

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ORGANIZATION

VOLUME 10

APRIL 1983

NUMBER 3



Women in Aviation Careers

Dear 99 NEWS:

On behalf of the International Flying Nurses Association, I would like to say how much we appreciated the publication of the article concerning the organization in the November 1982 issue of *The 99 NEWS*. Because of it we have received many inquiries about the organization and, indeed, a number of new members! Many, many thanks from IFNA.

May I submit for the calendar, notice of the IFNA convention, June 23-25, 1983, in Tulsa, Oklahoma; Convention Chairman Wanda Mummert, 724 S. 18th St., McAlester OK 74501.

Looking forward to the 99s Convention in New Orleans also; 99 member of the New York-New Jersey Section, Hudson Valley Chapter, I remain...

Sincerely,
June Simpson, R.N., M.A.
President, IFNA

Readers are encouraged to address their criticisms, suggestions and other comments to: Letters to the Editor, *The 99 NEWS*, P.O. Box 59965, Will Rogers World Airport, Oklahoma City OK 73159.

Dear 99s:

As both a Canadian and a very proud husband, I was very interested in your January/February issue of *The 99 NEWS* regarding Canadian women in aviation.

The subject of my intense pride, my wife Elenor, is the president of The Balloon Works in Statesville, North Carolina, the largest hot air balloon manufacturer in the world.

Although poor eyesight restricts her to hangar activities in addition to her official company duties, she was a member of the Polar Balloon Expedition of 1980 and became the first and only woman in history to pass in free flight over the top of the world in a balloon.

She displayed unfailing courage on the polar ice cap at -52 degrees with 16,000 feet of water beneath her feet.

My hat is permanently off to her.

Yours,
Sidney Conn

Dear Editor:

Thank you so much for the very flattering report on my contribution to USPFT, which appeared in the January/February issue.

The picture even makes me look a little bit handsome!

Very truly yours,
William H. Ottley
United States Parachute Association
Executive Director

Letters to the EDITOR

Dear Editor:

Our accolade to the *NEWS* and to the Long Island Chapter for the absolutely magnificent December cover. We've never seen a better one anywhere.

Respectfully,
J.T. Sakert
Accelerated Ground Training, Inc.
President

Dear Editor:

I'm another one who read with interest the survey of Women Airline Pilots. I commend *The 99 NEWS* and Virginia Thompson on a timely, well designed informational piece.

There is something that many of us can do to "support" those airlines making an obvious effort to recruit and retain women officers....

When booking reservations—for business or personal travel—give priority to those carriers employing comparatively greater numbers of women. For example, I travel on business, on a semi-regular basis, from Boston to Baltimore. Several carriers service this route, but I will now give preference to US Air when booking my reservations. You'll note that, although a smaller carrier, they employ a very significant number of women pilots. (Additionally, I've found this particular carrier more attentive to detail than some of the larger ones I've flown.)

Very often, the difference in fares is minimal—and any "additional cost" to fly a carrier actively employing women can be attributed to an "investment in the future" of our ranks in professional aviation circles!

I would also like to add that, although women may be the "last hired" for some carriers, affirmative action guidelines state that they needn't be the "first fired," because to do so would only promulgate the trend of discrimination against women in flight crew capacity. Perhaps our Ninety-Nines so affected could obtain the legal support of our organization.

Lilian J. LeBlanc
Eastern New England 99s

the 99 news

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ON THE COVER:

Janice Brown set the first solar powered endurance record in the Solar Penguin in August 1980. See page 9 for more on this interesting 99.

Janice Brown will be the featured speaker at July's Forest of Friendship Ceremonies in Atchison, Kansas.

New Horizons

The Lady Maie Casey

Members are no doubt aware of the recent death of our patron after a short illness. For almost 33 years, since the foundation of the association, Lady Maie has been our patron. Her continual support and influence throughout these years of great change in the aviation world, have enabled the Australian Women Pilots' Association to achieve and maintain a high status in the community.

Both Lord and Lady Casey were strongly aviation oriented, making a lifetime use of it for transport and pleasure. Very safety conscious, they emphasized the importance of map reading and dead reckoning and, even while in America, flew by this method.

Reputed to have made her first flight as the sole passenger from London to Paris in 1917, Lady Maie's interest and enthusiasm for flying never waned.

During a lifetime friendship, she encouraged our founder, Nancy-Bird Walton, to renew her license and, after reading her manuscript notes, urged her to submit it to the publisher.

Lady Maie's last message to the federal president at the 1982 AGM emphasized "Observation and Anticipation," a timely guide for all who take to the air in flying machines.

Marjorie Messer Freeman

Marjorie Messer Freeman, a member of the Greater New York Chapter, died October 31, 1982. She was born in Corning and was a graduate of Syracuse University.

An active pilot based at Westchester County Airport, Marjorie flew in several all-women air races, including the last coast-to-coast Powder Puff Derby and the Air Race Classic. She was a member of the Westchester County Pilots' Association and attended the Presbyterian Church of Mount Kisco and Hillside Church of Armonk.

She is survived by her husband, Charles; two sons, Paul of Northbrook, Illinois, and Todd of New York City; a daughter, Meredith Moore of Rowayton; and three granddaughters.

Contributions in her memory may be made to the Marjorie Messer Freeman memorial Fund at the SPCA of Westchester, Briarcliff, New York.

by Nancy Patricia "Red" Guernsey



Mildred Chase McDonald
Charter Member
(pictured at left)

Edythe Freeman Phipps
Sacramento Valley Chapter

Bud Fleisher
49½er of Ruth Fleisher
Florida Goldcoast Chapter

Joe Goodyear

The world has lost a good friend, a good neighbor, a good Joe. Joe Goodyear went on to New Horizons February 24. Joe loved aviation and loved his airplane, JoEllen, so named after himself and his wife, Ellen. He worked for and loved the 99s. Both the Indiana Dunes Chapter and the Chicago Area Chapter will miss his smile and greeting.

by Charlene Falkenberg

Calendar

APRIL

Apr. 15-17: Spring Southeast Section meeting, Natchez, Mississippi Chapter hosting. Contact Miriam Loe, 123 Auburn Ave., Natchez MS 39120, (601) 445-4252.

Apr. 22-24: Spring South Central Section meeting, Marriott Hotel Downtown, San Antonio Chapter hosting.

Apr. 28-May 1: Professional Women Controllers, Inc. 5th Annual Convention, Seattle, Washington, Sheraton Hotel. Contact Kathy Burks, 14824 32nd Pl. S., Seattle WA 98168, (206) 241-0535, or Pat K. Washburn, 64770 Melinda Ct., Bend OR 97701, (503) 389-8441.

Apr. 30: Long Island Chapter Annual Poker Run. Contact Jill Hopfenmuller, 17 Scott Dr., Melville NY 11747, (516) 549-4090, or Joyce Malkmes, (516) 751-0409.

Apr. 29-May 1: Spring North Central Section meeting, Pheasant Run Hotel, St. Charles, Illinois, Chicago Area Chapter hosting.

Apr. 29-May 1: Spring Southwest Section meeting, Marriott Hotel, San Carlos, California, Golden West Chapter hosting.

Apr. 30-May 4: Shangri-La Grand Prix Air Race. Kits, \$7, available from Marion P. Jayne, 1918 W. Banbury Rd., Palatine IL 60067.

MAY

May 1: The 99 NEWS deadline for June issue.

May 5-7: NIFA National SAFECON. Western Michigan State University, Battle Creek. Contact Hazel Jones.

May 13: Hayward-Las Vegas Proficiency Air Race. Hayward, California. Kits, \$3, available from Hayward Air Race Committee, 20301 Skywest Dr., Hayward CA 94541, (415) 581-2345.

May 21: Nutmeg Air Rally. round robin proficiency competition sponsored by Connecticut Chapter. Kits, \$3, available from Peg Davidson, 21 Crestview Dr., No. Haven CT 06473, (203) 288-9642. Application deadline, May 2; rain date, May 22.

May 27-29: 14th Annual Illi-Nines Air Derby. open to men and women pilots. Rockford Municipal Airport. Speed and proficiency categories. For information and kit, send \$3 to Ruth Frantz, 46 Apache Lane, Hutley IL 60142.

May: Spring Africa South Section meeting, Victoria Falls Hotel, Zimbabwe.

JUNE

Jun. 1: The 99 NEWS deadline for July-August issue.

Jun. 3-5: National USPFT Competition. Carbondale, Illinois. Contact Lois Feigenbaum.

Jun. 4: Spring New Zealand Section meeting, New Plymouth, North Island, New Zealand.

Jun. 11: 11th Annual Garden State 300. sponsored by Garden State Chapter. Trenton-Robbinsville Airport, Robbinsville, New Jersey. 300 statute mile proficiency contest (optional shorter course for slower traffic) open to all licensed pilots. Entry deadline, May 14. For entry kit, send \$5 (deductible from entry fee) to Kitty Alessi, 7 Winfield Ct., Medford NJ 08055. Make checks payable to Garden State 300.

Jun. 17-19: Buckeye Air Rally. a one-day flying event of less than 250 statute miles at Port Columbus Airport. This is a fun time for all pilots. For kit, send \$3 to 1983 BAR, 2675 Glenbriar St., Columbus OH 43227, (614) 864-0337.

Jun. 24-27: Air Race Classic. San Diego, California to Grand Rapids, Michigan, 2,287.39 statute miles. Contact ARC, P.O. Box 1055, Thomasville GA 31792. Entries close April 8.

JULY

Jul.: No 99 NEWS deadline.

Jul. 15-17: Oregon Petticoat Derby. Albany, Oregon. Sponsored by Willamette Valley Chapter 99s and the Albany Area Chamber of Commerce. Address inquiries to: P.O. Box 5464, Eugene OR 97405.

Jul. 15-17: Okie Derby. sponsored by the Oklahoma Chapter. Contact Jan Million, 1627 Hawthorne Court, Norman OK 73069.

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The President's Message

by International President Marilyn Copeland



Spring is bustin' out all over....

The excitement of the many upcoming events of our membership is mounting daily. Surely one of our newest projects, USPFT, will be in focus at many airports as local competitions bring out the new as well as the experienced pilots. We all know that the first year or two for any new project has more than its share of questions to answer, problems to solve and confidence to gain through experience.

In recent communications with Lois Feigenbaum, national chairman of USPFT, she reports that there will be three regional events: Jekyll Island (date to be announced), under the leadership of Louise White; Stillwater (April 16), with Arlene Walkup at the helm; and Sacramento (date to be announced), under the direction of International Secretary Barbara Goetz. Members are urged to attend these regional competitions to observe the procedures as well as to enjoy the camaraderie and other educational events.

The national competitions will be held in Carbondale, Illinois on June 4 with USPFT National Flying Events Chairman Hazel Jones as chief judge. Rooms will be available at the Ramada Inn, but advance reservations are suggested. Some of the plans for the weekend include a Safety Seminar on June 3, presented by those two great ones, Pete Campbell and Steve Brown. Ninety-Nines are also invited to attend the meeting of judges and contestants that evening. Arrival in Carbondale by 5:30 p.m. on Friday will assure you of a fine, educational weekend. The banquet (\$15) will be on Saturday evening, when AOPA President John Baker has been asked to speak.

When 99s undertake a project, we all want it to succeed! USPFT needs everyone's support, not only in planning and participating in the flying events, but also financially. It was voted that no funds would be taken from our International Treasury since competitions are not held in all countries represented by our membership. Guarantors were secured so that firm plans for participation in the 1983 International Competitions in Norway could be made. Ninety-Nines are asked to contribute to the USPFT fund on a section, chapter or personal basis. It is easy—just send your check, large or small, to Janet Green, 3100 Phil Davis Drive, Ocean Springs MS 39564. (U.S. members, remember contributions to 99 projects are tax-deductible, and it has been said that next to surviving an earthquake, nothing is quite so satisfying as getting a refund on your income tax.)

Recent correspondence included an announcement of the London World Trade Centre Air Race from London to Londonderry on Saturday, May 14. Sheila Scott, one of our members-at-large, is a patron of the race. What fun it would be! Hope one of our British 99s brings home the Zonta International Rosebowl for the highest placing lady pilot.

Ena Monk, governor of the New Zealand Section, graciously shared their recent newsletters with us. They are all busy flying, having spot landings and other competitions. I am most interested in Headquarters obtaining a copy of Pam Collings' television documentary, "Free in the Alps." This sounds like a pretty dramatic show with Pam doing snappy aerobatics in her red Pitts Special with the snow covered Alps and Mount Cook as a backdrop.

Congratulations to our editor, Lu Hollander, and the Canadian women pilots for an excellent January/February issue of *The 99 NEWS*. The Cessna Pressurized Centurion centerfold was most attractive and certainly appreciated.

The May issue of *The 99 NEWS* will have complete information for the annual convention in New Orleans, including registration, activities, photos and stories about local attractions. Be sure to

register early to attend the plan meetings, which will be held on Wednesday and will include the Board of Directors, governors, chapter chairmen and all membership chairmen. The Careers Seminar, AE Scholarship Luncheon and business meeting preview are scheduled for Thursday. Several other 99 project seminars will be presented throughout the Convention to benefit the entire membership. A plantation tour on Saturday promises to be a real treat!

We congratulate Brooke Knapp, a Los Angeles businesswoman, who has apparently set a new speed record for round-the-world in a small jet. Brooke piloted the Lear 35 from San Francisco, circling the globe in 50 hours, 22 minutes and 42 seconds. This shattered the record of Hank Beaird, who in 1966 set the record in another Learjet of 65 hours, 38 minutes and 49 seconds.

I am looking forward to seeing many of you at spring section meetings, USPFT meets and, hopefully, the air races.

Seek & Keep

Many chapters proclaimed the month of March as membership month. Slogans such as "March in with Members" and "March for Membership" were used. The slide presentations "For the Fun of It" and "For the Fun of It, Too!" were used as ammunition to create interest and gain new members. After showing the presentation, Chairman Meta Neubert, San Luis Obispo County Chapter, writes, "Our meeting was quite successful. We had about 15 possibles attend and most of them were so fired up when they left, they were ready to go right out and get their private licenses or become current again!"

Why not designate a "Membership Month" in your chapter? Use a witty slogan to catch the eye. Have an announcement posted at all local airports. Contact the editor of school papers at local colleges and high schools and request they insert the notice in their paper. Send a write-up to your local papers. Invite everyone! Let us hear from you as to how the meeting goes. If you wish to rent the slide presentation, contact me as far in advance as possible.

Lil LeBlanc, membership chairman, shares with us some of the activities of the Eastern New England Chapter. She gives much credit for success to Jean Doherty, their dynamic chairman. Every activity in the chapter is assured its share of publicity. This is extremely important to make members feel a part of the group. Every month each member contacts another member who hasn't been seen in a while—a very effective way of letting them know they are missed. The chapter has instituted an annual dinner honoring all new members welcomed in the preceding calendar year. (How many times have you seen someone join only to drop out after the first year? This may be the very thing that will be instrumental in encouraging them to renew.)

Betty Jane Schermerhorn has mailed a membership newsletter to every membership chairman. It contains many ideas for encouraging new members to join. We'll print some of them in future columns. In the meantime, keep your ideas coming!

by Charlene Falkenberg

GIFTS TO INTERNATIONAL HEADQUARTERS

MEMORIALS

Blanche Krager, Alaska Chapter (Resource Center)	by William Krager
Becky Thatcher, Michigan Chapter (Landscape Fund)	by Indiana Chapter
Becky Thatcher, Michigan Chapter (Building Fund)	by Ruth N. Rueckert
Joe Goodyear (Special Projects Fund)	by Mary Ann Bellafiore and Charlene Falkenberg

AVIATION ACTIVITIES

by Clara Johansen

The Kansas Chapter's newsletter quoted a study that is so relevant it must be shared with our entire membership. I quote:

"A recent Massachusetts Institute of Technology study revealed that pilot proficiency deteriorates quickly without regular practice, and the report notes that total flying experience is not as important a factor in safe operations as recent experience. In fact, the MIT study says flying is a skill that you can lose if you don't use it. However, after an extended period of flying, a few hours in the air will bring a pilot up to his or her previous level of ability. The researchers advise

against using those first brush-up hours for any sort of flying that would tax the pilot's lapsed skill. The report also recommends that pilots regularly practice stalls and emergency landings (COPA Flight Safety Bulletin 176)."

So keep flying, ladies! If you have a current medical, or can get one, do so, and participate in something to keep you flying regularly. At the cost of flying, combine those flights with practice. If you do not have a medical, why not encourage those who do to keep flying? Maybe even go with them.

As the weather improves and we shake the winter doldrums, we will be taking to the skies more frequently. This means we will be looking closely at the weather.

How good are our forecasts and services? Haven't we all had times when we wished to have the meteorologist's head on a platter?

No matter how sophisticated the equipment has become in weather forecasting there is still an element of ????. Most meteorologists know there are certain characteristics and trends to weather systems, but they also are aware that their knowledge is not complete by any means.

Pilots who understand the limitations of observations and forecasts usually are the ones who make the most effective use of the weather forecast service.

The safe pilot continually makes his own observations and correlates these with the information he has received in his briefing. Weather is always changing, and as reporting stations can be many miles apart, it means there can be drastic changes that go unreported.

The weather-wise pilot looks upon a forecast as "professional advice" rather than an absolute surety. To have blind faith in weather forecasts is almost as bad as no faith at all. Here is some information on forecast accuracy:

1. Up to 12 hours — and even beyond — a forecast of good weather (ceiling 3,000 feet or more and visibility three miles or greater) is much

more likely to be correct than a forecast of conditions below 1,000 feet or below one mile.

2. If poor weather is forecast to occur within three or four hours, the probability of occurrence is better than 80 percent.

Safety education

As spring approaches...

by Marilyn Miller

International Safety Education Chairman

3. Forecasts of poor flying conditions during the first few hours of the forecast period are most reliable when there is a distinct weather system, such as a front, a trough or precipitation. There is a general tendency to forecast too little bad weather in such circumstances.
4. The weather associated with fast-moving cold fronts and squall lines is the most difficult to forecast accurately.
5. Errors occur when attempts are made to forecast a specific time that bad weather will occur.
6. Surface visibility is more difficult to forecast than ceiling height. Visibility

in snow is the most difficult of all visibility forecasts. Skill in these forecasts leaves much to be desired.

Available evidence shows that forecasters can predict the following at least 75 percent of the time:

- * The passage of fast-moving cold fronts or squall lines within plus or minus two hours, as much as 10 hours in advance.
- * The passage of warm fronts or slow-moving cold fronts within plus or minus five hours, up to 12 hours in advance.
- * The rapid lowering of ceiling below 1,000 feet in pre-warm front conditions within plus or minus 200 feet and within plus or minus four hours.
- * The time rain or snow will begin, within plus or minus five hours.

Forecasters cannot predict the following with an accuracy which satisfies present aviation operational requirements:

- * The time freezing rain will begin.
- * The location and occurrence of severe or extreme turbulence.
- * The location and occurrence of heavy icing.
- * Ceilings of 100 feet or zero before they exist.
- * The onset of a thunderstorm which has not yet formed.

My personal experience has been that these percentages must vary greatly depending on which part of the country you are flying in.

"Weather to go or not to go, that is the question." If in doubt, don't!

Where did all the customers go?

The product is available but few people are buying. Why? It can't be the cost because so much is offered for so little. It might be insufficient advertising although each chapter was personally notified and sent a sample, and publicity with reminders appeared in *The 99 NEWS*. Why, then, isn't the product moving?

The "product" is the Amelia Earhart Personality Packets and Activity Booklets which are available from Headquarters. Both items are sold at bargain prices—\$2 each for the Personality Packets and \$1.25 for the Activity Booklets. Reduced prices are offered for quantity orders.

These materials cover the life and achievements of Amelia Earhart. The Personality Packet contains several large posters and a teacher manual/student activity booklet. The self-contained packet can be used by the students in a self-study learning center or can be modified for teacher instruction. The student activities are based on task cards keyed to curricular areas. The teacher manual contains instructions, a materials list, and a pre/post test. The poster art is reproduced in a format size for making transparencies on the school's duplicating machine.

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

Perhaps just a reminder that these materials are available in order. But along with that reminder, let it be remembered that these materials represent an investment in dollars and cents which cannot be recouped until the materials are sold! It was, and still is, the goal of the Aviation/Aerospace Education Committee to raise monies with these materials in order to develop other needed educational materials.

Won't you as an individual member, or as a chapter, help to accomplish this goal? Have you considered these materials as a money-making project for your chapter? Why not order a classroom quantity of 30 at the lower price of \$1.50 and \$1 (each, respectively), mark-up the cost reasonably, and everyone can profit!

Don't put off until tomorrow what you can do today. Place your order for these materials now.

by Evelyn Sedivey Cowing

Legislation Information

"UNACCEPTABLE AND INDEFENSIBLE"

by Joan Kerwin

It's not nice to fool Mother Nature. And it's even worse to try to fool the US Congress. As I wrote in last month's column, the DOT budget proposed far different funding levels for several aviation programs than those authorized by Congress.

Senator Nancy Kassebaum (R-KS), chairman of the Senate Aviation Subcommittee, expressed "serious concern" over the proposal to budget only \$700 million for Airport Improvement instead of the authorized \$993.5 million. She calls the cut "unacceptable and indefensible."

In addition, Kassebaum protests the budget proposals for FAA Facilities and Equipment (F&E) and Operations and Maintenance (O&M). The latter, O&M, is the day-to-day operations of the FAA bureaucracy.

Legislation passed last year authorized \$1.39 billion for F&E but the DOT budget request is for \$1 billion. Please note that Airport Improvement and Facilities and Equipment are both items for which the trust fund was originally instituted. Note, too, that these items were both cut below authorized levels.

As for O&M, not originally considered a legitimate trust fund expense, the story is different. DOT budget proposals in that area ignore congressional guidelines and obligate more trust fund money than is called for in the next fiscal year.

Senator Kassebaum is right to be concerned and so should we all be. When a department such as DOT made up of political appointees and entrenched bureaucrats takes it upon itself to defy our elected officials' guidelines and authorizations, it

should be brought up short on the leash, rapped across the nose and told to heel. Such self-serving indiscretions are "unacceptable and indefensible" to all of us.

Write your support of Senator Kassebaum's protest to the Senator with copies to your legislators, both senators and representatives. We may have to pay the freight through our taxes, but it is our right and obligation to see that the train is going down

the right track.

