hours of air time", holding single and multi engine licenses; and, Mary is an FAA instructor and examiner.

by Vi Pfeiler

Reno Area Chapter

Many thanks are due to Nancy Patterson for media publicity on our chapter scholarship.

The news this month is largely in the form



San Fernando Valley Chapter award recipients are Colleen London, Misti Vreeland, Louise Martin-Vegue, Sylvia Sanderson, Roger Newton, Delores Pynes, Ray Schutte, Dolly Hicklin, JoAnn Linder, Barbara Persons and Barbara Michaels.

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mainstay of our Jim Hicklin Memorial Air Rallye. But most important, for many years, Dolly has been the liaison between the 99s and Van Nuys Airport.

In addition, our own members were honored. Presented with the Trixie Ann Schubert Service Awards were: 1st Place — Louise Martin-Vegue, 2nd Place — Sylvia Sanderson, 3rd Place — Barbara Michaels.

Presented with the Woman Pilot of the Year Awards were: 1st Place — Delores Pynes, 2nd Place — Barbara Persons, 3rd Place — Misti Vreeland, 4th Place — Louise Martin-Vegue, 5th Place — JoAnn Linder.

Presented with the Rookie of the Year Award was Colleen London.

It was our chapter's pleasure to acknowledge these fine members and friends for all the work they have done for us.

by Sylvia Sanderson

San Gabriel Valley Chapter

The Chapter will sorely miss Secretary Peggy DeZote, who has moved to her new home, Shadow Hill Ranch, in Helendale, California.

Don Taylor and his wife, Lois, were guests at our April meeting. Don, a retired Air Force fighter pilot now living in Hemet, showed slides and gave an interesting description of his solo flight in a homebuilt across the Pacific Ocean to Australia and return.

Dorothy Barden, Yvonne Waldbott and Traude Gomez drove to the Southwest Section meeting.

by Eve Hunt

Santa Clara Valley Chapter

We had forty-two participants at our Flying Companion Seminar on April 16-17. Co-chairmen Sue Schiff and Joey Connell were efficient organizers and everyone helped out to make this seminar our "best ever." Besides giving her own talk about "Exploring Your Fears and Your Feelings," Janet Hitt had to pinch-hit at the last minute for Betty Hicks, who was under the weather and unable to talk about weather as scheduled.

Eleven delegates from Santa Clara Valley 99s enjoyed a non-stop weekend of activities at the Southwest Section meeting in Santa Monica in April. Mayetta Behringer carried a full load of delegates from SCV in her 182, as did Andrea Nassimbene. Though the skies were clear, Andrea flew her 182 "under the hood" for instrument practice on the flight from San Jose to Santa Monica. Nancy Rodgers and Jackie Petty flew to the meeting in Nancy's Cherokee Warrior. Also piloting a Warrior was Stella Leis with 49½er, Ray and Jean Blake of Gavilan Chapter.

The last Thursday in April several chapter members flew to Harris Ranch for lunch.

by Kathy Pelta

Tucson Chapter

Tucson 99s congratulate and welcome the new Sundance Chapter in Chandler and are putting heads together to come up with an idea that will bring the new chapter and ours into a joint activity. Barbara Harper and Chanda, our half member (she belongs at least half to her native India), attended Sundance's charter party with our Section Governor, Thelma Cull.

Chairman Terry Robertson and Secretary Athene Paulos, together with Sally Roeber and Chanda, will fly to SW Section meeting in Terry's 182. Barb Harper is going commercial.

Recently inducted new member, Sandy Lanham, has volunteered to take on editorship of the chapter newsletter, *TALEWINDS*, with the help of Karen McCullough.

Lee Averno, who was our treasurer, has relocated in California with a new job, and Dorothy Jenkins has taken over the job of treasurer for the remainder of the term.

An officer of our State's Drug and Narcotics Control spoke at our recent meeting, stressing aspects of the use of general aviation aircraft in drug smuggling and things to look for around airports and landing strips to aid law enforcement agents in apprehending smugglers. This obviously is a major problem in border states.

by Jayne Hunter

Classified



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NOTAM

An excellent careers program is planned for Saturday, August 14 from 9:00-12:00 a.m. at the International Convention. Plan to attend.

NOTAM

SOP II for USPFT is now available. Please contact Hazel Jones if your chapter plans to host a local event.

Air Racing Update

Shangri-La Grand Prix Air Race Ground Crews Receive Thanks!

by Marion P. Jayne

The Board of Directors of the Grand Prix Air Race, Ltd., wants to thank the 99s for an outstanding job coordinating the en route stops and acting as host to the contestants of the Shangri-La Grand Prix Air Race.