WRITE ON:

**The Honorable (Representative)
House of Representatives
Washington, D.C. 20515**

**The Honorable (Senator)
United States Senate
Washington, D.C. 20510**

Air Marking "Visitors"

by Marie Christensen

Day dawns early at our local airport and a strange-looking crew is beginning to assemble. What are those things in their hands? Are they weapons? Instruments? Airplanes? Surely they can't expect those things to fly! They appear to be long sticks with strange appurtenances at each end. Some are rounded on the end, some seem to be made of straw, still others appear to be hair bristles. What are those things?

The strange-looking crew in their strange costumes are working their way through the early morning haze out onto the runway. Maybe those things can fly.

Now what are they doing? They have put down their instruments (?) and taken up long pieces of string and are methodically snapping them up and down all along the runway. What a strange thing to do. Maybe they are marking out squares so they can all "take off" in unison. Perhaps they are preparing to return to "their" planet.

Something is wrong! A few continue to snap that string while the rest have returned for their airplanes or instruments or whatever they are. You aren't supposed to be on a runway unless you are in an airplane, are you? Oh, my goodness, they are dipping their things into big buckets of liquid. Well, that settles it. Those things can't be airplanes. But what are those things and who are those funny-looking characters? What are they doing on "our" runway?

I know—they are painting a message for someone from "their" planet to see. It probably says "HELP." The sun is now high in the sky, but they continue to work. This must be serious.

They have gathered up their instruments now and are drifting away. I'm going to go out there and see what they have done to "our" runway. Well, isn't that sweet! They have painted the name of "our" airport right in the middle of the runway. Uh-oh, you don't suppose that is so those creatures from outer space can find us, do you?

Air marking can be fun. Please have "your" chapter try one soon.

FOCUS ON USPFT

by Lois Feigenbaum



Bernie Stevenson

We're moving right along! The pressures are getting greater, the time is getting shorter, and our work days are getting longer. Our fund-raising has started bringing results and we thank each of you who has contributed already. Is your name included in our list of contributors? Won't you please help us send our team to the World Competition? Final information and registration forms have just arrived from Norway. All reservations and complete fees must be paid by May 15 to be received in Norway by their May 27 deadline. Team member detailed registration forms, with FAI sporting license number,

must be received by June 30, the absolute deadline for team members only.

The International Council of General Aviation (CIAG), of which Bill Ottley is vice president, was most pleased with our proposal to hold the 1985 World Competition in central Florida. The World Competitions have become family oriented, and the prospect of all the Florida tourist attractions was most appealing. Our only problem is that we must submit a finalized proposal while in Norway in August, including all aspects relating to this event. Instead of doing all of this after our return from Norway, we must make all arrangements now, along with national competition plans, team practice and preparations for the 1983 World Competition. This new request is not impossible, but it will increase our workdays substantially.

It is our pleasure to announce a new member to our Board of Directors. We are most pleased that Verna West has enthusiastically accepted the appointment of national coordinator. Even though Verna is well known as an efficient, dedicated 99 and needs no introduction, we would like to focus on her background and, in addition, tell you a little bit about another of our honored guarantors—Bernadine "Bernie" Stevenson.

Verna West is married to a staff engineer in the Satellite Division of Lockheed. Harry is also a licensed pilot, and they have three grown daughters. Verna is a part-time school secretary, having many years of experience as a fiscal audit clerk. She indulges part-time in her hobbies of photography, skiing, windsurfing, riding, handicrafts and playing her guitar. She may not know it yet, but she will now devote a full-time effort to USPFT.

Most of you know Verna as one of the best governors the Southwest Section has had. She is currently serving on the section's Board of Directors. As an unusually active 99, Verna served as secretary and vice-governor of her section and chairman of the Santa Clara Valley Chapter. She has also chaired the Southwest Section meeting in San Jose and the Pacific Air Race terminus at Reid Hillview Airport. Verna served on the AWTAR (Powder Puff Derby) Credentials Committee for the race starts at San Carlos, Palomar, Riverside, Sacramento and Palm Springs, as well as at the terminus in Washington and Tampa. She has attended most section meetings and International Conventions since joining the 99s in 1965.

Verna flies a Cessna 172 and 182. She has a private license and more than 600 hours PIC.

Bernie Stevenson is president of a data processing firm and past secretary-treasurer and director of the Professional Race Pilots Association. She is an avid participant of both pylon and cross-country racing. As an International Stock Plane Pylon Racing champion and 1969 National Pylon Racing champion, Bernie has flown almost every type of airplane, and she always does it to perfection. She holds an ATP certificate with multiengine, seaplane and glider ratings. When she comes down to earth, Bernie always finds time for the 99s, serving as charter chairman of the Southern Oregon Chapter and past chairman of the Los Angeles Chapter.



Verna West

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NOTAM

The 99 NEWS is planning to devote the July-August issue (June 1 deadline) to International members. We would like stories about flying situations in countries other than the US and Canada, about members and their aviation related activities/employment, etc.

International section governors and/or members-at-large have already been contacted by letter for articles for this issue, and we hope the response will be very good.

Items of interest from any 99 on this subject will be most welcome.

....in your own backyard

by Pat Church

As a teacher, I am often struck by the old adage, "You can't see the forest for the trees." More than once I have attended an awards ceremony and been dumbfounded when a student I had known for years and taken for granted in my classes was cited for very high honors.

So it is also in the Bakersfield Chapter. It took the Presidential presentation of the Harmon International Aviation Trophy to wake us up to the very special (and unique) talents of one of our members—Janice Brown.

Of course, we were all aware that Janice was the chief test pilot in the Solar Powered Flight Program and had set several records, but aside from what we had read in the newspapers, we were unaware of just how much she had accomplished.

Then, on December 5, 1982, a headline appeared in the local newspaper: "Woman aviator to get top honor." The accompanying article explained that Janice, our recent chapter chairman, would be receiving the Harmon Trophy. The only other women in the history of aviation to receive this honor were Amelia Earhart and Jackie Cochran! Suddenly we had a celebrity in our chapter!

But it really wasn't sudden at all. For two years Janice had been quietly working with the solar program. For days, weeks and months on end she had struggled to take the flimsy solar powered aircraft on yet longer flights to higher altitudes. Within the chapter we did not know much about her work because of her own quiet, unassuming attitude toward her accomplishments. Now we took note of just what she had done.

Janice is truly a pioneer in aviation. She was the test pilot of an entire new mode of flight—solar powered. She first flew the Gossamer Penguin, then the Solar Challenger through all the testing phases, culminating in the flight of the Challenger across the English Channel in July 1981.

Several times during testing, the sun, uncooperative as usual, would disappear, forcing Jan to take her now-powerless aircraft to landings in some very out-of-the-way places. In August 1980 she became the first person (male or female) to fly an aircraft in sustained flight by solar power only when she flew the Penguin for several minutes above Dryden Dry Lake.

Several months later she set altitude and endurance records in the Challenger when she flew it for seven and a half hours to an altitude of 14,300 feet. She was then assigned as back-up pilot for the historic channel crossing. Having more than 50 flights in the Penguin and 80 in the Challenger, she surpasses anyone else's solar flight time by a huge margin. Some very noteworthy accomplishments by a very fine pilot!



President Reagan congratulates Janice Brown after handing her a scroll signifying the awarding of the Harmon Trophy to her and three astronauts in an Oval Office ceremony at the White House. Next to Brown are Navy Captain Robert Crippen, pilot of STS-1; Astronaut John W. Young, commander of STS-1; and Navy Captain Richard Truly, pilot of STS-2. The Harmon Trophy, named for pioneer aviator Colonel Clifford B. Harmon, is awarded to outstanding aviators.

(AP Laserphoto pb3185stf/Barry Thumma)



Test pilot Janice Brown pauses in the cockpit of Solar Challenger.

Look around you. In every chapter there are women who have made notable achievements in aviation. Very few of them will receive (or even seek) the recognition they deserve. They will just go ahead and fly—and fly some more.

So let's all take a moment to note what our sister 99s are contributing to aviation and to the world. This is truly a special, unique group of women—we fly!

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There has always been interest among pilots in the air traffic control field because of its relationship to aviation. Interest in this field as an alternative to professional flying positions has increased during recent months due to a peculiar combination of circumstances. After years of very limited hiring activity for ATC, the FAA suddenly began hiring and training people by the hundreds to replace controllers following the August 1981 strike. During the same period, the general economic decline has resulted in a decrease in pilot positions in both general aviation and the air carrier spectrum.

As a counselor in the Student Services office at the FAA Academy in Oklahoma City, I've had the opportunity to observe and work with many air traffic students during their initial qualification training. There seems to be a lot of variability in the new employee's basic understanding and expectations regarding the career field and the training program. In case you, or a friend or relative, may sometime consider a career in ATC, I'd like to share some information with you.

There are, first of all, three separate and distinct options within the ATC field—"Flight Service," "Terminal" and "En Route."

Flight Service Station specialists do not "control" air traffic as such, but serve pilots by providing preflight and en route weather information, performing communication functions such as entering flight plans into the system, initiate search and rescue operations, and, when located on an airport without a control tower in operation, provide traffic advisories.

The "Terminal" option is the one most people think of when you talk about air traffic control. Represented by the control tower at the airport, these controllers are responsible for providing for the safe, orderly and expeditious flow of traffic to and from the airport on which the facility is located. The airspace over which a terminal facility exercises control varies, depending on the volume of activity and the associated level of the facility.

On the smaller end of the spectrum, you may find a VFR tower responsible primarily for controlling student pilot activity and VFR traffic operating to/from their airport within a radius of about five miles from the runways. Controllers rely on pilot position reports and visual identification of traffic to keep aircraft appropriately separated from each other.

On the other end of the spectrum is the IFR tower with radar approach control responsibility. Controllers generally rotate

between working in the tower cab, coordinating movement of aircraft, and in the radar room from which they control by radar, aircraft arriving and departing from the terminal area. The airspace of an approach control facility can extend up to a 40 or 50-mile radius from the airport and up to 15,000 feet MSL. The thrust of activity in this type of facility is control of IFR traffic. Prime examples are large airports with a high volume of air carrier activity.

There are 22 US "En Route" facilities which control, by radar, IFR traffic between, or above and beyond, the airspace controlled by the terminal facilities. An en route facility or center is a large installation with hundreds of employees controlling en route traffic over a multi-state area with the assistance of remote radar installations.

The airspace of an en route facility is divided into geographical areas called sectors, with teams of controllers responsible for traffic within a given sector. This is why, as pilots, you have to change frequencies from time to time as you fly through the center's area.

The entry level for all three options is the same—GS-7 (approximately \$16,000)—but the level to which you can progress as a full performance level controller (PFL) varies with the option; and within the option, is dependent on the level of facility to which you are assigned.

In "Flight Service," FPL level may be GS-9 to GS-11 (\$19,000-\$30,600); in "Terminal," GS-10 to GS-14 (\$21,500-\$51,500); and in "En Route," GS-12 to GS-14 (\$28,000-\$51,500). The full performance level is based on the volume of activity at a particular facility. FPL is generally attained within one to three years after being hired.

If you like this type of work (and we'll get back to that later), ATC provides training at government expense, rapid advancement and a fairly high salary potential.

There are some negative factors, too, which should be considered in terms of their relevance to your individual situation.

A major factor is shift work. Most ATC facilities operate 24 hours a day, 365 days a year, and require rotating shifts. A possible shift pattern is one that requires you to work two day shifts, two evening shifts and one "mid" (beginning at midnight) per week. The way shifts are set up can give you a very short turnaround time before you have to report back on duty. You may work a day shift, 8 a.m. to 4 p.m., and report back at midnight. It can also give you a very long "weekend" off. (I use the term "weekend" loosely; days off will not always fall on Saturday and Sunday.) You do receive extra compensation for working evenings,

nights and holidays, which elevates all the salary levels mentioned above. Nevertheless, if you're the type of person who just can't function after 10 p.m. no matter what, having your days and nights mixed up all the time can really be a problem. It can also complicate your family and social life. Then again, you may really appreciate a few daytime weekday hours to run errands. It all depends on your perspective.

Stress is an aspect of this career field that has, in my opinion, received more than its share of publicity. Well-trained, competent controllers like to control traffic. They get a zing out of doing a good job. Of course, no one wants to work a peak volume of traffic all day every day, but in actuality, there's a fair amount of variation in the volume of traffic depending on the time of day or year, weather conditions and so forth. During periods of inactivity, the challenge to alertness can be as difficult as working peak traffic.

The job itself of controlling traffic in a tower or center requires a thorough knowledge of separation procedures and air traffic rules and the capability to analyze and apply these rules in a spatial environment. An ability to visualize traffic in a three-dimensional setting, to make immediate decisions and issue instructions to pilots accordingly with the confidence that you are doing the right thing, is a necessity. This is not the setting for indecision. Although there is sometimes more than one way to accommodate a given traffic situation and some opportunity to make corrections if a controller sees the situation will not work out, there is no tolerance for doing it wrong.

ATC is not the field for everyone, and the fact that you operate as a pilot is no guarantee that you will be successful from the controller's side of the system.

Statistically, pilots have a little higher success rate at the academy than do persons with no aviation background, but no edge in the field, so it is a mistake to enter this field with overconfidence.

Hiring Process

Basic eligibility requirements include being a US citizen, a high school graduate, having three years of work or college experience, being between 21 and 30 years of age (upper cutoff does not apply for FSS), passing the entry exam with a score of 70 percent or better, passing a second class medical exam and a security clearance.

The qualifying exam is administered periodically by the Office of Personnel Management (OPM). Information on when the exam will next be given can be obtained by

except..."

by Jan Million



En route students practice manual control in the laboratory.

calling OPM of your local Federal Job Information Center (listed under "US Government" in the telephone book).

Applicants scoring 70 percent or better on the exam are held in a bank of names at the Special Examining Unit in Oklahoma City. Certainly, the higher your score on the test, the better your chances of having your name forwarded to your region's personnel office for hiring consideration.

When your name is referred to the region, you may expect to be contacted for a personal interview, a physical exam and psychological tests. Theoretically, the regional flight surgeon examines the information on your medical tests before you are hired, but in actuality, there is frequently a lag in this process.

In such cases, you may be hired on a conditional basis pending medical qualification. I mention this primarily because, while the second class medical is similar for pilots and controllers, controllers have some entry qualification standards that are more stringent than requirements for a pilot's second class medical. The aviation medical

examiner who administers your physical may not necessarily be aware of them.

For instance, uncorrected distant vision worse than 20/200 or uncorrected near vision worse than 20/50 is disqualifying even if corrected to 20/20 with glasses. Color blindness is also disqualifying, as is blood pressure above normal ranges or any kind of progressive disease.

Although waivers for some of these conditions can sometimes be obtained for FPL controllers on the job, they are generally disqualifying for new applicants.

If you have any physical problems that you feel might be a factor, you might want to discuss them with the Regional Medical Division before accepting a job with the FAA to be sure that you will not encounter problems (including dismissal) later on. (ATC developmentals serve a one-year probationary period and can be instantly separated from the agency for unsatisfactory behavior, failure to progress in training, failure to meet medical qualification standards, etc.)

When you are offered a position, it will be

for a particular option—"Tower," "Center" or "FSS." The test is the same for all three options and you may be considered for all three even though you may have indicated a preference for a particular one.

You should definitely not accept a job in an option in which you are not willing to work. While you may have the opportunity to bid on another option at a later time, that opportunity will generally not be forthcoming for several years. Personnel may tell you that if you turn down the job they are offering, there is no guarantee they will hire you later on for the other option. That is a risk you will have to evaluate and act on accordingly.

The same goes for facility assignments. Some regions assign you at the time of hiring while others make assignments as you near completion of academy training. In all cases, the regions have the prerogative to assign you where they need you. Most will try to accommodate general preferences to the extent that they match regional needs, but obviously they can't put everyone at the

[continued on next page]

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most popular places. Generally, trainees are assigned to lower level facilities initially, moving to higher level facilities through the bidding process after they reach FPL.

You are required to move to the location of your initial facility assignment at your own expense. Do not plan on working out a change after you accept something you won't want. If you accept a job, and are not given a facility assignment at the time of hiring, you should be willing to go to any facility in any state within your region.

Training

Initial qualification training is conducted for all three ATC options at the FAA Academy in Oklahoma City. This training lasts for 12 to 16 weeks.

FSS training is in direct preparation for on-the-job facility training following academy completion. While it is pass/fail, the success rate is very high.

The academy program for "Terminal" and "En Route" is deemed primarily a screening program. Students are trained to the point where they know enough to be able to *demonstrate* their potential to progress to the FPL level in a simulated laboratory environment. The training period to full performance level is both long and expensive. Since there is very little transferability of ATC job skills to other career fields, it is important to both the developmental controller and to the government to make an early assessment of the potential for ultimate success in the field. The academy training period is accelerated and intense, and the success rate generally varies between 60 and 80 percent. The entire training program is conducted on an up-or-out basis. Any time a developmental controller does not successfully complete a given phase of training, whether at the academy or in the facility, he is generally withdrawn from training and, in most cases, is also separated from the FAA.

After a short orientation period at the academy, all ATC students begin Phase II training. While this phase is pass/fail, the success rate is very high. The material covered is very similar to the contents of pilot ground school and is usually easy for those with an aviation background. This phase lasts about three weeks.

From this point on, training is separated according to option. FSS Phase III is the longest (12 weeks) and includes a lengthy weather course taught by National Weather Service (NWS) personnel and training in the primary job positions in FSS. The success rate for this option is very high, and a piloting background is most applicable in this option.

Terminal Phase III covers VFR tower operations. It is not pass/fail, and it lasts about three weeks.

Phase IV is the critical phase as far as academy training goes. It covers manual approach control functions and a score of 70 percent (scores are not rounded—69.99



During Phase II classroom instruction, beginning air traffic students absorb general background information such as aircraft identification, weather, navigation and FARs.

percent is not passing) or better is required for passing. This phase is heavily weighted in terms of *performance evaluation*. You may know all the ATC rules and procedures and be able to respond correctly on paper and pencil tests. However, if you cannot apply them in a simulated traffic environment, you will not be able to control traffic. The grading is thus distributed: 10 percent for all academic tests (multiple choice); 65 percent for graded laboratory problems (there are six graded problems and students may drop their worst one); and 25 percent for a final controller skills test (CST), a timed paper/pencil exam concerning laboratory situations. This phase lasts eight weeks, with the graded problems and CST occurring in the last three weeks of the course.

The "En Route" Phase II is structured in a similar manner to "Terminal's" Phase IV. The major difference is in the kind of airspace depicted, and administratively in the fact that performance evaluation is highly concentrated in the last few days of training (four graded problems and the CST in the last five days). The phase is eight weeks long, with the overall program running three weeks shorter than the one for "Terminal." The "En Route" program is

judged to be the most difficult of all three options, and this is reflected in the overall pass/fail rates. While academy training is shorter, "En Route" has the longest period of field training to reach FPL.

A word about the academy training environment in general: Classes last eight hours per day, five days a week. No classes are held on government holidays, but there are no additional days for Christmas vacation, spring breaks, etc. Vacation leave is not permitted during academy training. This is definitely not like college!

Homework is not required, but most students indicate they spend from four to six hours per day studying outside of class. This is a very fast-paced program with a lot riding on your results. If you decided to enter ATC training, you should come to the academy with the thought of devoting your entire attention to that end for the duration of the program. Settle your personal affairs and make whatever arrangements necessary to insure that you will have as few distractions as possible during this period.

Be sure your family understands the kind of training situation you will be in. This is not the time to bother you with things you can't do anything about from a distance. If you're

During advanced phases of Air Traffic Training, students return to the FAA Academy for hands-on training in the radar training facility.



married, your spouse needs to know that participation in study groups is considered a necessity by most students, and that you will be spending long hours with your classmates (mostly male) in their apartments or yours after class. (If he's jealous, you've obviously got a real problem.)

The Academy does not have dormitories. In addition to their regular salary, students are given a subsistence allowance, currently at the rate of \$37 per day, seven days per week, to cover living expenses during the academy portion of their training.

All academy graduates report immediately to their assigned facilities to begin the remaining phases of training to FPL. "En Route" developmentals, and those "Terminal" developmentals who are assigned to radar facilities, will at some point return to the academy for a 17-day radar course.

"En Route" facilities have large training departments, and some of the field training phases will be conducted in structured classroom environments. This is true of some of the larger terminal facilities as well. All field training will include a considerable portion of actual on-the-job training in which you work on position under the direct supervision of a journeyman controller until proficiency is attained.

Outlook for Employment

The agency has hired in great numbers over the past year and a half to replace controllers lost with the strike. The recovery mode will have reached its goals by the end of the year; cutbacks in hiring rates have already been instituted in the "En Route" option and scheduled to begin in the "Terminal" option shortly. Once recovery goals have been met, hiring will continue to replace normal attrition by retirement, but will definitely be at a much slower pace.

"Flight Service" was not affected by the strike, and hiring and training has been very limited over the last year. Consolidation of FSS facilities into hub facilities serving large geographical areas is planned for the immediate future. This consolidation is expected to result in reduced manpower needs. Until this has taken place and the FAA has a chance to determine its new staffing needs, hiring will be minimal. If large numbers of current FSS specialists decide to retire rather than move when their facilities are combined and relocated, there may be an increased need to hire and train new employees in the future. This is not likely to take place for a year or two, if at all.

If you are interested in the ATC career field, your first step is to contact OPM and arrange to take the test. No announcement has been issued as to when this will next be administered, but rumor has it that the register may possibly be opened again late this spring. After that, it's largely a waiting game, but the higher you score, the more likely your application will reach the Regional Personnel Office for consideration.

Good luck, and I'll look for you at the academy!

Women Pilots in the United States

Editor's note: We received a request from 99 June Simpson to update a list of current women pilots which originally ran in The 99 NEWS in 1975.

Thanks to Jan Million and the FAA in Oklahoma City for providing the following information. These unofficial statistics, as of July 1, 1982, indicate the number of women pilots with current medical certificates.

	STUDENT	PRIVATE	COMM.	ATR	OTHER	1982 TOTAL	1975 TOTAL
New England Section							
Maine	103	90	18	3	4	218	147
New Hampshire	104	86	33	1	4	228	137
Rhode Island	25	45	10	0	1	81	77
Massachusetts	394	338	60	8	21	821	677
Connecticut	245	188	66	11	9	519	436
Vermont	56	47	9	5	1	118	96
Eastern Region							
New York	754	665	134	17	76	1,646	1,491
Pennsylvania	633	497	128	17	22	1,297	1,072
Virginia	401	354	86	10	14	865	589
Maryland	273	280	63	13	14	643	500
West Virginia	63	51	10	1	1	126	116
Delaware	30	47	4	0	1	82	87
New Jersey	417	394	85	15	28	939	821
District of Columbia	33	28	8	1	2	72	65
Great Lakes Region							
Illinois	799	823	188	24	14	1,848	1,550
Indiana	319	337	83	7	10	756	775
Minnesota	409	484	93	16	11	1,013	752
Michigan	590	575	126	17	46	1,354	1,114
Ohio	734	722	142	22	35	1,655	1,498
Wisconsin	371	433	60	5	6	875	568
North Dakota	79	82	28	1	1	191	166
South Dakota	69	79	10	1	1	160	116
Central Region							
Kansas	303	429	61	10	10	813	664
Iowa	250	287	39	5	8	589	494
Missouri	358	370	72	12	16	828	790
Nebraska	153	186	33	5	3	380	335
Southern Region							
North Carolina	278	246	62	11	7	604	508
South Carolina	134	115	24	6	5	284	252
Georgia	371	284	72	17	16	760	522
Florida	1,311	1,174	299	62	24	2,870	2,072
Mississippi	140	100	16	5	2	263	229
Alabama	211	187	35	3	12	448	324
Tennessee	304	230	48	23	9	614	495
Kentucky	135	100	21	2	1	259	240
Southwest Region							
Louisiana	275	181	52	11	6	525	392
Oklahoma	408	384	62	10	6	870	651
Texas	1,719	1,365	281	48	49	3,462	2,195
New Mexico	249	193	46	8	38	534	335
Arkansas	148	129	34	2	3	316	234
West-Pacific Region							
California	3,549	3,721	777	128	171	8,346	6,056
Arizona	536	461	121	13	37	1,168	791
Nevada	184	184	32	10	4	414	270
Hawaii	103	100	30	7	11	251	157
Northwest-Mountain Region							
Washington	718	724	171	21	29	1,663	1,036
Oregon	463	452	74	11	15	1,015	828
Idaho	161	164	27	5	4	361	238
Wyoming	97	94	14	0	0	205	96
Utah	150	129	14	5	3	301	210
Colorado	730	473	118	25	65	1,411	740
Montana	105	133	18	3	1	260	212
Alaska Region							
Alaska	378	357	64	16	4	819	609
Outside USA							
Puerto Rico	41	7	3	2	1	54	*
US Virgin Islands	20	11	4	1	0	36	*
American Samoa	0	0	0	0	0	0	*
Canal Zone	0	0	0	0	0	0	*
Guam	2	0	1	0	0	3	*
Wake Island	0	0	0	0	0	0	*

*In the 1975 breakdown, territories outside the USA were not individually delineated.

PROFESSIONAL WOMEN CONTROLLERS



by Pat K. Washburn

"We, as members of the Professional Women Controllers, accept our opportunity to serve the aviation community by doing our best to promote better understanding, cooperation, and coordination between controllers at different facilities toward the continual improvement of aviation safety."

It started as a dream... a communication network for women in the air traffic control profession. In 1968, two ex-military controllers, Jacque Wilson and Sue Mostert, met at the FAA Academy while attending air traffic control classes. After the academy they kept in touch, sharing their views and ideas on some of the unique problems encountered by women in the military and FAA air traffic control profession. In talking with other women controllers, they realized that they were not alone; the problems were widespread and only unique to women because they were so widely dispersed among various field facilities. However, they felt that if some "avenue of communication" could be established among women controllers, then many of these problems could be greatly diminished.

In 1978 these two women sent letters to women controllers inviting them to share their views on forming a women controllers organization. The response was encouraging. A meeting was held in January 1979 in Houston, Texas to draft organization plans and to arrange for future meetings. The name—Professional Women Controllers—was chosen and a logo was selected to symbolize members, their profession and their objectives. Round like a radar scope, the logo includes a jet aircraft representing air traffic control; the clouds, weather; a woman controller who provides the services; and a seagull representing "Jonathan Livingston Seagull" (from the book by Richard Bach), which is our inspiration to realize our full potential in our chosen profession and in our personal development.

The first convention in Bethesda, Maryland, in 1979, was a resounding success. Over 100 air traffic control specialists (ATCS) attended, chartering the organization; they developed the creed, constitution and bylaws and elected officers.

PWC is committed to creating a cohesive, communicative and education force concerned with helping all controllers in the system. Members are involved in outreach recruiting activities in cooperation with the FAA and encourage qualified women to enter this career field. Recruiting booths have been set up in shopping malls, on college campuses and at job fairs across the country.

Current FAA statistics show women comprising approximately eight percent of the total ATCS employment. Women ATCSs are not yet employed in all of the FAA's 1,000-plus towers, centers and flight service stations.

PWC annual conventions provide opportunities for professional and personal development. This year's convention will be April 28-May 1 at the Seattle, Washington, Sheraton Hotel. The convention theme is "Aircraft Technology," and a tour of a Boeing Aircraft and Pilot Training Facilities is scheduled. A human relations seminar, "Team Building," will be presented.

PWC maintains working relationships with other professional associations. Members participate as PWC representatives at regional and national meetings held by the FAA and other air traffic related organizations. We encourage all members to establish and maintain good relationships with any organization active in areas of concern consistent with our established purpose and goals.

Like the 99s, PWC is a unique group. We are continually striving to maintain professionalism and recognize our responsibility in the aviation community.

(Note: Co-founder Jacque Wilson is now the first woman manager of a center, Boston ARTCC; and Sue Mostert is a flow controller, New York Common IFR Room.)



SUE RANNEY
CORPORATE PILOT

The Learjet landed at midnight in Rochester and disgorged its people onto the deserted ramp. Everyone was concerned with tending to the patient on this ambulance flight. The line boy moseyed over in his own sweet time, as they are sometimes wont to do, with a gas slip in his hand needing attention. He was intent upon determining the lay of the land while obtaining a fuel order from the pilot.

He approached Sue Ranney and asked, "Are you part of the family?"

"Nope."

"Well, where's the nurse?"

"He's the nurse." (The male nurse happened to be working with a female paramedic.)

The confused line attendant turned to the only other male on the ramp and asked, "Are you the pilot?"

"No, I'm the copilot. She's the pilot," coming full circle to Sue.

It's no wonder line personnel get a little confused trying to carry out their duties these days. Lear pilots now come in all variations of size, shape, vintage and sex (as do nurses, paramedics and even line attendants).

Sue Ranney started flying in her hometown of Galesburg, Illinois, and was one of those who race through the ratings and teach other folks how to fly within a year.

She paid her "experience" dues with a variety of instructing and charter jobs (heavy on the instructing, lighter on the charter) through the midwest, including La Crosse, Wisconsin, Columbia, Missouri and Moline, Illinois.

The next rungs of the ladder led her to Monterey, California, and then Boise, Idaho, where she is today. Sue came to Boise Cascade Corporation, a forest products company headquartered in Boise, to fly their Aero Commander. She and the Commander spent eight months based in Atlanta, and then Sue returned to Boise to move into the Lear.

Pat K. Washburn is PWC Northwest Mountain director, vice chairman of the Central Oregon 99s and an air traffic control specialist at Redmond Flight Service Station.

Boise Cascade today crews a fleet of five Lear, a Falcon and helicopter for themselves and two other corporations—J.A. Albertson's food stores (Mr. Albertson's home is Boise and he crews his personal King Air) and Ore-Ida Foods, a division of the Heinz Corporation.

The Boise Cascade aviation operation is top-notch with an impeccable safety record. The pilots regularly fly the simulators and endure the tortures invented by Flight Safety. Sue says, "The doors falling off and engines bursting into flames in the simulator is lots of fun!" Sailing and skiing are also Sue's idea of fun. People who drive down the street take notice of her license plate. It reads AV8R.

Since the three Boise corporations have interests all across the United States and

Canada, Sue's travels take her almost everywhere. The airplanes do occasionally go to Europe, but Sue hasn't yet drawn that duty. She is today a 6,000-hour captain in the Lear. Her most immediate goal is to add the Falcon to her ticket.

Sue Ranney is an understated, unassuming professional. She did a lot of dirty, crummy flying, which is called "experience" in aviation, and she is respected by those with whom and for whom she flies. She is the last person to call attention to the fact that she is among the elite few members of the female jet pilots' club. But by being there, her presence, ability and professionalism make opportunities for other women pilots who follow.

by Gene Nora Jessen



GAYLE GORMAN
GENERAL MANAGER

Motion and air sickness have plagued All-Ohio Gayle Gorman most of her life, but having been born with the Gorman "true grit," she has overcome that problem. She has obtained her private pilot license, ASEL with helicopter and glider ratings, and also earned the title of general manager of Manairco, Inc., Mansfield, Ohio, an aviation related business.

Manairco was started in 1950 by 49½-year Jim Gorman, Gayle's father, as a side interest. The firm manufactures airport and heliport runway lights, VASIs, beacons and receiver controlled lights (mike-a-lites).

Coming from a family of aviation enthusiasts, Gayle really wanted to obtain her pilot's license. Mother 99 Marge Gorman has participated in many air races and flew the Atlantic in 1980. Father Jim has military

flying time and flies the Gorman-Rupp Pump Company aircraft, and brother Jeff has logged many hours of business and pleasure flying.

Gayle first tried for her license at age 15, but after three hours, became very air sick. She tried again at age 16 with similar results. Then, at age 19, while attending Ashland College, she decided to try one more time. In the event she didn't succeed, Gayle decided to take lessons in a city other than Mansfield and elected not to tell her parents.

At this time, Gayle was taking 21 hours at school, working a half-day at Manairco and flying in the evening. Marge and Jim became suspicious when Gayle disappeared so often, plus being overdrawn at the bank. Gayle's proudest moment came in 1967 when she confessed to her folks that she

had earned her private pilot license.

Gayle graduated from Ashland College while flying the Angel Derby with Marge in 1977. Then she stepped into the general manager's position at Manairco. Her first goal was to obtain FAA approval for one of the company's runway lights. "The approval had expired, and it is very important to have if you want to obtain government contracts. Getting the approval took a lot of time and work, and it's one of the accomplishments I am especially pleased with."

The approval, booths at conventions, seminars, more contacts with state agencies and being placed on bid lists all add up to a lot of hard work, and Gayle has led Manairco toward tripling its business.

In the Manairco inventory is one Enstrom F28A helicopter, which Gayle has put about 85 hours on since last June.

Gayle, a civic minded young woman, is president of the Altrusa Club of Mansfield, a director of the Mansfield and Richland County Area Chamber of Commerce and secretary of the Whirly-Girls (Marge's license number is 93 and Gayle's is 293).

by Jeane M. Wolcott

MARY ABLE PILOT EXAMINER



I began flying as an amusing activity to share with my husband. In two years of pleasure flying, I logged only 120 hours. Certainly this was a lackluster beginning with a career as the last thought in my mind.

My interest took a giant leap forward with the acquisition of a Cessna 195. My parents had both pleasure and business interests in the Texas valley, and the new 195 became their new mode of transportation. I found myself in the left seat much too often heading southwest, and soon found it necessary to obtain a commercial and instrument rating. Mother and Dad seemed to relax a little then.

[continued on next page]

During this same time period, I recalled the parting words of the FAA designated examiner who had given me the private pilot exam: "Get an instructor's rating, teach five people how to fly and then come back and show me what you have learned." What a statement of truth! My first students taught me so much, I should have paid them for the privilege.

My first flying job was obtained by meeting two people who wanted to learn to fly and taking them to the local flight school. I told the owner, "These people want to learn to fly. They want me to teach them, and may we use your aircraft?" Since flight schools are always anxious to have their planes flown, they consented. In two years, I became chief flight instructor and senior pilot at that very flight school.

Several years and 3,000 hours later, after obtaining all of my instructor's ratings and teaching some very perceptive and intelligent students, I was appointed an FAA examiner. At this point, my family acquired a Twin Bonanza, which enabled me to study for the ATP rating. I met the ultimate instructor, a Delta captain whose ability to teach was the blueprint for my own attempts to teach flying.

Being in the right place at the right time was responsible for my Lear experience. A corporation based at Andrau Airpark had a new airplane, two training slots and a need for a standby copilot. I attended United Airlines' Lear Transition School in Denver. This training continued over the next several years with flight training at Flight Safety in Wichita and the Lear type rating and Lear 35 ground transition in Wichita.

At this point my very supportive and loving husband, Conover, encouraged me to start my own flight school. I borrowed the money and bought a small temporary building and a used Cessna 150 (a jewel that flew 7,500 hours).

My business prospered in spite of my outside interests in family (two sons, both married, and four precious grandchildren at this writing), 99s (serving as vice governor, International secretary and Board member for two terms), Women's Committee on Aviation and subsequently Citizens Committee on Aviation in Washington, D.C. I also had side interests in golf and beachcombing.

Along the way I had the opportunity to participate in two Powder Puff Derbies, one Angel Derby and numerous rallies. The many fabulous people that I came in contact with, both contestants and race volunteers, made these most memorable and rewarding experiences for me.

My flying career came to an abrupt halt after 8,000 terrific hours in the air. In July 1981 I became ill and ultimately had open heart, mitral valve transplantation.

For six or eight months I steadfastly maintained that I would rest, completely recover and apply for reinstatement of my

medical. Such was not the case, and I am resigned to an inactive status at present. My son, Gary, is ably (pardon the pun) operating our two flight schools, charter operation and aircraft sales business.

Flying brought great joy, a feeling of accomplishment, unbelievable new friends and a very full middle-age lifestyle. My two shots at immortality rest with my children and with many students where teacher and pupil attempted to stamp out ignorance in aviation.

One of my last students asked what I would change if I had it all to do over again. My sincere answer was, "Yes, I would like to have been president of 99s. Yes, I would like to have won the Power Puff Derby. And, yes, I would like to have traveled more. But as to husband, children and career, I would not have changed a thing!"

by Mary N. Able



GLADYS MORRISON FLIGHT INSTRUCTOR

September 28, 1982...

"Gladys?"

"Yes."

"Are you sitting down?"

"Yes."

And so Susan Gordon, manager of Special Projects for GAMA, calling from Washington, informed me that I had just been named 1982 Flight Instructor of the Year.

April 1, 1946...

Loops, spins... soaring and swooping and climbing over the San Joaquin Valley in California... an indescribable feeling of freedom. I know what I just wrote is a cliché, but that is how I felt then on my first airplane ride and how I still feel some 37 years and well over 20,000 hours later.

I didn't have the money to fly and at age 18 didn't have a job. I got my private pilot certificate 30 days after my first flight and paid for it by spending the next year washing

and fueling airplanes, sweeping the FBO's office, answering the phone, typing letters, selling airplane rides and lessons and doing whatever needed doing. I also bummed rides in every conceivable kind of light airplane and learned everything I could about the flying business.

Finally in 1947, I borrowed \$600 to bid at a war surplus auction on a low-time Piper J-3 and became the proudest airplane owner ever. My future husband and I started a small flying business on Buchanan Field, Concord, California. Working seven days a week, teaching ground school at night, visiting all the business people in town, speaking at clubs, writing aviation columns for newspapers, we eventually had a number of airplanes and employees. Along the way, we had become an FAA approved flight and ground school and had been approved for veteran's training by the California State Board of Education. The flight school curriculum and training syllabus which I wrote was used as a guideline by the state. During this period, I was flying charter and acting as school administrator. On weekends I would often fly in air shows. In my spare time I went to college and occasionally got to sleep a little. Sometime along in here I picked up a driver's license. Before that I was flying charter but was unable to drive a car, which sometimes was a little hard to explain to passengers. We started a non-scheduled airline using a DC-3. (The least said about that venture, the better.)

In 1950 I flew the Powder Puff in the "City of Concord, California," which was a red Mooney Mite. That year it started at Lindburgh Field, San Diego, and went to Charleston, South Carolina, and then back to Greenville, South Carolina. With no radio, the only navigation instrument was a magnetic compass. All gas stops were counted in the total flight time in the races then, so it was a mad scramble in a Mite that held 11.5 gallons of gas and used about four to four and a half gallons per hour.

That same year I became the first woman to be licensed as an aerial applicator in California. The State Board of Agriculture administered a written exam (about 200 questions) on chemicals, rules pertaining to aerial application of various substances and general knowledge about the crop dusting business. There was a flight check which called for me to spray a field with a representative from the State Board of Agriculture, a disinterested (meaning from out of the competitive geographical area) owner of a crop dusting operation and a third observer who was either an experienced dust-er pilot or an FAA inspector.

In 1954 we got out of the FBO business and went into dusting exclusively. Later that year my husband was killed when he hit a guy wire flying under some powerlines.

I continued dusting for the next several years in the Palm Springs and southern Arizona area. I remarried and got back into

the FBO business. Finally, in 1965, I got around to taking the written and flight check for flight instructors.

We moved to Van Nuys as manager and assistant manager of the Flite Center at Norman Larson/Beechcraft West. My husband concentrated on running the center and I was in charge of the flight and ground training. During this time, I became the director of publications at Fowler Aeronautics in Burbank where I wrote and revised flight training manuals. I also instructed in the FAA approved Flight Engineer School.

In an escape to clean air, we moved to Prescott, Arizona, in 1967. I did freelance flight instruction and started an approved ground school and instructed in a lot of AOPA clinics around the country. I was carded as a USDA Forest Service personnel transport pilot; set up the Aviation Department at the local community college and taught the courses; was an air taxi pilot and wrote the 135 manual for the law firm of Favour and Quail (flying Aero Commanders, a 560A and a 500S). I began to specialize in multiengine and instrument instruction and in writing operations manuals, doing most of my work for air taxi operators.

NorthAire, Inc., a new (then) Cessna dealership on Prescott Airport contacted me early in 1975 and I went to work for them as chief flight and ground instructor and chief air taxi pilot. I set up the FAR 141 Approved Flight and Ground School, the approval for VA training, and wrote the operations manual for the air taxi approval. We now specialize in accelerated flight courses along with the normal flight training.

I was named Arizona Flight Instructor of the Year in May 1982; Flight Instructor of the Year for the FAA Western and Pacific Region in September 1982; Flight Instructor of the Year for the National Association of Flight Instructors in December 1982.

September 28, 1982

"Gladys? You have just been named Flight Instructor of the Year."

Somehow it made 10,000 hours in the right seat and all the rest of the years of hard work seem well worth it.

by Gladys Davis Morrison

MELODY RICH AVIATION ADVENTURER

"There's not a whole lot of adventurous things you can do these days," said Melody Rich, chairman of the Santa Paula Chapter of 99s, "and flying is certainly an adventure."

An employee of the Naval Ship Weapon Systems Engineering Station (NSWSES), Rich has been flying since 1978. She acquired her private pilot license in 1979 and since then has earned instrument and commercial ratings.



After earning a bachelor's degree in recreation from California State University in 1977, Melody started working at NSWSES where she is training for a technical manual's editorship.

She has two more goals—to earn her multiengine rating and to obtain a CFI.

"I want to share the joys and excitement of flying with other people," she said. Unlike many other pilots, she has no desire to become a commercial airline pilot.

To finance her progress in flying, she points out that she has given up things many people take for granted—new clothes, new car and most of her free time and money. "But after all," she said, "most people have a hobby which costs money. Some people drive race cars and \$30,000 Porsches; some people own three houses.

"I drive a '66 Mustang full of dents and in need of a paint job, but that money keeps going into my flying."

She enthusiastically declares that the sacrifices have been worth it. "Flying is my recreation, but it's my education, too. I don't feel I'm wasting a cent on my flying. I'm constantly learning."

She got hooked on flying when her mother encouraged her to take lessons in 1978. Since her father flew, she had grown up hearing stories about pilots.

Although she learned to fly in a Cessna 150, the first time she went up was in an experimental airplane. Her flight instructor had built his own high performance plane that was fast and responsive. "It was like an extension of yourself. If you wanted to turn left, you just leaned left. You didn't have to touch anything. It was so stable it would fly straight and level by itself. It was fun."

But when the lessons began in the Cessna, she admits to a variety of fears.

"Lots of times during the lessons I wanted to quit," she remembers. "I had different phobias every week. I couldn't see over the cockpit; I was afraid I would collide with another plane; I was afraid of flying over the water. And then I was afraid that if I wrecked the plane, I could never pay the \$1,000 deductible insurance."

Gradually she learned to cope with these concerns.

"I have a lot of fears. So does every other pilot. I just take all of them and put them in the other seat, and they go with me. It keeps me alert."

One of the highlights of her flying career was the air race she entered last September. She flew from San Diego to Provo, Utah, in five hours and 40 minutes in a Cessna 172. "I averaged 123 miles an hour and placed 18th out of 26."

She sees positive signs for women in aviation. "More women are flying now because they are working and making their own money and can spend it the way they want. Women have been held back in advancing to the major airlines because they haven't the military training men do. Men who were in service use the GI Bill, and it's more difficult for women to find the money for training."

In addition, women have had to combat traditional roles in their efforts to fly. "It's just that men have been brought up in a society where they learn mechanics, and women learn to cook and sew."

She admits to a love/hate relationship with flying, but she has no regrets. Melody's grim determination and perseverance have brought her rich rewards.

by Teri Reid

MICHELE STAUFFER AIRCRAFT SALES

Michele Stauffer—native of Manhattan, Kansas, former Kansas State student—is on what has to be one of the fastest career tracks in America.

At age 30 and single, she's sales manager for Kansas City Piper, Inc., where her airplane sales totals since 1979 are in excess of \$25 million. She has 3,000 hours of flight time; has addressed a national Department

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of Housing and Urban Development (HUD) convention; owns a 550-acre ranch and farm in Marshall County; and manages a federal mail route from Manhattan to the Nebraska border.

"A lot of people are surprised to see a woman step out of a twin-engine airplane," Stauffer said of her current work, which includes demonstrating and selling everything from single engine two-seaters to Commander 840s.

That surprise is even more jolting when one considers Stauffer's appearance. At 5'4" and 112 pounds, her straight blonde hair falling past her shoulders, Stauffer has a softly feminine voice and a light, comfortable smile as constant as an airplane's propeller.

Her work clothes are classically tailored but practical. On this Saturday, though, she is ready to cut the grass at her Lawrence home. She's wearing navy blue knit shorts and a light blue and orange Piper Aircraft T-shirt. Later in the day she will be changing to deliver an airplane to a customer.