Some of the Oklahoma 99s stayed at Shangri-La for a week assisting with the Safety Education Seminar, aircraft inspections and acting as timers, scorers, etc. — whatever needed doing, they were there to help. Terrific!

The Dallas Chapter 99s were the busiest in the shortest period of time coordinating the first stop, Majors Airport. Due to headwinds on the second leg 27 aircraft decided to stay overnight. The 99s saw they had transportation to and from the motels and stayed that extra day to time the contestants as they departed. Their hospitality was grand!

Kansas Chapter 99s coordinated the Wichita Airport checkpoint. Knowing the



Winners of the Shangri-La Grand Prix Air Race are (pilots are seated and co-pilots standing): First Place Crew: Patricia (Chicago Area Chapter) and Kenneth Keefer, Barrington, Illinois; Second Place Crew: Van and Caroline Grubbs (Blue Ridge Chapter) Greer, South Carolina; Third Place Crew: Margaret Ringenberg (Indiana Chapter), Grabill, Indiana, and Patricia Hyde (Arkansas Chapter), Eureka Springs, Arkansas; Fourth Place Crew: Fred deBeaubine and Jean Speckman (Cimarron Chapter), Garden City, Kansas; Fifth Place Crew: John and Nancy Warrender, Greeley, Colorado, and Sixth Place Crew: Patricia Judges (First Canadian Chapter), Toronto, Canada.

contestants did not have time to stop for a leisure lunch, they made bag lunches for each contestant. As things turned out, the lunches were greatly appreciated for the majority of aircraft were in a hurry to continue on with the good tail winds.

The Iowa Chapter 99s were all set to host a majority of aircraft the first night of the race; however, only one aircraft stayed the first night and three the second night. We do appreciate the Iowa Chapter's time and efforts.

St. Louis 99s were busy all day the third day of the race with the majority of aircraft

checking in at the Spirit of St. Louis Airport and then continuing on to the finish line at Shangri-La. Later in the afternoon the weather deteriorated to IFR conditions and seven aircraft were unable to complete the race. The St. Louis gals saw that the contestants had transportation and motel accommodations.

A very special thank you to those 99s who helped make the Safety Education Seminar and the Shangri-La Grand Prix Air Race a success. We hope many more 99s will be able to join us for the 1983 Grand Prix Air Race the first week in May.

All Woman Baja California Air Race Completed

by Glenn Buffington

The All Woman Baja California Air Race, in its second running, departed Long Beach Airport April 30. Attracted to the race were 31 aircraft carrying 62 pilots, eleven from outside the Golden state. This year's race was sponsored by the Tourism Department of Baja California Sur and the Mexican National Tourist Council, and was ably handled by 99s officials and representatives en route.

The original race course covered 1,007 miles. However, a low overcast hung over the LAX basin at start time, so the girls cleared IFR for Mexicali, 188 miles down the pike. Here they went through Customs, refueled if necessary, and the race started in earnest down the full length of Baja, paralleling the Gulf of California (Sea of Cortez) for the most part.

The second and longest day of the race, the fliers flew 399 miles from San Felipe via Bahia de Los Angeles (optional fuel stop), and then to Loreto, where they were housed at the Hotel El Presidente.

Night stops were at San Felipe, Loreto, San Jose del Cabo, then to the terminus, La Paz.

The race again helped to cement relations between the two countries. At La Paz, a city whose names means 'peace', the racers helped to celebrate its 447th anniversary. It was in 1535 that Cortez first visited the Bahia de la Paz.

Official results, announced at the Gran Hotel Baja awards banquet, May 4, were:

#	PILOT/CO-PILOT	AIRCRAFT	HANDICAP	SCORE
1	Ramelli/Reed	Beech Bonanza	181	+ 13.921
2	Gann/Potter	Derringer	188	+ 13.828
3	Martin-Vegue/Linder	Beech Sierra	143	+ 13.825
4	Crawford/Kautter	Cessna Cardinal	132	+ 12.969
5	Persons/Rickabaugh	Cessna 182Q	149	+ 11.984
6	Scheimberg/Blech	Cessna 172	118	+ 11.853
7	Futterman/Pickering	Beech Bonanza	181	+ 11.783
8	Marley/Hauprich	Cessna 182R6	165	+ 11.772
9	Fester/Funk	Cessna 182R6	165	+ 11.410
10	Carpenter/Budhabhatti	Beech Bonanza	183	+ 10.453

A 3.468 point spread between first and tenth places indicates the closeness of the competition, and 28 entries scored above their handicap speed.



Winners of the Baja California Air Race are Sigrid Ramelli and Dolores Reed, flying a Bonanza A-36.



Ilovene Potter and Dodie Gann raced to second place in the Wing Derringer.

Louise Martin-Vegue and Jo Ann Linder flew their Sierra to third place.



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