This is not a normal Saturday for Stauffer. She usually would be visiting her mother in Manhattan, or working on the airstrip she is constructing on her Marshall County ranch. Today though, she has work to do and the phone is ringing... again.

This time it's Jack Ellena of Lawrence's Buick-Oldsmobile. Stauffer needs no notes to know he's wanting to trade his four-place Cherokee for a single engine, six-place retractable, or the value and disadvantages of each, for one of the things is her retentive mind, as country folk would say, "like a steel trap."

The mind, a natural gift, was coupled with an upbringing liberally spiced with hard work and independence. The youngest daughter of John and Geraldine Stauffer, Michele spent childhood summers helping on a neighbor's truck farm. She was managing her mother's rental property at age 12. Two years later, at 14, the petite girl sat on an orange crate to see over the steering wheel and took over the afternoon mail route to the Nebraska border and back, a route her mother owned and managed for 40 years. One can imagine her driving down the road with a book draped over the wheel (and long blonde hair laced over that) so she could catch up on school-work she was missing.

"I grew up young," she said. "Mom was a hard charger and I've always been more inclined toward working. I was very close to her."

It was to work she went when her father died of lung cancer in 1972. John Stauffer had accomplished a lot raising a family during the Depression while working as a baggage clerk for the Union Pacific Railroad.

"I was pretty shook up over his death," said Stauffer, "and I thought it was time to try a full-time job." She had been working as



a salesman at Manhattan Kawasaki while putting herself through Kansas State University, where she was a sophomore in pre-law and business. When Tom Biel of Florida Realty passed through Manhattan and bought a Kawasaki from the 20-year-old woman, he recognized her straight-from-the-heart salesmanship and decided it was time a female became involved in his business as midwest regional salesman.

From August 1972 until March 1975, Stauffer was sales representative for General Development Corporation of Kansas City, Missouri, where she was responsible for selling investment real estate to individuals and corporations throughout a two-state area. Within a month of employment she was named to the President's Club for outstanding sales and was the only woman to rank in the "Top 10 Salespersons" throughout a six-state area.

Then another one of Stauffer's innate capacities surfaced—the ability to capitalize on profitable situations. She and another woman, Mary Trotter, began a Kansas City based computerized rental history business with Trotter as president and Stauffer as executive vice president in charge of sales and expansion. From a small Kansas City office, Stauffer soon sold the company's services to 90 percent of the apartment owners in the metropolitan area. She then capitalized \$100,000 worth of stock and changed the organization from a sole proprietorship to a corporation, opening and managing offices in Atlanta, St. Louis and Los Angeles.

Recognizing the tendency of some low-income renters to take advantage of government housing projects by not paying for damage done to apartments or by falsely reporting incomes, Stauffer was able to screen tenants for the government as well and was invited in 1976 to speak at a HUD convention in Washington, D.C. This was followed with an in-depth personal interview

with the assistant director of HUD.

However, when the pressures of working 80 hours a week to make a company go—from which she was paying the bills and not making the profits—became oppressive, Stauffer leaped into a new adventure and began flying. She'd already been wooed by her first airplane ride and had taken flight lessons at Manhattan's Luckey High School.

So when she began working as an aircraft salesperson for KCH, Inc., Olathe, she was propelled straight into selling new and used rotary and fixed wing aircraft. During her two years at KCH she was the first woman in the region and the only KCH salesperson to be named to Cessna's \$500,000 sales club.



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405-392-5045

In 1979 Stauffer changed jobs and began working for Kansas City Piper, Inc., where, during her first seven months, she sold 27 airplanes amounting to \$2 million. She has sold planes internationally in Canada, Germany and Austria.

Her energy alerted officials at Gates Lear, where she was recently offered a job. She turned it down in favor of staying with a smaller company, noting that with Gates she would no longer be able to demonstrate the planes to her customers since that company has employees for that purpose. And with Gates she would spend more time in the office and less time in the air.

When she's not in the office or in the air or on her farm, she's difficult to find in Alaska where she hunts black bear and caribou and cans fresh salmon.

A rack of caribou antlers covers one study wall in Stauffer's two-story skylit home in Lawrence. Through the paneled hallway and upstairs, a fat black bear rug rests lazily on the carpeted bedroom floor. The home is modestly furnished and comfortable. A copy of *Savvy* magazine rests on an Early American end table, perfectly exemplifying Stauffer's character—the young cosmopolitan success record laid over hard working early American principles.

Criticism is difficult to find here, though Stauffer said she gets plenty from the men

she dates who think she's "too independent for her own good."

"My work is really demanding hour-wise," she said. "Most guys don't understand that. If they have tickets for a dinner play and I'm in Joplin tied up with a client and trying to close a deal, they suffer, not my clients."

When one considers that the previous week, Stauffer flew by commercial airline to Florida, picked up a plane and made sales stops in Mobile, Alabama and Joplin before returning to Olathe, and then flew to California and back on another deal, it is easy to see where the problems arise.

"This kind of schedule aggravates most guys," she said. "They feel threatened by my work. I guess I just don't have the time they think it takes to put into a relationship."

Stauffer did have time to sell 20 planes between January and May of 1982, including a \$1.2 million Commander 840, the biggest sale of her career.

And when she's not shooting wild game with a 30-06 or running a ranch and farm (with the help of her brother), she's playing softball or riding her dirt bike on country roads.

So if the men in her life are disappointed by her inattention, Stauffer has sympathy, but no apologies.

"I just thank God for what I've aspired to be," she said.

The above story on Michele Stauffer is excerpted from an article by Deborah Neff that appeared in the *Manhattan Mercury*, a Manhattan, Kansas, newspaper.

Charter Member Honored

Charter 99 Mary Haislip was honored recently during Oklahoma Air Space Hall of Fame enshrinement ceremonies in Oklahoma City. Mary is the first woman to be so honored by the museum, which has been selecting honorees for the past several years.

Born in Washington, D.C., Mary moved to Oklahoma City where she learned to fly.

She was the second woman in the United States to receive a commercial pilot license, and for seven years held the world's speed record for women.

She flew as test pilot for the American Eagle Company, Spartan Aircraft Company and Buhl Aircraft Company.

Mary, who lives in Pacific Palisades, California, with her husband, Jimmy, is a member of the Malibu Board of Realtors and owns a real estate company there.

Husband Jimmy was also honored by the Air Space Museum as an inductee. He grew up in Muskogee, Oklahoma, and learned to fly with the French during World War I. In 1932 he won the Bendix Air Race. An organizer of Spartan Aircraft Company, he also flew for Safeway Airlines and for Shell Oil Company.



During her remarks at the Air Space Museum enshrinement ceremonies, Mary Haislip was asked "Why did you quit flying?" She responded, "I didn't quit flying, it quit me. There is little demand for the services of an 'elderly' lady test pilot!"

Bust To Be Unveiled

When Don Wiegand was commissioned to sculpt a likeness of Amelia Earhart last year, he made it his goal to capture the character and spirit of the famous aviator.

"I wanted to portray her daring, her belief in herself and in her ability," says Wiegand. "She believed women can do equally as well as men in many things."

Yet, the Chesterfield, Missouri, artist says he also wanted to include the feminine side of the pilot, whom he describes as "a very beautiful woman."

He studied photographs of Earhart, which he obtained from various collections, and then spent some 350 hours carving the clay. One hundred bronze and five stainless sculptures were cast.

The result of his work will be unveiled Friday, March 25, during a reception at the Oklahoma City Headquarters of the Ninety-Nines, Inc., the organization of women aviators that Earhart helped found.

Jack and Debbie Scharr of Glencoe, Missouri, who commissioned Wiegand to create the sculpture, will be on hand to donate the #1 Bronze to the Ninety-Nines. The organization will then present the sculpture to Muriel Earhart Morrissey, Amelia's sister, who is planning to attend the reception.

The #101 Stainless has been purchased by the Ninety-Nines' membership for display at International Headquarters.



Sculptor Don Wiegand works on the bust of pilot Amelia Earhart that was commissioned to commemorate her heroic contributions to aviation.

Photo courtesy of Key magazine, St. Louis, Missouri.

Women in Aviation Careers — Hawaiian Style!

by Eleanor Sharpe

Opportunities for aviation careers in Hawaii are limited; the aviation community is not large. Nevertheless there is a diversity in aviation careers. With a strong love of flying, the old adage holds true: "Where there's a will, there's a way." Also, as each 99 advances, she has the support and encouragement of her female counterparts. The community may be small, but it is closeknit.



Lennie Sorenson

Lennie Sorenson is a first officer for Air Micronesia (Continental) flying Boeing 727s with a route that is really island hopping. Some of their stops include the Trust Territories, Johnson Island, Kwajalein, Truk, Guam (the hub), Yap, Saipan, Marita (Japan), and soon they plan to start service to Manila in the Philippines. Although not many of the airfields are the greatest, they are definitely challenging, and she enjoys the route. It also means she can continue to live in Hawaii.

Lennie has been flying since 1970. She was living in the Hawaiian Islands when she was invited to the Whaling Spree on Maui to scuba dive (her interest at the time). The group went in a single engine Cessna. She liked it so much she took an introductory flight at one of the local flight schools, then went on to get her private license and other ratings including an ATP in 1974. She was one of the first women to receive this rating in the Hawaiian Islands.

Lennie had built up hours ferrying planes across the Pacific in 1974 with the solo overwater checkout being a Cessna 182.

Panorama Air Tours hired her in 1974 and she also flew freight in a DC-3, becoming a DC-3 captain in 1975. She also attained a captaincy at Panorama in the Beach 18.

When the major airlines started to hire women pilots, Lennie was hired by Continental Airlines in their February 1977 class and has been flying for them ever since. Additionally, Lennie and her husband Fred (who is a pilot for Hawaiian Airlines) have several part-time flying enterprises; ferrying planes anywhere in the world, working on the flying sequence of the movie "Raiders of the Lost Ark," special regular charters and charters to rescue lost and stranded sailors on outer distant islands in the Pacific.

Sharyn Emminger was a captain on the first all-woman crew on a scheduled carrier for Hawaiian Airlines in 1979 (*The 99 NEWS*, November 1979) flying a Shorts 330 between the smaller Hawaiian Islands and Oahu until she was furloughed when Hawaiian decided to sell these planes. (She will remain on the pilots list at Hawaiian for four years.)

Since then she has been flying freight in DC-6s for DHL, a national freight company, and recently has been flying tours for Scenic Air Tours of Hawaii.

Sharyn must have inherited the flying bug since both of her grandfathers flew in the '20s (one was an official at the Cleveland Air Races). She flew with her father but, with school, never felt she could afford to learn to fly. In 1973, however, when she moved to Hawaii, Sharyn had the chance at the Wheeler Aero Club (military). Teaching high school and a dental office career gave way to doing her favorite thing for a living—flying!

After receiving her ratings, she instructed for a year at Wheeler,



Sharyn Emminger

plus a year at the Hawaii Air Academy, a local flight school. Then she flew a Skyvan for Air Cargo Freight until she was hired by Hawaiian Air. They sent her around the world ferrying the Shorts 330 from Ireland to Hawaii, and then she was made a captain on the airplane.



Mimi Tompkins-Beltrano

Mimi Tompkins-Beltrano is our other local 99 hired by a scheduled airline—Aloha Airlines as copilot in the Boeing 737. She is currently on furlough and flying for Air Molokai as chief pilot in a Cessna 402, doing passenger and charter flights, as well as flying for an air ambulance firm. It is necessary to bring patients from outer islands to Oahu for special emergency treatments. Mimi learned to fly in 1966 at Port Arthur, Texas, when her father lost his medical and wanted his daughter to fly his plane. At ground school she found that he could appeal, so he regained his license. She soloed at 16, earned her private license at 17, commercial and CFI at 18.

Traveling as a flight instructor led to interesting experiences, especially in Puerto Rico, where the owner of a flight school expected to hire "Mr. Tompkins," and it took a rigid checkout to convince him she could stay. Mimi came to Hawaii in 1975 and became an active member of CAP, flying many search and rescue operations. She and her observer (another 99, Lois Weatherwax Luehring) were credited with a "save" for a lost sailboat.

A position as chief flight instructor for Fly Hawaii flight school followed, then flying for an air ambulance firm, and later with Horizon Air, a freight operation where she flew Beech 18s.

The time accrued led to her ATP in 1979 and a job with Aloha Airlines. After furlough she went to Texas as chief pilot for Eagle Airlines, a Part 135 commuter, until her return in 1982 to Hawaii and Air Molokai.

Charlene Giebe, a 1981 AE Scholarship winner, just left Hawaii December 30 for an exciting job with DHL, a national freight company she had worked for in Hawaii. DHL transferred her to Baltimore to fly a Merlin Metroliner, a 19-passenger turbo-prop, as copilot and then as captain. After she is checked out in scraping ice and snow off the wings, she will possibly go to Seattle for a Lear type rating.

Charlene was working for Qantas Air reservations in Hawaii when she became interested in skydiving. Hers was a two-jump career; on the first she landed in the trees, on the second she was medevaced to Queens Hospital and was on crutches for several weeks. However, she loved the flights and decided in the future she would stay with the aircraft. With determination she started flying and received her private license. When Qantas transferred their reservations operation to the Mainland, she decided to try for an aviation career, and rapidly earned her commercial, instrument, multiengine and flight instructor ratings.

A position of flight instructor followed until the chance came to fly for a local commuter—Air Hawaii. From there it was flying Beach 18s (and loading freight) for a small freight company until there was



Charlene Giebe

an opening at DHL. She learned to fly the DC-3, then the DC-6 as first officer. In June 1982 she ambitiously attended a flight school in California and obtained a flight engineer and ATP rating in the Boeing 727.



LaDonna Shea

LaDonna Shea is a captain on a Beach 18 for Scenic Air Tours of Hawaii. She flies at least four times a week, carrying 10 passengers on an "around the island" sightseeing tour. Flights are narrated by the pilot and are flown at altitudes to show the beauty of the islands. It's a 12-hour day with about five flying hours and three ground tour stops. Her flying career started when she became a stewardess for Pan American upon graduation from college.

She "wanted to see the world" and did so for nine years. During that time the airlines started to hire women pilots and she felt she'd like to add that facet to her career. In 1978, while still working as a stewardess, she received her private, commercial, instrument, multi-engine and instructor ratings. LaDonna then left Pan Am and began instructing at the Cessna Pilot Center, a flight school at Honolulu International Airport.

Then came a chance to fly Cessna 402s with a local commuter airline—Air Hawaii. From there she flew tours, then freight, then a combination of all at Air Molokai, a local airline. She flew DC-3s and Cessna 402s and became a captain on the 402, mainly because she was lighter than the other pilots, and they could load and carry more freight.

During this time she became one of the few females in the Islands with an ATP rating. Next came an opportunity to fly as captain with Scenic Air Tours, where she is currently employed. LaDonna says that she has heard no negative comments from passengers on the tours; the women passengers seem especially pleased to fly with a woman pilot.

Diane Kapanowski is a supervisory air traffic control specialist employed by the FAA at the Honolulu Center. Although she had always been very interested in aviation, her chance to learn to fly came after she moved to Hawaii. Working in an insurance office didn't stop her from spending all her spare time at the airport. After her first ride in a small plane, she was "hooked" and worked weekends at the airport in a flight school to earn money to fly. Her private license came in 1973, and she continued to work toward commercial and instrument ratings, which she received in 1974. Meanwhile she had made friends with the air traffic controllers at Honolulu Airport, and they finally convinced her to take the air traffic controller examination in late 1973. She was hired in 1974 and, as she says, "I found a career that put me into an environment I enjoyed, working with truly professional people. In fact I was a professional."



Diane Kapanowski

Diane was the first woman hired locally to complete the three-year training program, and she completed it three months early. In June 1978 she was selected for a one-year temporary promotion to staff specialist with work involving plans, procedures and operations, much of it with local military airspace users and other FAA facilities.

Diane's work in that position led to her being named the FAA Pacific Asia Region's Employee of the Year and the Federal

Employee of the Year for the State of Hawaii. After her return to the control room in June 1979, she continued working as a controller, taking advantage of all the job had to offer. She's flown in the cockpit of almost all types of major air carrier aircraft, NASA's Lockheed C-141, Air Force C-130, Marine H53 helicopter, and she broke the sound barrier in the back seat of an Hawaii Air National Guard F-4, to name some. In May 1981 she was promoted to team supervisor at the Honolulu Center—another first for a woman in Hawaii—assuming responsibility for supervising a crew of six journeymen controllers and one developmental trainee. The months since August 1981, and the well-known labor dispute, have been extremely busy; but always the work is interesting and challenging. She'd recommend it to other women aviators. A pilot brings something extra to the job at hand.



Patricia Davis

Patricia Davis is currently employed in the Flight Standards District Office, Honolulu FAA, as an aviation safety inspector (operations). Her duties include surveillance, accident investigation, giving flight checks when required and conducting clinics. She also has a chance to fly the FAA Beechcraft King Air. Her interest in aviation started in New Mexico where she learned

to fly to have a convenient way to get to golf tournaments. Then she became so interested in flying that she blew her handicap and had no tournaments to go to. When Pat came to Hawaii, she became very active in volunteer work, mainly with the Hawaii Wing CAP, where she served as wing director of operations and commander of the Operation and Maintenance Squadron. She took an active role in the cadet flight training programs and in giving orientation rides.

A CAP friend offered her charter work for Dillingham Marine Corporation in 1971, and she flew with them until 1974. Then came the opportunity to fly with a Part 135 neighbor island tour company. When this air taxi company folded, she searched for another job and decided to try flight instructing. With 2,500 hours and an ATP rating, she got the rating in six weeks and, to her surprise, really loved teaching, particular beginning students. When the Army at Wheeler Field opened bids for a UH-1H simulator instrument instructor, she applied and got the job, working there 14 months instructing Army helicopter pilots in instrument procedures. Then the local Flight Standards Office of FAA advertised for an operations inspector to be hired locally, and this was another opportunity. She started to work in February 1980 and continues in this challenging and rewarding position.

Marian Kuzma has been flying freight in Beech 18s for InterIsland Freight Company in Honolulu for the past six months. She is also a member of the Hawaii State National Guard, has been trained as a helicopter mechanic and expects to have an opportunity to enter helicopter pilot training during the coming year. With the Guard she trains two days a month and two weeks each summer; her training as a helicopter mechanic at Ft. Rucker, Alabama covered a ten-week course.

Although born and raised in Chicago, when she came to Hawaii to run in a marathon, Marian fell in love with the Islands and with the idea of flying here. After receiving her private license in 1979, she went on to six ratings in 1980, including instrument, single and multi-commercial, CFI, CFII and MEI—it was a busy year!

Marian started to teach at various flight schools around the

continued on next page



Marian Kuzma

Women in Aviation Careers—Hawaiian Style!

continued from previous page

Honolulu International Airport, going wherever there were students. She has also spent a great deal of time in the instruction of Japanese students, which is a specialized field in itself. Many of them come to Hawaii for ratings, as flying is so much more expensive in Japan, and they have a Hawaiian adventure as well. Marian plans to continue to teach part-time while gaining more experience in multi-engine planes and working toward her ATP rating.

Maureen Barnes and Amy Stevens were flying copilot for Air Hawaii, a Part 135 commuter, for six months until it went out of business late in 1982.

No mention of women in aviation careers in Hawaii would be complete without Marguerite Gambo Wood. She has rightly been called Hawaii's leading aviatrix and the dean of women pilots in Hawaii. Marguerite has owned and operated the Hawaii Country Club of the Air for many years. She tried to retire in July, but returned in December to continue her active part in management.

Country Club is a true fixed base operation, which includes the flight school, gas business, maintenance facility and, most recently, a Part 135 operation for tours and charters.

Marguerite learned to fly in the early 1930s because her grandmother thought surfing was too dangerous. Her first flight was in an open PT-22. She remembers the day, January 11, 1935, when Amelia Earhart took off on her first solo flight from Hawaii to Oakland. Amelia was her inspiration as a pilot. Her own solo came in 1937, and she went on to get her commercial license and instructor's rating.

Her first flight school, Gambo Flying Service at the old John Rodgers Airport in Honolulu, opened in 1939. Early on the morning of December 7, 1941, Marguerite was returning from the windward side of the island of Oahu with a student pilot who had been practicing solo landings. As they came through the Pali Gap, they saw a lot of smoke and activity and thought the military was getting quite realistic. Then they got over the airport, saw the inter-island plane still on the ground and her associate running out waving a white flag. When they landed he sent them scuttling into a ditch and dispersed all the school planes. Just then another wave of Japanese planes came over, strafing with machine guns. They all stayed in the ditch until it was clear.

Marguerite was the only commercial pilot allowed to fly after December 7 in the Islands, flying supplies to Kalaupapa, the isolated leper settlement on Molokai. When that runway was shut down, her flying service was closed and she moved to Arizona where she became chief flight instructor for a school training combat pilots.

After the war she returned to Honolulu with her husband, a military officer, and opened another flying school. When her husband was transferred to Germany in 1952, she sold the school and turned the two hangars over to the Territory of Hawaii (before statehood) with the proviso that they be reserved for the use of general aviation.

When they returned from Germany she heard the hangars were to be used for inter-island freight operations. When she protested, she was told she'd have to "come out of retirement" and take over their management. So she was in business again as Hawaii Country Club of the Air, which became the largest flight school on the airport. She has trained many pilots, both male and female, over the years and has been an active force to try to obtain a reliever airport on Oahu for general aviation. Marguerite has given many scholarships to CAP cadets, 99s and pilots having financial difficulty in completing ratings.



Marguerite Gambo Wood

Susan Hance is a partner with her husband Mike in "Gadgetry," a store on the airport selling a variety of aircraft items, survival equipment, ELTs, charts and books, as well as novelty items of all kinds. They stock not only items a pilot would like to purchase, but quality merchandise they service and guarantee as well. The store provides a very useful service for pilots in Hawaii as items previously had to be ordered from the Mainland, which is expensive and often slow.

Susan also accompanies her husband on transpacific charter ferry flights as copilot.

Lois Weatherwax Luehring and her husband Dave run Soar Hawaii, Ltd., an aviation services corporation. They operate an FAA approved pilot ground school in cooperation with the University of Hawaii. In addition, they own a Schweizer 1-26 sailplane (plus an L-19 to tow it), an ATC-510 simulator, and a Schweizer 2-33 two place sailplane. The 2-33 is being restored and will soon join the operating fleet. The 1-26 is available to rent to rated glider pilots, and simulator time is available for instrument instruction and currency—and, best of all, at nominal rates. Lois flies the L-19 on glider tow and is one of two Aloha Chapter members with a balloon rating.

Melissa "Missy" McCluney is a private pilot and manager of Fly Hawaii/General Aviation Services. These are diversified businesses, combining an approved flight school, which also has a program for teaching Japanese students to fly, selling gasoline to various firms on the airport and also handling ground services for corporate jets coming to and through Hawaii. Among her duties, Missy handles scheduling, paying of bills and teaching English to Japanese students.



Missy McCluney

The corporate jet service is a recent and most interesting addition to the firm. Teletypes are received prior to landing, and the service provided includes fueling, customs and immigration clearances, food, hotel, limousine transportation, as well as getting weather information, checking computer flight plans and filing ICAO flight plans for the captain. This may happen at any hour of the day or night—they must always be available. She finds it is most interesting, meeting and greeting all types of people and solving the inevitable problems.

Sue Hillmann has managed to combine her flight instructing and her profession as a science teacher at Punahou School Hawaii, a private school, to teach aviation science for high school juniors and seniors. The school had decided this was to be a one semester course on a trial basis, but so many signed up that two classes were necessary, and she has now been teaching for three semesters. One hundred students, thus far, ages 16-17, have been exposed to aviation.



Sue Hillmann

Because of the liability insurance requirements of the school, students were not permitted to take actual flights with volunteer instructors who were 99 members. Sue had a videotape made using her own TriPacer, illustrating flight attitudes and what the instruments indicated during a regular flight lesson, including various maneuvers. Further studies are underway to combine videotape with a school computer so students can obtain instant reinforcement of correct answers.



Susan Hance



Lois W. Luehring

Flight instructors at the Honolulu International Airport include Coral Bloom Hansen, chief flight instructor for Hawaii Country Club of the Air. For four years she was an FAA designated examiner for private, commercial, instrument and multiengine ratings.

Coral is a tiny person, but she encourages all of the 99s by insisting that the larger the plane, the easier it is to fly. With over 20,000 hours logged, we believe her!

Carol Farnsworth is another of the Aloha Chapter's flight instructors. Although she learned to fly in Michigan, she received her commercial, instrument and instructor ratings in Alaska, where she went to teach school.



Coral Bloom Hansen

After working as a controller at the Anchorage Center, Carol transferred to Honolulu in 1979 and worked at the Honolulu Center and Tower until the PATCO strike in August 1981. Carol then returned to flight instructing at Eveland Aero Services on the Honolulu Airport.

Sheri Pizl is not only a flight instructor at Eveland Aero Services, but she has also been teaching and training as a fish spotter for a commercial fishing operation. This requires a lot of endurance—rising with the sun, flying low altitudes in steep turns for long hours,



Carol Farnsworth

copied with the strong downdrafts along the Waianae Cliffs on the north shore of Oahu. After much eyestrain to make sure that the black spot is not just coral, the boat below is directed via radio to surround the schools of fish, using large nets. These tricky techniques are perfected only through long hours of training and experience.

Sheri studied for the FAA exams and went to an accelerated school in the Mainland where she earned commercial, instrument, multiengine and flight instructor (single engine and commercial seaplane) ratings. She is now working toward her CFII.

Deborah Burroughs teaches at the Hawaii Country Club of the Air, as well as flying on Part 135 charters and acting as copilot on transpacific flights.

Being a pilot in the military service is a most rewarding career. The Aloha Chapter has a group of exceptionally talented women members serving with the Armed Forces both in Hawaii and on the Mainland, USA. In-depth interviews will hopefully be part of a future article. Briefly our military pilots on active duty are as follows:

Lieutenant Georgia Hughes-Faires started her flying career in gliders at Hawaii Wing CAP. With a four-year Air Force ROTC scholarship at Texas A&M, she studied aeronautical engineering and entered the Air Force pilot program in June 1980. Georgia is now a C-141 copilot stationed at Norton AFB, California, and takes



Sheri Pizl

flying trips all over the world.

W.O. Donna Frost is an Army helicopter pilot in UH(1H) (Huey) and the first woman to graduate from the Chinook course at Ft. Rucker, Alabama, in December 1982. Donna was on her way to Korea in February.

Captain Cyndhi Hughes learned to fly and instruct in gliders for the Hawaii Wing CAP and learned to fly fixed wing in Hawaii as well. Upon graduation from the University of Hawaii Air Force ROTC program in 1978, she was selected as one of 10 women in the country for the Air Force pilots' program. Cyndhi is currently teaching instructors in the T-38 jet trainer at Randolph Air Force Base, Texas.

Lieutenant Cynthia Koehler has recently been transferred to the Naval Air Station at Barber's Point, Hawaii. She flies as a pilot in C-130s.

Lieutenant Nancy Parnell is another recent transfer to the Naval Air Station at Barber's Point, Hawaii. She pilots C-130s.

Lieutenant Ann Smethurst has recently been transferred to Hickam Air Force Base, Hawaii, and flies as copilot in the EJ-135J (modified Boeing 707) for the CINCPAC Airborne Command Post.

Lieutenant Lucy Young attended Purdue University on a four-year Navy ROTC scholarship and flew jets at the Naval Air Station, Barber's Point, Hawaii. She is currently a flight training instructor in the VT-21 at the Naval Air Station, Kingsville, Texas. Lucy has qualified in a TA-4 Skyhawk.



Women pilots grounded

The aviation industry is suffering these days, but *Working Mother* magazine reports that women pilots seem to be taking it on the chin more than any other group.

According to Future Aviation Professionals of America, about 50% of the 170 female commercial transport pilots have been laid off, compared with about 15% of the male pilots. The reason is the old "last hired, first fired" syndrome.

Women account for fewer than 1% of all commercial airline pilots, but the group predicts that by the end of this decade, 15% of all commercial airline pilots will be women.

—Chicago Tribune

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The Turbo Skylane is a favorite airplane for pilots who need extra performance on hot days or at high altitudes.

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The first time you tuck up the gear in the Skylane RG will be an exhilarating experience.

There's a noticeable sensation of lift as you pick up speed and ascend at a commanding rate of climb. 1000 fpm is not unusual in this airplane.

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General Aviation Careers in Demand

by Easter French

All you have to do to really understand the increasing sophistication of general aviation is to go to your local airport and walk down a flight line. Or thumb through an aviation magazine. New technology and new products abound.

That continuing process of sophistication has forced the general aviation industry to identify, attract and retain essential personnel to design, build and operate its aircraft. Before GAMA came along, comprehensive and strategic personnel planning applicable to the industry had not been undertaken. Thus, it was up to GAMA to provide a framework wherein jobs critical to the industry's industrial success could be identified and studied.

Therefore, GAMA examined both personnel supply and demand. On the demand side, two major general aviation industry sectors were studied: GAMA companies and companies belonging to NATA. On the supply side, GAMA looked at two higher education audiences: schools which provide college flight training programs and schools which train aviation maintenance personnel. Supplemental data were taken from the United States military, the commercial airlines, the Aircraft Electronics Association and other related aviation trade associations. A structural context was provided through analysis of national demographic and technology trends.

GAMA's study looked at eight job categories and found that several were or would be experiencing manpower shortages. Most serious for our industry are engineering, A&P technicians and avionics technicians. This article deals primarily with those occupations.

Maintenance Technicians

Maintenance technicians, for purposes of this article, consist of airframe technicians, powerplant technicians and those who possess the FAA certified skills to perform both jobs, airframe and powerplant (A&P) technicians. The FAA's 1964 "Project Long Look" study found potential for a shortage of mechanics in commercial aviation unless young people were motivated to take aviation mechanic training. The study said that combined airline and general aviation losses of mechanics through attrition—retirements, deaths, illnesses, occupational changes—would more than triple between 1964 and 1980. The report said general aviation salaries would have to become

competitive with those of the commercial airlines and other industries to avoid a shortage of mechanics.

The aviation career motivation factor advocated by "Project Long Look" did not materialize. The majority of prospective student mechanics have traditionally come from high school ranks, where career visibility is critically important. During the 1940s, more than half of the high schools in the United States had aviation courses in their curriculums. In contrast, a nationally conducted survey by Jeppesen Sanderson in 1978 found that only seven percent of the secondary schools offered aviation courses. This dramatic reduction in the availability of aviation courses presents a critical problem to general aviation since the less visibility a career receives, the less likely it is that large numbers of students will pursue that career.

The competitive wage factor noted by "Project Long Look" is still a problem for the general aviation industry. The National Air Transportation Association reported that in 1980, fixed base operator mechanics in general aviation received an average salary of \$6.88 per hour, while automotive mechanics received \$9 and airline mechanics were paid \$12.46 per hour.

This combination of conditions has undoubtedly contributed to the results of a survey conducted by the Aviation Maintenance Foundation. The foundation found that a decline of about 50 percent in the number of aircraft mechanic licenses issued on a national basis had occurred between 1970 and 1977, from 13,118 in 1970 to 6,406 six years later. Partly because of these findings, the foundation predicted that there would be a shortage of more than 50,000 A&P mechanics by 1985.

The aerospace aircraft industry has also joined in the demand for A&P technicians. An examination of job descriptions in aerospace aircraft facilities shows that an A&P trained technician is considered qualified for more than 30 different jobs. Other nonaviation industries, such as heating and air conditioning, automotive, railroad, energy, business machines and appliance repair, are finding that A&P trained mechanics are well suited to their requirements. And they are willing to pay for those skills. The average shop rate, the price that management charges for A&P work, is \$26 per hour in general aviation. Nongeneral aviation values that same work at \$45 per hour.

As the demand for aviation trained me-

chanics has accelerated, available supply has been severely limited by a scarcity of institutions to train them. There are just 145 institutions in the nation certified by the FAA to train airframe technicians, powerplant technicians and A&Ps. By comparison, there are 6,000 schools training automotive mechanics and 3,000 training diesel mechanics.

The attraction that other industries have for newly graduated A&Ps has further restricted the supply for general aviation. An example of the widespread drawing power of FAA certified A&Ps occurred at a Seattle institution where a dental equipment repair firm has standing job offers for the top 10 percent of each graduating class.

In recent years foreign competition has emerged for the services of A&P mechanics. Foreign maintenance employment opportunities exist in scheduled airlines, charter and corporate aviation operations and with military suppliers and contractors. High salaries are paid for foreign employment. A Saudi Arabian Airlines advertisement in the *Air Force Times* in 1979 offered \$25,236 to \$26,628 for an FAA certified A&P mechanic with one to five years of experience with certain aircraft. Associated benefits included free housing and utilities, paid medical insurance, 30 days of paid vacation and free or reduced travel rates.

Even though FAA has the responsibility for determining the number of certified A&P technicians and their employment status, accurate records have not been maintained, making the best information about the A&P population little more than educated guesswork. For instance, the Bureau of Labor Statistics shows approximately 13,000 A&Ps nationwide in 1982. ATA estimates 45,770 A&Ps are working for the major airlines today. The CAB estimates 43,000 A&Ps working for the major airlines today with approximately 10 percent more working to support the new regional airlines. The International Association of Machinists has 43,000 A&P members and they are the largest union for A&Ps. A 1980 Aviation Maintenance Foundation survey estimated 135,000 A&Ps nationwide. The FAA has 263,000 registered, certificated A&Ps, but the FAA does not update its records for deaths, etc., nor does it include uncertified A&Ps working under the supervision of a certified A&P.

After looking at the figures, GAMA's study estimated that the total A&P population was between 218,000 and 242,000. Because 58 percent of this population cannot be accounted for, they are assumed to be in retirement or working in other occupations. Since mechanics trained during World War II would be 61 to 69 years old, specula-

Editor's note: The information provided in this article was compiled primarily from *An Operating and Strategic Manpower Analysis and Plan for the General Aviation Industry* by Dr. Richard Feller of Rockwell International. The study was commissioned by the General Aviation Manufacturers Association in the fall of 1980. Reprinted with permission from *Aviation Equipment Maintenance* magazine.



tion that large numbers have retired would appear to be valid. If so, the population of A&Ps in 1983 would be approximately 130,000. General aviation employs about 85,000.

The substantial increases by the Reagan Administration in defense during the next several years may further tighten the supply of A&P technicians available to general aviation. International commitments by the federal government will also draw down the supply of skilled mechanics. For example, some 800 US aircraft technicians are expected to be supplied by American contractors to service the F-15s sold to Saudi Arabia.

Perhaps Aviation Maintenance Foundation President Richard S. Kost best summarized the aircraft mechanic shortage scenario when he said in a September 27, 1979, letter to GAMA President Edward W. Stimpson: *"This tremendous shortage will cause many problems within the entire aviation industry.... The lack of A&Ps to maintain, service, repair and inspect aircraft will cause more and more aircraft to have extended downtimes. This will then cause a slowdown in the purchase of parts, accessories—most everything. This shortage will also cause many aircraft owners to think twice before buying a new aircraft. Their concern, of course, will be that of having their new aircraft serviced."*

Avionics Technicians

Lack of required certification standards other than certain Federal Communication Commission radio licenses makes the gathering of accurate data about avionics technicians more difficult than that for A&P technicians. Yet ample data show that a substantial shortage of qualified avionics personnel is a virtual certainty in coming years. Demand for avionics skills is soaring. Avionics constituted just 10 percent of the systems of older aircraft; today avionics account for 20 percent and sometimes 30 percent of the total systems.

Monty Mitchell, president of the Aircraft Electronics Association (AEA), has reported that the shortage of avionics technicians appears to equal that of A&P mechanics. A

1979 telephone survey of a single metropolitan area—Kansas City, Missouri—revealed an immediate need for 162 electronics technicians.

Mitchell said that much of the avionics technician shortage can be attributed to competitive forces similar to those responsible for the A&P shortage: nonaviation companies such as Xerox, IBM and other electronics firms are finding trained avionics technicians particularly well suited for positions in their industry. They are hiring them out of technical schools at salaries ranging from \$15,000 to \$18,000 and more. The AEA has labeled the shortage of avionics technicians as its number one problem.

A 1976 study of avionics technicians conducted by the Alabama Aviation and Technical College at Ozark, Alabama revealed that there were 271 percent more avionics technician positions available than graduates could fill.

Bob Newton, in the July 1979 issue of *Air Progress*, said that the need for avionics technicians is increasing rapidly. He reported that a spokesman for the Spartan School of Aeronautics, Tulsa, Oklahoma, said the school was receiving between 12 and 13 job offers for each 1979 graduate. Newton noted that the starting salary for avionics technicians averaged \$5.50 to \$7 an hour in general aviation and \$9 to \$12 an hour paid by commercial airlines.

Maintenance and Avionics Technicians

The general aviation industry makes a salary distinction between A&P mechanics and aviation electronics technicians. The military and most commercial airlines do not. This lack of distinction between maintenance and electronic technician categories does not deter from the expansion in technological requirements associated with the jobs. The increase in the complexity of modern fighter aircraft is reflected in an examination of the Technical Orders (TOs) of the military. The Technical Order in the mid-1960s contained 150,000 pages for the average fighter plane; today the TO has 300,000 pages detailing the average fighter plane.

Since the technical complexity for fighter aircraft would appear to the uninitiated to have doubled in the past 15 years, it is surprising to find that military training courses for maintenance technicians have been reduced. Military technical training programs have a well-deserved reputation for excellence. However, many factors—including better and more efficient training methods and equipment—and the realities of budget constraints—have combined to reduce training time over the past 20 years. The requirement to write manuals at the

ninth grade reading level is also a significant contributor to the expansion of technical order pages. The average military aircraft mechanical/avionics systems course was 23 weeks long in the mid-1970s; the equivalent course now is presented in 18 weeks. The Aircraft Systems and Aircraft Mechanics Training Course, which in 1975 took 13 weeks to complete, is now an 11-week course. Neither course carries FAA certification. Nor do the military recognize graduates of FAA certified courses. It is interesting to note that Air Force initial skill training time is once again increasing, and thought is being given to the fostering of the generalist aircraft maintenance technician concept.

Although the military services operate the largest technical training operation in the free world, they are suffering from personnel shortages. The Air Force has more than 100,000 military and 30,000 civilians who are trained and working in aircraft maintenance or avionics. Although staffed in adequate numbers overall, substantial shortages exist in flight line supervision. The Air Force reports that it has 9,300 vacancies among supervisors (E-5 through E-7) on its flight lines. The Navy is experiencing similar supervisory shortages.

Condensed training programs are producing graduates who are highly skilled in more narrow specialties. As they begin working on aircraft, greater on-the-job training demands are made on flight line supervisors. Already in short supply, the supervisors are hard-pressed to meet this dual requirement. It appears safe to predict that this combination of reduced training time and a thinning in the ranks of supervisors, if unchecked, could cause additional downtime for military planes and an eventual increase in the number of mechanical related problems.

Shortages in these military personnel categories and the renewed emphasis on retention programs will further constrict the pool of skilled talent that many general aviation companies traditionally look to for recruits. Those they do find may have a narrower base of skills.

Demographics dictate against a reversal of this pattern of shortages. The number of military age males is decreasing significantly. Compounding the problem is that aircraft technician occupations have traditionally been male dominated. This is true in both civilian and military life. Fewer than one percent of all civilian A&P technicians are female. In Air Force maintenance, 3.2 percent of enlisted personnel, 10.6 percent of officers, and five percent of civil service employees are female.

[continued on next page]

The shortage of mechanics is expected to intensify considerably. Only the transition from propeller driven to jet powered aircraft that occurred among airlines between 1968 and 1979, and standardized maintenance procedures developed by the airlines in concert with the Air Transport Association, prevented today's scarcity from being more severe. During the 11-year span, 7,000 technicians were released with airline technician employment by commercial airlines falling from 52,000 to 45,000. The growth of the new regional airlines is now reversing this trend as the number of jet and turbo-prop aircraft begin to increase.

Engineers

A national engineering discipline overview showed that approximately 320,000 engineers will leave the labor market during the next decade due to retirement, career change or death. This number is equivalent to 32,000 engineers annually.

Little data were found to support a positive change within this grim scenario. The current supply of engineering teachers is eroding as are capital budgets to replace outdated engineering lab equipment. This suggests that either there will be smaller numbers of graduates in the future or graduates not adequately trained to respond to the serious technological job challenges which will be facing them in the marketplace.

The shortage is already becoming evident. Currently, only seven percent of the total college enrollment is in engineering, yet those students receive 63 percent of all job offers upon graduation. This fact is very serious for aviation companies utilizing engineering talent. The single largest engineering discipline within such companies is aerospace/aeronautics. This discipline suffered a 41 percent decline in graduates over the past decade, while a 249 percent increase in petroleum engineering graduates was experienced over the same time frame.

Further complicating matters are changing demographics. Individuals who will make up the majority of college students throughout the '80s have already been born. The traditional age for college students, 18 to 21, reached 17.7 million in 1979, the highest in U.S. history. But starting in 1980, numerical reductions in these categories were experienced: 15.4 million by 1985, 14.5 million by 1990 and 13.0 million by 1995. These findings imply that there will be fewer college enrollees in the future, which means fewer graduates to respond to ever-increasing industrial demand.

A significant related finding for general aviation is that within this reduced 18 to 21 age category, there will be approximately 25 percent fewer males in 1992 than there were in 1977. This is of particular concern as general aviation employment has traditionally been male dominated. We must encourage young women to enter the occupations we have examined here.

Conclusion

Competition for technicians and engineers is extremely acute. As shortages have materialized, such diverse industries as energy, electronics, aerospace and automotive have become desperate in their search for available talent. Salaries have begun to skyrocket in response to high demand and lessened supply.

Due to the shrinking manpower supply, it is imperative that general aviation companies retain their present workforce. But studies show that an average of more than 20 percent of the individuals holding examined positions annually left the general aviation company for which they worked.

The general aviation industry has entered a more complex and troubled personnel era than has been previously experienced. Comprehensive personnel planning must

be integrally linked to business planning strategies. The entire planning scenario has done a flip-flop over the past several years. In the past, business products determined manpower requirements. In the future, personnel availability will, to a great extent, determine viability of business products designed, manufactured and/or operated by general aviation companies.

What does this mean for 99s and others? It means that any interested individual who desires to have ongoing employment should seriously consider obtaining specialized training in any discipline related to hands-on or technical expertise. (Women will find greater opportunities and acceptance in these fields than ever before.) These projections hold true for a minimum of 10 years or into the early 1990s, with no major changes expected through the year 2000.

The Different Aviation Career

I cannot claim aviation as part of my history since childhood. There are no heartwarming stories here, of sitting on Daddy's lap learning to fly. Rather, I think my aviation love was a "force" in my blood (or somewhere) that waited in a dormant state until the right set of circumstances came along.

Those circumstances occurred in Hawaii in 1969. I moved to that fair state as a result of my husband's transfer with the US Navy. We lived on a Naval Air Station, and for the first time in my life I was conscious of airplanes on a daily basis. Our friends and neighbors lived and talked aviation all day. The following year, a Navy club was chartered on our base, and my interest in flying was captured. When the club had operated smoothly for three months, the bookkeeper decided to leave. Thanks to that bookkeeper and her patient tutoring, plus the kind encouragement of the club president, my profession was born. I acquired the skills involved in full-charge bookkeeping for an FBO.

As I watched students learning to fly (including my husband) I decided I wanted a part of the action. I picked an instructor, a Navy pilot, and went to work. Six months later, when I had a private license, I took advantage of opportunities to ferry the club aircraft and to explore the islands by air. We saw many memorable sights never even offered to the tourist trade.

Two years later we left Paradise and moved to Michigan with one baby boy. I was happy being a mother at last, but still spent a lot of time haunting airports. After our second son was born, the "bug" bit harder than ever, and I went job hunting.

A short stint as a receptionist for a small FBO made me very happy until they went out of business. Shortly after that, I had the chance to work for a man known in Michigan aviation for more than 50 years—Harvey Hughes. During the time I worked for him, he increased my responsibilities until I managed all operations of his FBO business. The work skills returned rapidly, and I was grateful for his tutoring. I left sadly three years later when our family moved to Minnesota; but I was excited at the prospects ahead.

Within six months of the move, I found my niche again in St. Paul at Holman Field. What do I do? I'm using the training and experience gained in all of my previous jobs to keep a flight school, 135 charter and aviation bookstore running smoothly. From bookkeeper to shipping clerk, charter sales to receptionist, manager to secretary, I can do it! This time, however, I don't have to preheat planes and pump fuel.

In addition to the 99s and work, my other aviation activities are centered on the Experimental Aircraft Association. I've done volunteer work for the organization including museum work parties. Some of my hard work was displayed in the museum's ME-109 at Oshkosh '82. The phase I worked on (complete stripping of old movie paint) was just a small part of the total restoration, but it's very rewarding to see the finished product when you know where each rivet and screw is. My favorite and current restoration project is a 1942 J-3 C65 Piper Cub. After many years of sweating and crying, it looks as if it will fly again soon.

Like my former neighbors in Hawaii, I now live and work in the aviation field. Sure, it's a different phase than the one we usually read about in most magazines. I'm proud of my job and want people to know it. For me, it works better than a vitamin to put the sparkle in my eyes and a bounce in my walk. I know that an airport belongs in my life.

by Eleanor W. Renwick

A Variety of Careers

by Clara Johansen



Barbara Hicks runs to keep in shape for her job as a pilot for the state of Minnesota.

Seven 99s who belong to the same chapter are engaged in an interesting variety of aviation careers. These include working for the State Department of Aviation, the US General Aviation District Office, an airline office and bookstore... as a flight instructor and a teacher of aviation courses at a community college... a first officer for an airline... and as an associate dean of education for a community college with management responsibility for aviation careers programs.

Two who began their activities in aviation 37 to 38 years ago have related, but different, types of aviation careers.

Barbara Hicks is an aviation representative for the Minnesota Department of Transportation, Aeronautics Division. She is a commercial pilot, ASMEL, ASES and CFII with a total of 2,200 hours of flight time. Ten years ago she took her first flying lesson two months after her husband's death, both for therapy and for adventure.

Barbara was a flight instructor and charter pilot for many small companies before her present job with the State of Minnesota. She has flown with her three children throughout the United States, coast to coast, as well as through Canada, the Bahamas and Puerto

Rico. Her present job includes flying two Beech Bonanzas for the purposes of aerospace education, as well as to transport state personnel to state meetings and for airport inspections. She was chosen to receive training at the Smithsonian Institution for Aerospace Education.

Terry Zeidler was a flight attendant for more than nine years before she considered being a pilot. A pilot encouraged her to go to ground school, so in 1975 she earned her private pilot license.

She now has her CFII (ASMEL), ground school instructor—advanced and instrument—and ATP (ASEL). She instructed at a flight school until 1980, when she applied and was hired for a position at the General Aviation District office #14.

Terry's duties include answering telephone inquiries from the public, issuing renewals and ground instructor certificates, writing letters and violations and investigating accidents in all of Minnesota and 10 counties in Wisconsin.

When on duty to investigate accidents, she is on call 24 hours a day for a period of a week. She also issues waivers for air shows, powerlines, pipelines, etc., certificates Ag operators and gives

[continued on next page]



Eleanor Renwick's projects include the restoration of a 1942 J-3 C65 Piper Cub, left, and a B-25 wing, right, for the EAA Museum Hangar in Burlington, Wisconsin (see story on page 30).

[continued from previous page]

check rides for air taxi, special medicals and 609 re-evaluation rides (under the FAA Act of 1958). She just recently returned from taking a flight testing procedures course in Oklahoma City.

Terry Zeidler investigates damage done to planes in accidents.



Jan Young started flying with no real career goal. She was just going to look around to see what appealed to her most. As it turned out, education has proven to be the area she enjoys the most. She is combining her skills as an instructor with her journalism background in the field of aviation education and feels there is a real need for professional flight instructors.

Jan started as a line person at a fixed base operation and flight school while she was still employed as a full-time magazine production manager. She flew every evening that she didn't work. After several months, she was able to expand her duties to include bookkeeping, shop inventory, etc., so she quit the magazine and became a full-time instructor for four years. She is still assistant chief instructor for the school.

Jan recalls how, during the winter when she was pumping gas and washing airplanes, there were some benefits to her frosty duties. She would make sure the airplane she was scheduled to fly the next morning was the one in the hangar being washed that night. When it is zero degrees outside, a hangared plane is so much nicer to get into



Jan Young instructs a student in a simulator.

than one that has been standing out on line all night. Since getting her private license, she has earned her CFII (ASMEI) and glider rating, ground school instructor—advanced and Gold Seal Flight Instructor Certificate. She is also an accident prevention counselor. Jan teaches the course "Professional Pilot I" at Inver Hills College, and she is involved in producing audio-visual and other media aviation programs for all areas of the business world.

Sylvia Otyпка earned her private pilot license in 1976. From the time Sylvia first became a pilot until now, she has logged several thousand hours and a long list of certificates including ATP (AMEI), CFII (ASMEI), ground school instructor—advanced and instrument—and airframe and powerplant mechanic.

She has been a corporate pilot flying twin engines, an airframe and powerplant mechanic and air traffic controller. Sylvia worked at Davenport, Iowa, flying freight on a Chicago run at night, while conducting charter and flight instruction work during the day. She was a full-time instructor and charter pilot before being hired by Mesaba Airlines.

Sylvia is now first officer in a Beech 99, a 15-passenger turbo-prop airplane. She flies scheduled airline runs in a four-state area. Mesaba Airlines is based in Grand Rapids, and Sylvia has moved back to Minnesota.

While employed in Iowa, she met her future husband, who is now also employed by the same airline. Wedding bells will ring for them in March!



Sylvia Otyпка serves as a Beech 99 first officer for Mesaba Airlines.

Hope Isaacson, after developing three collegiate aviation programs in 1979, and answering hundreds of questions from students and the aviation industry, decided she had better find out what flying was all about. She earned her private license in February 1981 and now has her commercial and instrument ratings. She has logged over 500 hours of flight time and is working on a CFII. In addition to the "Business Aviation," "Professional Pilot" and "Air Traffic Control" programs, Hope's position as associate dean of instruction at Inver Hills Community College, St. Paul, gives her management responsibility for 22 additional career programs. The aviation programs are a first in the Minneapolis-St. Paul area and consistently enroll about 70 full-time students and well over 100 on part-time status. A unique computerized air traffic control laboratory gives students practice in "controlling" simulated aircraft in a simulated radar environment. This lab will eventually house computerized flight simulators which will interface with the air traffic control simulators. Hope organized and advises the Inver Hills Aviation Club and the flying team which last fall competed in the Region V NIFA meet in Dubuque, Iowa. The four team members all placed in various events and one member was named Top Pilot of Region V. Hope is secretary of the University Aviation Association and serves on the eight-member UAA Task Force created at the request of J. Lynn Helms, FAA administrator, to design an airway science curriculum.

Hope was a member of the 1981 Regional Resource Person Class at the National Air and Space Museum and regularly speaks about aeronautics and space to school children, teachers and community



Bruce Kayer (Region V NIFA Top Pilot), left, and Chad Wulff are students at Inver Hills Community College where Hope Isaacson serves as advisor and Len Christianson, right, coaches the team.

groups. A woman pilot is still unusual enough to elicit "ohs" and "ahs" from both school children, especially the girls, and older people. A frequently asked question is, "Don't you get scared up there all alone?"

Hope is a member of CAP and vice president of the North Central Region of the Aerospace Education Association. She was a practicing registered nurse and nursing instructor before entering graduate school at the University of Minnesota where she earned an M.A. in industrial education and a Ph.D. in education. She is an adjunct faculty member of the university and serves on her local school board. Her two daughters and one son are in college and her oldest daughter is working on her private license.

Margaret Manuel began her flight training in 1941 at Wold Chamberlain Field, now called Minneapolis-St. Paul International, when there still was a race track on the field.

In 1946, Margaret and her husband Malcolm, a flight instructor, moved from Edina, Minnesota, to a little country airport where army pilots had trained in Wacos and Stearmans. They took up residence and began their business—Triangle Aviation Company. They still live at the airport and Margaret continues to manage the business. Through the years, she has kept the books, often putting in an 18-hour day. She has pumped gas; sold airplanes and service; ferried gliders from the southern part of the country; kept an eye on the flight training in both fixed wing, gliders and parachute jumping, and until recently ROTC training for a nearby college; hosted the Soaring and Parachute Clubs which are based at her facility; and is always ready to welcome visitors. Stanton Airport has been home base to many pilots who learned to fly there. Pilots who are now flying for airlines, in the military and in corporate jets come back to visit Margaret.

Mary Jane Rice soloed in 1938 from a stubble field (there was no airport). She earned her private pilot license in 1940 and her commercial in 1944 in a Taylorcraft. Since 1945, Mary Jane and husband, John, have owned and operated the FBO at Willmar, Minnesota. She is still actively working as secretary-treasurer of their company—Willmar Air Service, Inc. In spite of government forms on her desk needing her attention, she was not too busy to stop and chat with a 99 who stopped by.



Margaret Manuel, left seat, is joined by Rita Orr in Stanton, Minnesota. (August 1953 photo by KSTP-TV)

Her job has primarily been to keep the business "right side up," leaving the instructing and service to good employees. The fact that her company has been in existence since 1945 attests to her good management. It has met the needs of their agricultural, commercial and aviation community through good times and bad. Their Mooney sales and service department is well known and respected throughout the entire state. Just recently, Mary Jane and John visited their daughter, Lori, in Texas, and ferried back a new Mooney 201. If one wants to see a special twinkle in her eye, ask about their Waco. The one they made so many trips in has been sold to make room for the one they are now rebuilding—one which they expect will take to the skies before too long.



Mary Jane Rice: from Farchild PT in May 1945 (inset at right) to Waco UPF-7 in September 1969 ...and still in the air!

Margaret Manuel and Mary Jane Rice, whose careers have much in common, have both received the "Mrs. Aviation" award from the Minnesota Aviation Trades Association—Mary Jane has won twice. They are both charter members of the Minnesota Chapter from its beginning in 1949. Both are fixed base operators—Margaret at an airport with lush grass strips surrounded by fertile fields which beckon to gliders, soars and parachutists, and Mary Jane at a hard surface facility serving more commercial ventures. Their combined years of operation and achievement total an impressive 75 years.

NOTAM

Complete International Convention registration forms and schedule of events will appear in the May issue of *The 99 NEWS*.

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chapter

News, Activities and Projects

AFRICA SOUTH SECTION

Editor's note: Our Thanks to Lindsay Glaum for sending The 99 NEWS the newly revived section newsletter.

We felt the personal sketches were so interesting, they should be shared with the membership. Keep up the good work in South Africa!

Juliette Serrurier

Juliette works for Namibia Beech (Pty) Ltd. on the sales side and is a commercial pilot, instrument rated with 1,400 hours of flying time. She flies single and multiengine aircraft, including turbo-props, loves all aircraft and likes to fly anything that isn't falling apart! Her hobbies are painting, music, swimming and the theatre.

She completed her King Air 200 qualifications in September 1982, becoming the first woman pilot to fly a King Air in South Africa. Eighteen hours of intensive dual training on the aircraft itself in Windhoek was preceded by a week-long ground school at the Beechcraft factory in Wichita, Kansas. There students are introduced to all technical aspects of the King Air, its avionics and its Pratt & Whitney turbo-prop engines. In the course were two other pilots from South Africa, as well as a woman pilot from Panama.

Sonia Forrester

Sonia Forrester of Sabi Star in Mutare, Zimbabwe, contributed the following piece for the "Mutters" column in the South Africa Section newsletter:

"Although a Zimbabwean, I fly quite regularly in S.A. and find the experience totally terrifying, particularly with the radio. They all chat away in Afrikaans down there and don't take the slightest notice of you at all! I was flying near Jo'burg about a year ago when I heard this pilot talking to his friend and, when I called and gave my position in English, he took not the slightest notice and continued chatting in Afrikaans. All I could do was 'take the gap,' as we say in Zimbabwe.

"In S.A. you are not obliged to file a flight plan if you don't feel like it, and nobody cares a bit about small aircraft. South Africa has the air laws, but the D.C.A. don't enforce them. Therefore you PPLs in S.A. get very casual and fly in any weather, at any time they feel like it. Couldn't the 99s as a body put pressure on the S.A. D.C.A. to enforce air law and improve the standard of private flying down there? This would also help to stop all those dozens of nasty flying accidents that happen so often."

Anneliese Von Baum

When we bought our first aircraft in 1969, it was only natural for me to take up flying. After all, I shared everything else with my husband. Enjoying a very happy marriage, I was surprised to find that the only time we ever fight is in the cockpit. (It does keep the flying standard up at all times!)

Initially the aircraft was used for our business, but we soon got a second one for our fun flying. My husband bought me a Cherokee 140, then an Aeronca Champ, a Cessna 150 and now, the ultimate ecstasy, a brand new Super Cub. We ordered this aircraft personally in Lock Haven at the Piper plant. During this tour I also had the opportunity to visit the 99s centre in Oklahoma City and to meet Janet Green and Hazel Jones with other 99s in Oshkosh.

Libby Stark

Libby has been in southwest Africa for the past two months. She is a pilot and navigator for the Canadian company, Geoterrex, flying geophysical surveys worldwide. The economic recession is being felt worldwide, not only in S.A., and aviation is an industry feeling the pinch. Libby hasn't had any survey work to fly for the past six months. As Libby says, "One feels kind of insecure and uneasy drawing full salary and not having any work to do. How long can it go on?"

Libby felt, however, that she had to keep busy one way or another and, when pilot friend Brian Enslin (an earth moving contractor from Omaruru in Namibia) offered her a job on a contract to clear the bush for SWAWK's proposed new powerline from Tsumeb to Ondangwa, she was hired to run errands, organize and buy the labour force rations and fetch diesel three times per week from the Tsumeb fuel depot. She had to be prepared to drive any type of vehicle from Isuzu bakkie to a four-wheel drive Ford truck to an Oshkosh 20-ton low bed, in all types of conditions in the bush. She has just returned from this unusual experience of camping every night in the operational area. At every night stop, a bunker had to be bulldozed out for all equipment and men, which was then protected around the clock by a most efficient military force of 22 men, two buffels, mortars, Bren guns, stompneuse (40 mm). Then the rains came, 72 hours of deluge, make-shift shelters under canvas... so they decided to abandon it all before getting well and truly bogged in.

Transvaal Chapter

Chapter Secretary Erika Makings married during December 1982, having decided on the spur of the moment to bring the date forward from sometime in 1983. Very best wishes to you both!

Liz Allen has returned from the US and has rejoined the 99s. She is now at ATPL and an instructor on Airbus simulators with S.A.A.

Lillith Billing, who chairs the chapter, is also an ATPL and has been an instructor with S.A.A. for some time. For a pint-sized lady, she sure takes on the big ones—nothing less than Boeing 747 simulators!

The Transvaal Chapter has two big projects underway. The first is a Flying Companion course which has been organized with two flying schools for the wives and girlfriends of pilots. It's aimed at making them more familiar with the whole scene and taking away the nervousness some of them feel as "uneducated" passengers.

The second project is a nav. rally organized by the 99s. The rally wouldn't be limited to women entrants, but the organization of it would be under the auspices of the 99s. Some feelers have been put out, and the first thing is that fuel for these events has to be organized a year in advance. So this particular project will be scheduled to take place during 1984.

CARIBBEAN SECTION

The Caribbean 99s made their debut in air marking during January. Two markings were placed on taxiways at both public airports on Grand Bahama Island. The letters "FREEPORT" were painted first at Freeport International Airport January 15, and the letters "WEST END" were painted at West End International Airport on January 29. The numbers were also repainted at West End.

The Activities Committee is headed by Dr. Izabella Horsfall. Paint was furnished by airport management for both markings. Sandy Dunn drafted the layouts for both markings.

Other markings are planned throughout the islands pending support from airport



Caribbean 99s, above, clean up after painting "FREEPORT" on the Freeport International Airport and then, below, survey a job well done.



management. The mother of our governor, Yvonne Smith, gave a rating of 99 to the group for the markings.

The second safety seminar was conducted by Bill Strouss, FAA accident prevention specialist, and Bob Babis. It was sponsored by the 99s in Freeport. Leona Sweeting and Sandy Dunn both received their proficiency wings at the seminar.

by Helen Veatch

EAST CANADA SECTION

Eastern Ontario Chapter

Unseasonable winter warm temperatures have given us precipitation in the form of rain instead of snow for most of the winter. Consequently we have become quite current with precautionary landing techniques by landing on 100 percent ice-covered runways.

Our chapter has been researching the feasibility of the Canadian 99s taking on the precision flight team program such as the US 99s have with USPFT. It would be possible to get a program going in time to participate in the 1985 World Championship to be held in the United States.

Our chapter has voiced an objection to the banning of NORDO aircraft from airports where mandatory frequencies are in effect. This, along with the opinions of other Canadian chapters, has been passed on to Transport Canada by Government Liaison Officer Betty Jane Schermerhorn.

Plans for our Flying Companions Seminar in April are well underway. Several applications have already been received. The committee consists of Isabel Peppier, Felicity McKendry, Camille Laughland, Sue Ehrlander and Betty Jane Schermerhorn.

Our March meeting program was presented by the Search and Rescue Squadron from Trenton AFB.

First Canadian Chapter

Well attended events have sparked the new year for the chapter. Spread over three evenings and one afternoon in January, ATC tours were held at Toronto International. The numbers were limited for each session. With so many evenings available, however, everyone was accommodated. The tower personnel were very receptive and informative, providing an interesting, educational experience.

Our February meeting featured a workshop with Jack Soutendam (technical advisor to CALPA) as speaker. Though not painting an optimistic picture for employment in the immediate future, he provided those interested in aviation careers with some pertinent information. Participation in the discussion groups that followed was also very worthwhile.

On March 23, at Buttonville Airport, our chapter will be hosting Don Muir and Andre Daemen, who recently flew around the world in a single engine airplane. A representative from Canadian Marconi will demonstrate the instruments used and present a film.

by Carolyn Cutt

WESTERN CANADA SECTION

Saskatchewan Chapter

January 29 Saskatchewan members attended the Flying Farmers' Safety Seminar

in Saskatoon. Search and Rescue from Edmonton presented a most educational talk on the Russian "COSPAS" satellite. COSPAS monitors ELTs on 121.5 and 406 frequencies. This satellite is already credited with saving the lives of 12 persons in Canada.

The orbit takes about 104 minutes and, as the earth rotates 15 degrees per hour in an east-west progression, there is an eight to 11-hour time frame in which the satellite is not "seeing" Canada.

It was felt that posted times may not be helpful to flight planning, especially to the sparsely populated areas. The commanding officer, however, would always give as much information to the inquirer as possible regarding the orbiting of the satellite.

The satellite works on a line-of-sight, although there are doppler effects, in recording alarm positions, and may be effective to a diameter of 1,000 miles.

The satellite can handle 20 to 50 signals per minute but will not transmit unless the signal persists for four minutes or more. So never turn off your ELT, even if the power is low and you feel that you should conserve power. The Search and Rescue leader was quite emphatic that it is much easier for his team to home in on a downed plane's beacon, even if the signal is weakening.

Chapter Chairman June Mills has been busy writing letters and encouraging members and guests to sign up for the trip to Anchorage in 1984. June was inspired to try for a group flight after talking with the Angel Derby executive while visiting in Florida last October. Anyone interested in a group flight taking off from some major centre in Saskatchewan or Alberta, please let June know your intentions before July 31. There are many arrangements to be made once the number of aircraft participating is known. There will be experienced pilots to lead the caravan and preflight instructors as well. So let's all participate!

by Nadine Cooper

MIDDLE EAST SECTION

Central Pennsylvania Chapter

Our January meeting was held at the lovely home of Alice and Bill Fuchs in Lock Haven. Fourteen 99s attended, plus Steve Brown, Cindy Otis Brown's new husband. Cindy and Steve gave a slide presentation and explanation of some of the needs and aspects of the

Mary Pyne models her new "flying suit."



upcoming USPFT local meet. The meet will be held April 8-9 at Harlan's Aero Flite, Williamsport Airport. We plan to have a workshop on March 19 at Williamsport to plan the meet. We are aiming at having each 99 in our chapter securing at least one contestant. Much publicity is being dispersed, by posters in airports, decals on cars and aircraft and lots of word-of-mouth!

The February meeting at Boalsburg was impossible to reach by all Harrisburg area pilots, as we experienced an all-time record-breaking snowfall on that day.

A special happy note tells us that Mary Galbraith, who has been residing in Florida for the past several years, is moving back to Carlisle. It is exciting that she will be coming to our meetings once again.

We are proud and very happy to welcome Virginia Johnson to our chapter. Virginia has fulfilled her requirements to be a 99, having received her license on January 21. She and husband Michael own a Cessna 172 and reside at 4508 Ethel St., Harrisburg PA 17109. We are sure that Virginia is going to be a great asset to our chapter.

Cindy Otis Brown is now a sales rep for AVMCO in Frederick, Maryland. Alice Fuchs is keeping busy flying with students and running Eagle Aviation. Helen Sheffer put two students through the proficiency flight test.

by Margaret Wellington

NEW ENGLAND SECTION

Connecticut Chapter

The Nutmeg Air Rally is the big news this spring having been scheduled for May 21 out of Bridgeport. All available chapter hands and energies are being devoted to making this rally a most enjoyable and successful one (see related article on page 47).

Not only have our chapter activities been growing, but our chapter membership is also on the rise. Earlier this year we welcomed three new chapter members—Mary Harwood of Stamford, Irene Morgan of Ledyard and Vivian Pape, who flies out of Plainville. Although Joyce Hammer is leaving the chapter for Santa Fe, New Mexico, goodbyes are not necessarily forever. Some of us just might find that Santa Fe is not such a bad side trip on the way to Alaska for the 1984 Convention!

Charter Member Nancy Tier continues on the go. When the Wings Club honored Women in Aviation on February 16, she was the principal speaker. The program was held at the Waldorf-Astoria in New York City. Heading south 11 days later, Nancy was a guest speaker for the Flying Rebels in Atlanta, Georgia.

Also heading south, Leila Baroody took to the air in a French registered Piper Archer between St. Barthelemy and Guadaloupe in the French West Indies during January. It was an interesting experience learning aviation terminology in French from a French-only speaking pilot. Needless to say, the Caribbean scenery was beautiful!

by Leila Baroody

Eastern New England Chapter

The chapter is working diligently on the International Seek & Keep program. Enthusiasm is running high among our members, and the main deterrent of late has been the

impossible snowy weather which brings life to a standstill here in eastern New England. However, we are undaunted in our quest, and each member feels personally responsible for her very own 66. We have a large list of names, our yet untapped human resources. We confidently await the good weather to meet our 66s. We are also not allowing our older members to lay fallow; we are contacting them and inviting them to our meetings.

Our future activities include a snapshot and slide show of members' flying activities. We are planning several air markings and a Poker Run in April.

On May 14 we are sponsoring an Aviation Fun Fair at Worcester Airport, Worcester, Massachusetts. We plan to have a segment devoted to Introduction to Flying, a buffet, a segment on careers and a plane wash.

Last but not least, we are becoming very involved with the Girl Scouts in our local area under the most able leadership of Lil LeBlanc, assisted by Carol Stites, Harriet Fuller, Sherry Edmonds and Marla Spellenberg.

by Jean Doherty

NY-NJ SECTION

Central New York Chapter

The February 6 meeting was held at Nancy Fratti's house, where plans and committees were discussed for the forthcoming fall New York-New Jersey Section meeting, October 7-9 at the Airport Inn at Hancock International Airport, Syracuse. Also discussed were plans for some members to attend the spring section meeting, May 13-14 at Rocky Horse Ranch in Highland.

The Silver Wings Club announced that the National Awards Committee named Elaine Roehrig Woman of the Year for 1982. The Blanche W. Noyes Memorial Plaque was presented to her on September 17, 1982 in Columbus, Ohio.

Chairman Millie Murray is the new owner of a C-150. Joyce Revelle and 49½er Jack are the proud new owners of an A-36 Bonanza.

by Elaine G. Cost

Greater New York Chapter

The annual "Meet the Authors" night will be April 21 at the new Wings Club in New York City. Members Bonnie Tiburzi, Ruth Wentz and Nina Claremont, who are also Wings Club members, will work on coordination. Robert N. Buck, former TWA captain and author of the aviation classics, *Weather Flying* and *Flying Know-How*, will travel from Vermont to join Richard Collins, editor of *Flying* magazine and author of five books, as honored guests.

Safety Chairman Penny Amabile announced that we are cosponsoring an FAA Safety Seminar at the Hayden Planetarium, New York City, on March 30.

After a design and cost review of reissuing the compass rose pin, members regretfully agreed to put aside the project due to greatly increased costs which would make the pin too expensive to market successfully.

Bonnie Tiburzi is getting married April 2 to former New York Congressman Bruce Caputo. They will be married in Florida where Bonnie's parents live, and they will live in New York City.

Nina Claremont recently returned from a three-week trip to Exhuma and the Virgin

Islands. Both pilot and aircraft survived rather gruesome weather! Both she and Ramon Castaneda operate UL Aviation in Long Island. They are repairing ultralight engines, are planning a dealership and have recently joined the Hang Gliding Association of Long Island.

Irene Keith retired December 31 after 35 years as a dispatcher for Pan Am. She holds a private pilot license and, during World War II, worked as both mechanic and flight test engineer with an "ALERT" crew in St. Joseph, Missouri. She was part of the WAMS (Women Aircraft Maintenance Squad) Civil Service, and she acquired her electrical background at Belfast, Maine. Engines and hydraulics were the subject at Westover, and she was finally stationed at Bradley Field in Connecticut. Irene personally preflighted her own aircraft and handled both crashes and rebuilt aircraft for overseas use. She joined Pan Am in 1948 and became familiar with all operational aspects, especially weight and balance and dispatching. In addition, from 1956 until 1958 she was governor of the NY-NJ Section.

by Nancy Patricia "Red" Guernsey

Long Island Chapter

The February meeting was used primarily to make plans for the Flying Companion Seminar scheduled for March. It was held in conjunction with an FAA Safety Seminar.

Our chapter proudly claims the most members we've ever had at one time. As of this date, we have 51 members, with six new members inducted into our group during January. Four of these ladies were 66s. We've been sending postcards to 66s, prospective 99s and newly inducted 99s (until they start receiving the minutes) telling them of meetings and activities. We feel this has a great deal to do with keeping them informed of dates and provides a feeling of being invited and welcome. Many show up with the postcard in hand.

Pat Bizzoso passed her commercial in January in a Beech Sierra though most of her practicing was in a Grumman Tiger. As the examiner stated, "If you can do a chandelle in the Tiger, you can do one in the Sierra," and she did. Congratulations, Pat. By the way, Pat went rollerskating with a flying club shortly after that and won't be doing any flying for a while. She broke her kneecap when she fell. At least she doesn't have to worry about the test anymore; just how to keep from getting vertigo on the crutches.

We seem to have a plethora of safety minded gals this past month. Attending the safety seminars were Nancy Davis, Pat Bizzoso, Alice Borodkin, Jill Hopfenmuller, Joan Malden, Ida Van Smith, Sue Mirabel, Phyllis Cacoulidis, J.D. Burns, Amanda Clarke and Mira Rosen.

by Patricia Rockwell

Western New York Chapter

The Western New York 99s have finalized plans on our Henry Richter Memorial Scholarship; \$700 will be awarded in June to a high school student interested in flying. Prior Aviation at Buffalo International Airport will

provide the flying lessons and has underwritten a substantial financial portion of the scholarship.

Four 99s have been accepted into membership of the Buffalo Aero Club. Until this time, no women were ever admitted.

by Virginia Hake

CHAPTER NEWS, ETC.

NORTH CENTRAL SECTION

All-Ohio Chapter

Our last meeting was held on one of those glorious February days that promise spring is not so far away. Pat Fairbanks hosted the meeting at Lunken Airport in Cincinnati. The highlight for many was a raffle for a ride in Pat and Don's Christen Eagle. Lucky winners Joan Mace, Joe Bernet and Roberta Miller said it was an unforgettable experience.

A nice nod to All-Ohio member Caro Bayley Bosca whose picture (in her Pitts Special) was in the 50th anniversary issue of *Newsweek* magazine on February 20.

Chapter member Erica Scurr, presently employed in Geneva, Switzerland, is vacationing in Australia and has flown with a number of 99s there.

Jane Wolcott, past chairman, received a letter from the Columbus tower supervisor for contributing to safe flying and cooperation with approach and local personnel at Port Columbus, her home base.

Don't forget the Buckeye Air Rally coming up June 17-18. Race kits will soon be available from Chairman Kathy Samuelson.

by Jane Herman

Chicago Area Chapter

February 12 was a busy day for many of our 99s. Yvonne Warren, Nancy Haraldson and Mary Panczysyn presented "For the Fun of It, Too" to the EAA Chapter 153 in Elgin, Illinois. In addition, Governor Diane Cozzi and Vice Governor Joan Kerwin were guests at the Wisconsin Chapter's annual Achievement Dinner.

The Museum of Science and Industry, in celebration of their 50th anniversary, has planned many special programs throughout the year. The 99s were asked to help with the Girl Scout Aviation Program on February 18 and February 25. Karen Acker, Diane Cozzi, Karen Mansfield and Mary Panczysyn were on hand February 18 to talk about women in aviation and answer many questions to the 400 Girl Scouts attending; on February 25, Bobbie Raske, Marge Sundmacher, Gail Wenk and Rita Adams helped with another 400 Girl Scouts from the Chicago area.

The Illinois Department of Transportation presented the annual IFR/VFR Safety Seminar in Springfield, February 25-26.

Our February chapter meeting was held at the home of Nancy Haraldson. Hostesses Mary Krautkramer and Nancy planned it very well, and over 60 members and guests had an opportunity to view "For the Fun of It, Too." We welcomed three 66s—Iris Davis, Marilyn Baeckelandt and Susan Ficek. Also at the February meeting, Gail LaPook received her 10-year membership certificate, and Antoinette Teiber received her 20-year certificate.



Judy Cleary and Shirley Russo



Carol Zander and Charlene Falkenberg



Sam Bellifiore and T.J. Shaum

Ruth Frantz passed her instrument written, and is looking forward to getting her IFR rating.

by Mary Story

Greater St. Louis Chapter

Spring-like weather in the middle of winter made flying and outdoor activities the mainstay for our leisure time. The Souland Mardi Gras Parade on February 12 found the Greater St. Louis 99s represented by a float and by Martha Norman, Vivian Waters and Amy Laws.

Two new members, Shirley Deitz and Margo Carr, were pinned at our meeting. Fred Roos, vice president of the Aviation Museum Board and president of the Aviation History Association gave an interesting talk on important firsts in St. Louis aviation. Did you know that, in 1836, St. Louis had its first gas balloon flight and, in 1909, its first heavier-than-air flight. In addition, 1910 saw Teddy Roosevelt, the first President to fly, up in the St. Louis air. In 1912, the first parachute jump from an airplane took place here and, in 1940, St. Louis had its first pressurized flight. With these and other aviation events carrying us into the space age, it's easy to see why St. Louis is often called the City of Flight.

February 26 found Bobby Guennewig, Martha Norman and Vivian Waters representing us at the River Bluff Girl Scout Career Seminar in Granite City, Illinois.

It was decided to hold the fall 1984 section meeting in St. Louis, so we're off to work on that. Mark your calendars and plan to be here.

by Helen Hall

Indiana Chapter

Both our January and February meetings were at Weir Cook Indianapolis International Airport, and lunch both times was "YOYO" (you're on your own).

Following chapter business, which included announcements that Bloomington and Muncie towers were now in operation... that Paula Hook had volunteered to serve as 501(C) (3) chairman... and USAIR Flight Attendant Fran Schmidt, a Lafayette area pilot, had submitted her application for 99 membership... Nellie Reynolds showed slides of her nine-day raft trip through the Grand Canyon. Nellie's pictures were terrific, as was her commentary.

February brought us prospective member Sandy Shull, Kendalville, and Dora Bradley, Franklin, who has now attended her third meeting.

Betty DeBaun, chairman of the "Governor's Service Awards," stated that choosing a person to represent our chapter was most dif-

ficult. Sympathies are extended to last year's winner, Dorothea Hendricks, whose mother passed away in early February.

Mid Cassidy, our program chairman for this meeting, brought us a most interesting speaker, Don Roberts, teacher of industrial education at Noblesville High School for the past 20 years. Students in Mr. Roberts' aviation classes (girls and boys) get exposure to all the many facets of aviation. Before enrolling in his classes, many have never been near an airplane. The students have built planes that fly, and they are currently working on a Japanese Zero fighter. When completed in another year and a half, it will be one of only three in existence today. He invited us to visit his class and workshop.

Our traveling members include Lois and Dick Kennard, who flew to Dallas and San Angelo, Texas the first week of January to attend sales meetings for Dick's company. June and Joe Norman, Indianapolis, flew to Florida in January and spent a day at EPCOT with Theresa and Frank Brooks of Muncie.

Closer to terra firma, Midge and Archie Moore have a new motor home. They plan to drive to spring and fall section meetings and, looking further into the future, Alaska.

by Rae Cawdell

Indiana Dunes Chapter

South Bend Airport was the meeting place for the chapter in February. Weather was VFR and warm. We had a good turnout, with some flying in from other parts of the state. The Dunes Chapter covers the south end of Lake Michigan, so we have women from the suburbs of Illinois just over the border of Indiana, plus the gals from the lower part of Michigan.

One of the projects for this coming year is the 1984 North Central Section meeting in South Bend, which we will be hosting. The motto will be "Make a Friend in South Bend."

The Dunes' annual Safety Seminar has been moved up to June this year, with Terri Buettner as chairman. It will be held in the facilities of FTI at Gary Municipal Airport.

Our members are busy with various activities and new ratings. Betty Parrish of South Bend is engaged (ask Betty how she met her beau). Shirley Bundy of Michigan is back in the pilot's seat after successfully passing her medical and biennial. Shirley has been on crutches for some time, and we are glad she is back in the air. Phyllis Webb, also of Michigan, has her commercial license. Charlene Falkenberg has another job, teaching ground school for helicopter pilots at Gary Municipal Airport.

Since April will be career month for *The 99*

NEWS, the Indiana Dunes gives special recognition to its career gals. Paula Dubois is first officer for Wheeler Airlines in Raleigh-Durham, North Carolina, and Pat Poling has gone to work as a flight attendant and reservationist for People's Express in New Jersey. Barb McClure flies an air ambulance. Sheila Dick, Tina Davis, Karen Johnson and Margaret Statzell, who is also with GADO in South Bend, are flight instructors.

by Patricia Magon



Lake Erie Chapter members Ann Carlisle, Rosemarie Mintz and Cindi Federici update Bobbie Barris at the January charter dinner.

Lake Erie Chapter

The February chapter meeting was held at Kent State Airport with Dr. Jeanne Rude and Dodie Jewett serving as co-hostesses. Members made plans for forthcoming meetings and look forward to the March meeting when they will re-view video tapes of the January Charter Banquet, television coverage of which appeared on Channel 5 in Cleveland. Members also viewed photos which were snapped at the dinner.

Rosemarie Mintz appeared in *Cleveland* magazine as one of the 83 most interesting people in Cleveland in 1983.



Pausing just before the charter dinner are Alice Henry, Kathy Olson and Helen Keidel of the Lake Erie Chapter.

Coralie and Don Stamp flew their 182RG to his son's wedding in the south recently.

Members are looking forward to a joint meeting with the All-Ohio Chapter in May at Ashland Airport.

by Marg Juhasz

handled by Susan Dyer, Adele Binsfield, Linda Druskins, Mearl Frame, Ann Baughman and June Jarvis. An especially fine contribution was a proclamation from the mayor of Troy handled by Mardi Drebing.

by June L. Beers

CHAPTER NEWS, ETC.

Michigan Chapter

The Somerset Inn, Troy, was the scene for the 27th annual Amelia Earhart Brunch sponsored by the four Michigan chapters. Two hundred gathered to join in the toasts—one to Amelia and one to Michigan's Loma May—as graciously offered by Greater Detroit's Gini Sutherland. Loma could not join us due to ill health, but she was there in our hearts.

Our guest speaker, Edward Stimpson, president of the General Aviation Manufacturers Association, presented his views on "General Aviation—Where Are We Going?" We were most appreciative of his efforts and recognition of the 99s in his life at GAMA.

The 1983 Mary Von Mach Scholarship was presented to Lisa M. King of CAP. Her family looked on with great pride as Claire M. Ojala, chairman and permanent trustee, spoke of the latest winner's accomplishments. Lisa will use the scholarship to attend Solo Encampment in Alpena this summer. A handsome jumpsuit is also part of her reward, and the 99s look forward to hearing of her experiences when she returns. Also on hand for the brunch were former Mary Von Mach Scholarship winners.

Nancy Walters chaired the brunch, and Louise Payne, pianist, provided music. Jay Toboldt of A.R. Brash Advertising and Dick Armstrong, along with Stephen J. Hudek, put together still another winning souvenir program honoring Amelia Earhart and this event, including wonderful pictures of Loma May, Amelia Earhart and Mary Von Mach.

An outstanding brunch such as this one is just not possible without extra efforts from 99s like Lois Goodrich, who headed reservations, Ilene Hemingway and her silk-screened centerpieces, Lillian Snyder, who hosted our speaker, and all the details

Minnesota Chapter

Joan Wyland hosted the first annual Minnesota Chapter Awards Night Dinner in February. Honored guests for the evening included 99s International Vice President Charlene Falkenberg and North Central Section Governor Diane Cozzi.

Forty 99s, 49½ers and guests heard retired Air Traffic Controller Jerry Biron describe air traffic control in the city of Berlin. Since 1946, the control of air traffic entering and leaving Berlin has been the joint responsibility of France, Great Britain, the USSR and the USA—a situation frequently requiring "summit" diplomacy on the part of controllers.

Donna Anderson, local American Cancer Society special events director, presented an award to members in appreciation of the chapter's 1982 Daffodil Flights. Terry Ludtke, the chapter's USPFT chair, presented USPFT flight jackets to Len Christianson and 99 Rita Orr, first and second place winners of last fall's competition. Chapter Treasurer Mary Hudec announced that scholarships would be given to both to help defray the costs of regional competition. All participants in the meet were given USPFT pins.

Chapter Vice Chairman Joan Sommerfeld, who chairs the 1982 Achievement Award competition, presented this year's award to Hope Isaacson, who will represent the chapter in sectional competition. This award is based upon accumulated points earned for participation in chapter meetings, new ratings, blood flights and public relations.

Joan presented the 1982 Attendance Award, a traveling silver bowl donated to the chapter by Rita and Bert Orr, to Terry Ludtke. On behalf of the chapter, Joan expressed gratitude to Chairman Clara Johansen for her enthusiastic leadership during the past two

years and presented her with a gold chairman's pin with a ruby. Clara recognized the several past chapter chairmen in attendance, thanking them for their contributions. Several "just for fun" awards concluded a very successful evening.

Nina Cottrell hosted 30 Minnesota 99s in her home on a February Sunday afternoon for Phase II of "How to Speak About Aviation." Rachel Westermeyer reviewed Phase I, which focused on techniques of public speaking. Hope Isaacson showed her collection of aeronautics slides from the National Air and Space Museum and presented information about the slides that can be scaled up or down, depending upon the age and interests of the audience. The Minnesota Chapter is planning to develop speaker kits and a resource center for use by 99s in giving aviation presentations to students, community organizations and senior citizens.

by Hope Isaacson

Quad City Area Chapter

March is a special month for this chapter. We are celebrating the 15th anniversary of our chartering. Activities to commemorate this occasion include an elegant dinner in the same location as in 1968. In addition, we will have the use of an advertising display window at the Quad City Airport, Moline, Illinois. Included in the display is a local picture of Amelia Earhart just prior to her final flight.

Our February meeting was one that any chapter could adapt. Our own Judy Pobanz assembled a lesson on "ATC Clearance Copying." Personnel at the QC control tower kindly taped activities for a recent active air period. As controllers and pilots rattled off ATC clearances, we practiced copying our shorthand symbols. Proficiency comes with practice, and we all benefited from this exercise. Having local control tower voices, local taxi and runway identification, and area pilots and aircraft kept the interest high and a serious subject from becoming too deep. Judy had handouts of shorthand symbols which we reviewed.

Future plans include a group attendance at the spring sectional and our Annual Plane Wash in May.

We are happy to welcome new member Merna Thane, who was pinned at our March meeting.

by Rosemary S. Bryan

Wisconsin Chapter

The chapter gathered on February 12 in Madison for our annual dinner. A pre-dinner meeting included a discussion of the upcoming Daffodil Day for the American Cancer Society and the spring sectional in Pheasant Run, Illinois.

Special guests included Joan Kerwin, Charlene Falkenberg and Diane Cozzi. Our after-dinner speaker was area attorney Jack McManus and his wife Dottie (both pilots). Jack shared many humorous stories of women pilots and of his own adventures.

Highlights of the evening included Charlene Falkenberg's initiation of eight new 49½ers. The chapter also selected, for the first time, a 49½er of the Year. The choice was difficult and finally ended in a tie, with the award being presented to Don Cope and Bob Konruff. Achievement Awards were presented to 99s Lois Truchinski, Joyce Donner,



Among those attending the Minnesota Chapter's first Awards Night Dinner are Mary Hudec, Hope Isaacson, Terry Ludtke, Debbie Kaeder, Clara Johansen, Charlene Falkenberg and Diane Cozzi.



The head table, left, at the Wisconsin 99 Annual Dinner included guest speaker Jack Manus, right, who shared many humorous stories about the adventures of women pilots.

Cathy Smith, Terri Donner, Cindi Cope and Jane Kriha.

by Cindi Cope

NORTHWEST SECTION

Central Oregon Chapter

A business meeting was held in February to discuss plans for spring activities. A ski day at Mt. Bachelor was planned for March 11. Surrounding chapters are invited to join us on the mountain and for a potluck dinner. Local accommodations will be provided by chapter members.

A Pilot Safety Seminar, part of the FAA Wings Program, is tentatively scheduled for April. Our first attempt at a Flying Companion Seminar was cancelled due to a poor registration. Always willing to try again, we have rescheduled a one-day program for May 21. With the flying weather returning, we anticipate a more enthusiastic response.

The grand finale for the outgoing officers will be a fly-out (and home again!) to Joseph, Oregon, nestled at the foot of the Wallowa Mountains. No navais are readily available, so this will be a good exercise in pilotage skills. Again we invite surrounding chapters to join us.

Chapter charter member Lannie Staniford and her 49½er, Joe, are moving to San Francisco. Our loss will be the Bay Cities Chapter's gain.

by Pat Washburn

Columbia Cascade Chapter

Instead of our usual winter inactivity, 1983 has been exciting. Our participation with a display at the Oregon Museum of Science and Industry's week-long exhibit included our chapter's involvement in air races, blood flights and the history of the 99s. Appreciation came from as far away as California Bay Cities Chapter member Rose Sharp and her granddaughter, Kristi.

Our next meeting was an exciting event arranged by Rosemary Milbeck. We visited Portland's Emanuel Hospital's "Life Flight" helicopter emergency facility, which covers a 120-mile radius from the hospital. Then Rosemary gave us an informative and interesting lecture regarding her work in the Cytogenetics Laboratory, followed by an equally interesting tour of the lab. At this meeting we welcomed Denise Rousseau from Mt. Clemens, Michigan; she is transferring from the Greater Detroit Area Chapter to Columbia Cascade.

We will again be assisting the Red Cross in transporting platelets. The importance of platelets has grown considerably. In 1980, 75 units per day were needed; today, three years later, 325 units are needed each day. This is the reason we are needed in the platelet program!

by Pegge Blinco

Intermountain Chapter

The chapter honored its five charter members on December 4, 1982. Betty Seavey and Mary Drinkwater were unable to attend due to illness, but Lydiellen Hagan, Minnie Boyd and Gini Richardson each shared with us

some very interesting chapter and flying experiences. Guest speaker Dan Schmarr told about flying the U-2. Skeeter Carlson played Santa Claus, distributing a gift to each 99 from Chairman Dorothy Fowler.

Shirley Hauer hosted the January meeting at her home in Coeur D'Alene, Idaho. Members co-hosted a Safety Seminar with the FAA on January 29 in Spokane, stressing "Stress in Aviation."

February 10 we met at Millie Shinn's home in Spokane. Proud parents of prospective 99 Cynthia Gayle are Debbie and 49½er Lee Swain. Cynthia, born February 10, weighed in at 7 lbs., 2 oz. Debbie and Lee already have two sons. We are all looking forward to having another mother-daughter set of 99s in our chapter.

by Beryl Fitzpatrick

Montana Chapter

Our first statewide meeting of 1983 was held in Belgrade on January 15. Members attending were Mary McKamy, Linda Marshall, Dorothy Curtis, Anita Gigoux, Kay Roam and Betty Nunn. Linda brought two guests, Gretchen Biggerstaff and Sally Shortridge. We discussed plans for our participation in the Northwest Sectional this fall in Casper, Wyoming. MAAC activities and future projects. Our get-well wishes were sent to Charter Member Esther Combes Vance, who has been ill.

There are nine bills dealing with aviation before our state legislature, and keeping track of them has taken a great deal of time. Our efforts in this area have been enhanced by our participation in the Montana Aviation Advisory Council (MAAC).



Honoring chapter charter members was the theme of Intermountain's Christmas party. "Santa" Skeeter Carlson, left, distributes gifts to Intermountain 99s in Spokane, Washington, while 99 Phyllis Hardeman, center, accompanies singer Trudy Fowler. Pictured at right are Cornelius and Lydiellen Hagan and Gini Richardson.

We are pleased to announce four new 99s—Gretchen Biggerstaff, Sally Shortridge, Pauline Bayers and Kathy Bayer Jones. We are also delighted to have Patti Mitchell transferring to our chapter. The enthusiasm which these new members bring will surely inspire all of us to greater efforts.

Our next scheduled statewide meeting will be April 23 in Helena. This will be a work session as we try to identify all of the women pilots in Montana and begin in earnest a recruiting campaign.

by Dorothy Curtis

Our chapter assisted the girls in earning their Aviation and Space Badges. A talk about gliders was presented by Barbara Glascock. The girls made gliders and space mobiles. They listened to talks on women in aviation, and they were given the opportunity to view pictures, books, charts and aids used by a pilot to plan a flight.

Interesting discussions were held on space travel and what the girls would take with them on such a trip. Among the items they mentioned were hair dryers, music, Seattle Blue Jeans and Reese's Pieces. It was enlightening for this reporter to see the youthful en-

thusiasm of girls in this generation. I found no "gap" here.

by Carol Hart

CHAPTER NEWS, ETC.

Mt. Tahoma Chapter

For the part of the year that is usually "monsoon" season in the northwest, you might think a pilot would become discouraged. Not so! We have plenty of indoor projects to keep us busy and alert. At our February meeting at the home of Carolyn and Larry Curles, we heard Scott Gardner, FAA accident prevention specialist from the Seattle FAA office, deliver a very interesting and enlightening slide presentation on accident prevention and hot air ballooning.

We learned that Sally Bell was quite busy recently teaching an aviation class at Charles Wright Academy in Tacoma. Sally does this on a regular basis and again we agree that Sally is quite an asset to our chapter.

We have scheduled a trip to the Seattle Center to view the new "To Fly" production currently being shown at the Smithsonian Institution.

We are currently selling donation tickets on a porcelain doll presented by Carol Hart. Ticket sales end on March 13 with a percentage of the proceeds going to the AE Scholarship Fund.

Past months found our chapter assisting the Pacific Peaks Council of Girl Scouts. A total of about 50 scouts were introduced to the world of flying as "Badge Weekend" took place at St. Alban's Camp near Allyn, Washington this past October.

Western Washington Chapter

Our January meeting was hosted by Marlene Nelson, and the following new officers were elected: Chairman Carolyn Carpp, Vice-Chairman Pat McWha, Secretary Susan Darcy and Anita Hapka, treasurer and membership chairman.

The February meeting was a very interesting tour of the Weyerhaeuser Facility on Sea-Tac Field. Mr. Gilbert, manager, explained the history and background of the corporate aircraft operation and conducted a tour of their "spotless" hangar. Of special interest were a Jet Ranger helicopter in for maintenance and a Gulfstream II intercontinental jet equipped for business meetings on board. We concluded with a brief business meeting.

March 9 will be our first meeting held at the Red Barn (Pacific Northwest Aviation Historical Foundation Museum) on Boeing Field. The foundation has made the facility meeting rooms available to us, and we will be one of the first groups to regularly meet there.

On April 16, our chapter and the Greater Seattle Chapter will jointly conduct a pinch-hitter course at the FAA headquarters at Boeing Field.

by Jean Kope

Wyoming Chapter

The chapter's February meeting was regionalized with meetings being held in Lander (Western), Gillette (Northeastern) and Torrington (Southeastern). A uniform agenda was distributed in advance by the chairman, and each region reported results back to the chairman.

This procedure increases attendance as it cuts down on the distance involved for participation. Committee reports on the 1983 Northwest Section Convention plans were presented and location for the combined March meeting was discussed. The meetings were followed by luncheons at which four new members were welcomed into the chapter.

by Shirley L. Everett

SOUTH CENTRAL SECTION

Austin Chapter

February was a busy and fun-filled month for the Austin 99s. Some 70 members and guests celebrated the chapters Sixth Anniversary Dinner on February 4 at the Bergstrom AFB Officers Club. Guest speaker Ross Perot, Jr. delighted us with anecdotes of his history-making helicopter flight around the world in 30 days. Flying only 1,000 feet above the ground, a most northern route was taken to assure crossing the narrowest expanses of open waters. Of course, the big question was, "How much did it cost?" "No comment," was his answer.

It was a great celebration. We were most honored to have Marilyn Copeland as one of our guests as well as members from San Antonio and Dallas/Ft. Worth.

The next morning a brunch was held for Marilyn at Virginia Mattiza's. What a pleasure to get to know Marilyn on such a casual level. And, guess who else was there? Eat your hearts out, ladies. Some of us were lucky enough to spend four hours sitting on the living room floor talking to (but mostly listening to) Edna Gardner Whyte.

You know one thing I've noticed since I started flying is that people who don't fly don't like to talk about it as much as I do. That's what makes the 99s so nice! They all like to talk about flying.

February 9 was our regular monthly meeting. The outspokenness so characteristic of 99s was certainly demonstrated as bylaws changes, chairmanship rolls and general goals were discussed.

Ten members and one sweet husband joined forces on February 12 to air mark the runway at Burnet, Texas. What fun! Work went quickly with the aid of a 1x4 as a straight edge. We were then treated to lunch by the City of Burnet.

by Kathy Bradfield

Colorado Chapter

Our thanks to Del Gregg of the FAA's Air Carrier District Office in Denver for an informative and fun presentation on the intricacies of dispatching an air carrier. He also explained the process of determining runway distance for takeoff and takeoff safety speeds, as well as how weight and balance is managed in air carriers.

Our March meeting was at Jeffco Airport, featuring 99 Nancy Aldrich, holder of lots of



An interested group of Girl Scouts gather around as discussions on space travel are encouraged by leaders and speaker Carol Hart of the Mt. Tahoma Chapter.

ratings. She presented a BFR review program.

Colorado Aviation Week, April 4-10, will boast numerous activities for aviators and the general public. Our chapter is involved in both planning and implementing several activities throughout the week in cooperation with many other aviation groups in the area.

A poker rally fly-in co-organized by the Colorado Pilots Association and the 99s is planned for May 14. Airports will be announced later, but the last stop will be Aurora Airport (Columbine) for food and fun.

June 25-26 will mark the Second Annual Expo at Jeffco Airport. This air show will feature informative booths, a USO hangar dance and a 5k run. An air race organized by the 99s will be held on Sunday morning. The 200-mile round robin course will be strictly a speed race limited to 30 aircraft. If you are interested in participating, your \$25 entry fee must be postmarked by June 15 to Broomfield Area Chamber of Commerce, U.S. 287 and Midway, Broomfield CO 80026.

by Leslie Lynch

Golden Triangle Chapter

We have been quiet in February, but look out, March! We have been planning an evening raid on the Northeast Campus of Tarrant County Junior College on March 7, and we will co-sponsor a Safety Seminar with the Tarrant Aero Association and the FAA.

On March 19, we will fly an all-day mission at Aero Valley Airport, Roanoke, Texas, for a USPFT competition and another Safety Seminar. On February 9, several of our members met with the Ft. Worth Chapter and Hazel Jones at Meacham Field, Ft. Worth, for a briefing on the competition.

Our February meeting was held in a conference room in the Terminal Building at Meacham Field and featured the film, "Start Up." We decided to alternate our meeting day to a Saturday every other month and make it a fly-in meeting to an area airport. We hope this will encourage members and guests who may not be able to meet on Tuesday nights. One purpose of the 99s is to promote safety, and one way to increase safety is to practice flying. Economics has affected us all. Occasional fly-in meetings may be the incentive we need to make us more active and safer pilots.

by Beverly Stephens

Kansas Chapter

I am sure that we were below minimums even in our cars as we groped our way through zero-zero weather to Bonnie Krenning's lovely home for our February meeting. The Krennings have worked hard to restore this early Wichita historical home to its original splendor. It was amazing how many of our members turned up for our salad bar type of dinner and meeting. I guess we had all been cooped up for so long with our big storms and heavy drifting snow that we would venture out in anything. Ninety-Nines don't give up easily, and we had a good turn-out.

Along with the introduction of our six prospective members and a brief resume of their interesting work, we got in some good discussions concerning future business and projects. One of our members, Tami Payne, is a scholarship finalist. We discussed our part in the AE Scholarship Fund, and we covered a few more ideas for our upcoming Kansas



LaQuita "Keeta" Thompson, Nebraska 99 from Scottsbluff, was named 1982 Flight Instructor of the Year for the FAA Central Region. Thompson was chosen from more than 3,000 flight instructors in the Central Region, which includes Kansas, Nebraska, Iowa and Missouri.

Keeta's flying career began with a 1976 Christmas present (at age 46) from her husband, a non-pilot. In 20 months she had qualified as a private, commercial and instrument rated pilot, as well as a flight instructor.

"I've wanted to fly since I was six years old," Keeta said, "but with four sons and a house to keep, I never really had the chance."

Her flight instructor said her accomplishment was phenomenal. "It usually takes a person three and a half years to get to CFI, and it was difficult for Keeta because of her age and the mechanical and flying skills she had to master." Her accomplishment compared to four years of college in the amount of material she had to master.

When Keeta received her ATP license in 1981, she was the second woman in Nebraska to obtain this rating. The exam was given to her by Bernie Bauer, the first Nebraska woman to acquire this license.

Keeta has been an active 99 in western Nebraska, helping with air marking, parade floats and the Air Race Classic. Other aviation organizations she is involved with include Petticoat Pilots, AOPA, PanHandle Soarers and the Western Nebraska Chapter of the Experimental Aircraft Association, which she aided in organizing.

She also serves through teaching fall and spring semester private and instrument college credit courses at Nebraska Western College, as well as pinchhitter courses at the Scottsbluff Airport and an updated seminar for CAP pilots' search and rescue training.

Her dedication to quality flight instruction is exemplified by the fact that 3,000-plus hours of her total 4,000 hours are instruction time. In an effort to keep herself professionally current, she is preparing for the final exam of the Gold Seal Instructor.

Flying Companion Seminar. We made plans for our part in the Air Race Classic, which will be coming through Hutchinson in June. Then we turned our attention to our own Second Annual Sunflower Rally, which will be held in October.

Carol Lanning had a good discussion of fuel, including how to check for sure that your tanks are free of the moisture which can accumulate. She gave us all brochures from the GADO office which can help us with this problem.

by Paula Bruce

Nebraska Chapter

Nebraska 99s hosted non-members and student pilots February 6 at the Grand Island Airport. "For the Fun of It, Too" was shown to the members and guests, including one prospective new member.

The Nebraska 99/Air Force Association party was held February 25 at the Lincoln Air National Guard Officers Club with the 99s preparing the ham and baked beans dinner with pie for dessert.

Mike Goode, F-16 marketing director for General Dynamics, Ft. Worth, manufacturer

of the F-16, gave a short talk and film presentation on the plane, and guests viewed the real thing on display in the ANG hangar. Mr. Goode is an F-4 pilot with the Texas ANG.

Mimi Haworth and crew of Singing 99s (using the term loosely) entertained those assembled with parodies to "Dearie, Do You Remember" and "Thanks for the Memories."

Ninety-Nines from throughout Nebraska wore the white and blue outfits topped with "vaudeville" hats which Mimi brought home from her Caribbean cruise activities.

Nebraska 99s will be participating in the American Cancer Society's Daffodil Day the last week in March. Jan Foote, Hastings, Betty Edison, Lincoln, and Pat Wolfe, Omaha, are in charge, coordinating deliveries to 12 unit organizations across the state.

Daffodil Day will direct attention to the April Crusade to win the battle against cancer through a door-to-door educational program and collection of funds.

by Heloise Bresley

Oklahoma Chapter

Congratulations to Charlene Davis on getting her IFR rating. Also to Pete Young for giving the Whirly-Girls a memorial award in



Oklahoma 99s Nancy Smith and Nema Masonhall contribute their considerable efforts to monthly proofreading of *The 99 NEWS*.

Dottie's name. She was #16 of the Whirly-Girls.

Two plane loads waited for the fog to lift while remaining chapter members drove to Ponca City for a CPR course held just for us. 49½er Grady Skillern conducted the course as he does for Conoco, a division of DuPont worldwide. "Annie" really got a workout and the 99s, 66s, 49½ers and one 24¾ gained their Heart-Saver cards. Joining the group were Pam Sheeler of Palisades Chapter and 66 Diane Monday. Pam is a student air traffic controller at the FAA Academy in Oklahoma City.

Imagine five 99s and three 49½ers being weathered-in at Bill and Ben Baysinger's home in the mountains of New Mexico at Angel Fire. Fog in Oklahoma City prevented the scheduled departure, so Jan Million, Gwen Crawford, Nancy and Dick Smith, Bob and Phyl Howard and the Baysingers spent one more day hangar flying, skiing, snowmobiling and playing cards. Jan arrived home unscathed, but Nancy and Bill were a little bent after a snowmobile accident.

Our Flying Companion Seminar didn't have a turnaway attendance for the first time, but we did have one that repeated the course—she said she had enjoyed the first one so much. In addition, "Our Man Friday," John Caraway, had to miss this one. Get well, John.

Fly friendly,

by Nema Masonhall

Omaha Area Chapter

The Omaha Area 99s discovered that a Seek & Keep meeting brings out the most interesting women who happen to be pilots, too. Joining us February 22 for wine and cheese were guests Kathy Rauth, Jan Maas, Martha Woodhouse, Michelle Ludi and Mary Lou Higgins. During the film, "For the Fun of It, Too," Martha Woodhouse saw her copilot and herself in one of the Powder Puff Derby slides, and we found a "star" in our midst.

After a memorable evening of hangar talk and reminiscing, Jan Maas won the door prize of a beautiful floral centerpiece furnished by Jack Jackson and Mr. and Mrs. Tom Ludi, who also let us hold monthly meetings at Hangar One, Millard Airport.

Barb Herd, membership chairman, did a remarkable job!

A short business meeting called by Chairman Rosemary Block was held to complete plans for spring activities, which include a luncheon meeting and visit to RAPCON on March 12, a safety meeting March 23 cosponsored with GADO and a tour of SAC Headquarters after the spring sectional.

The chapter plans to promote aviation every day and, with Mother Nature cooperating, to have a busy spring of air marking and other flying activities.

by Billie Pesek

Top O' Texas Chapter

We sponsored two future 66s—Lacy Reynolds and Cody Williams—to attend the Saturday in Space Course at the Amarillo Discovery Center, co-hosted by High Plains

Aviation Association and the Discovery Center. Chris McClain taught one phase of the course. Hazel Jones and Bob Merideth were among the judges for the aircraft model the students built and the report presented on their model.

Hazel Jones conducted a 99s sectional workshop at the Villa Inn. Dinner was at the Big Texan, with RON at Mary and Victor Vermeulen's. Bob and Marsha Merideth took Hazel for a helicopter ride over Palo Duro Canyon and Amarillo before her departure.

Virginia Pownell directed our rummage sale with all 99s and 49½ers helping to raise over \$700 for our convention fund.

Mary Vermeulen was speaker at the International Zonta Meeting in Amarillo, honoring Amelia Earhart. The International Zontas have designated the month of January as Amelia Earhart Month. Topics included "Women in Aviation," covering the period from the first woman balloonist to Napoleon's chief of air service to 99s Blanche Noyes, Jerri Mock, Jackie Cochran and Betty McNabb (also of CAP) to our present lady corporate pilots, mission specialist and astronauts.

Our Flying Companion Seminar was held at the Villa Inn with Ann Piggott as instructor/moderator. Courses were taught by Chris McClain, Mary Vermeulen, Mitzi Miller and Marsha Merideth. Those in attendance included wives of instructors, licensed pilots, other flying companion wives, friends and family. We hosted 17 at the seminar, had super television coverage and were requested to "do it again," which we will!

Ann Crouch is now on the Aviation Committee of the Amarillo Chamber of Commerce.

by Mary Vermeulen

Tulsa Chapter

Chapter members have been enthusiastic about the BFR review begun this year. Last month we renewed our acquaintance with the



With Zonta members Maxine Pickett and Marian Holdcroft is Top O' Texas 99 Mary Vermeulen, who spoke at the January Zonta meeting.

of E6B under the patient guidance of CFII Deanna Robertson. Everyone seemed to enjoy recapturing old skills, and the relaxed atmosphere was perfect for getting to know our new members and 66s. We welcomed aboard newest members Tiana Pickle and Betty Garman. Judy Ellis has reinstated, having been a 99 during college days at Stillwater. Judy helps complete Tulsa's second mother-daughter team.

Frank Rankin, 66 chairman, hosted a group of 66s for lunch at Heritage House. They were joined by Betty Phillips, Hazel Watson, Cheryl Sloan and Melissa Whitehead. From overheard comments, it was obvious they had found a lot of common ground.

of Daedalions," organized during world War I by military pilots. His last flight was a week before his death, when he flew with Helen as a passenger aboard a Piper Seneca to Florida's west coast. Helen said he enjoyed the flight immensely. Farewell to a fine gentleman.

We will once again attempt to fly-in to the Port of the Islands Hotel and Resort each of Naples on March 26. We tried this twice last year and had to cancel plans at the last minute because of rain storms. Hope we make it this time!

We're busy planning for the International Convention in New Orleans in August and, with just time to collectively catch our breath, we'll host the fall sectional at Coconut Grove.

by Joyce S. Pittman

Lisa Cook was one of three ladies chosen from the Southeast Section for the Amelia Earhart Career Scholarship. She will represent the section in the finals.

Ede Brandon, who recently moved to Great Falls, Virginia, came back to visit America's most interesting city for Mardi Gras '83.

This month we are very proud of Linda Charles, Slidell, Louisiana, who completed and received her instrument, commercial and CFI ratings. In addition, Mary Donahue, Marrero, Louisiana, earned her multiengine rating. Mary already has been instructing on single engines in the New Orleans area.

At our February meeting, we were pleased to have representatives from the Billy Mitchell Senior Squadron, CAP, inform us that they would like to give us a crawfish boil in coordination with the International Convention in August. Naturally we were thrilled with their offer. The EAA will join in with their members and give us a hand.

It was nice to see Gerry Sunrall from the Mississippi Chapter fly in to attend our meeting.

April 9 we plan to repaint the compass rose at New Orleans Lakefront.

by Lisa M. Cook

CHAPTER NEWS, ETC.

Debbie Huffman is continuing her sessions with the Campfire-Torchbearer group. Last meeting they explored the magnetic compass with a giant "on the floor" replica. They then related those compass headings to runways and sectional charts. Melissa Whitehead and Charlene McCullough gave airplane rides to a previous group of high school Girl Scouts. Each girl had an opportunity at the controls. What a thrill to introduce kids to the thing we love so much—and to watch their faces as they discover they can fly and not fall out of the sky!

by Charlene McCullough

New Orleans Chapter

Bob Fortus, a freelance writer, will do a feature story in the June issue of *New Orleans* magazine on women in aviation, featuring the New Orleans 99s. Frances Bozeman was the key person in getting this in motion.



With New Orleans 99s, Pat Besselman, Lisa Cook and Frances Bozeman, is Bob Fortus, who is doing a feature story about the 99s in the *New Orleans* magazine.

SOUTHEAST SECTION

Florida Suncoast Chapter

Our February meeting was held at Tamiami SS, where hostess Mary Ann Zdunczyk showed a new NASA film entitled "Women in Space." Ursula Davidson reported on the success of her University of Miami North Campus team at the regional USPFT meet at Daytona Beach in February. She is getting ready to coach them for the national competition in May. Ursula, Fran Sargent, Felicia West and Lois Eig attended the Daytona meet as judges.

Ursula, who was the first recipient of the Les and Martha Griner Scholarship in December, will use the award money toward attaining her ATP.

On a sad note, member Ruth Fleisher's husband, Bud, passed away suddenly in February. Bud was a very supportive 49½er and always made us welcome in their home. His life was devoted to years of service to our country as a pilot during World War II, Korea and Vietnam. On retiring from the Air Force as a lieutenant colonel, he continued to contribute his outstanding energy to the community. We shall miss him.

By unhappy coincidence, within minutes on the same day, Helen Mennitto's father, Mark McChesney, age 88, passed away in Palm Beach, Florida. Mr. McChesney was an aviation pioneer, having trained in Pensacola, Florida as a naval aviator in World War I after graduating from Yale in 1916. He was attached to a Marine squadron in Miami Springs at the old Curtiss Field. He remained in the Naval Reserve, being called to active duty a year before Pearl Harbor. Mr. McChesney was a member of the elite "Order



Lisa Cook, Mr. Mardi Gras and Ede Brandon pause for a moment during the annual festivities.

SOUTHWEST SECTION

El Cajon Valley

Congratulations are in order for our Debbie Ross. She has achieved the rank of charter pilot, flying out of Gillespie Field for Star Aircraft Sales, Inc., a Beechcraft dealer. She personally loads hundreds of pounds of cargo, departs at 0200, then flies to Phoenix and Tucson five mornings per week. Inspiration for her career in aviation came through her mother, Judy Bochofer, who is also a member of the chapter. While working as a CFI, she has continued her college education, earning an airframe and powerplant mechanic rating. Debbie has 1,500 flying hours and is on her way to becoming an intercontinental jet captain.

Congratulations for achievements in the world of aviation also go to Fran and 49½er Walt Dexter. They recently completed the "No Nonsense Navigation" seminar presented by San Diego GADO as a part of the FAA Accident Prevention Program.

Air marking at Jacumba February 12 was a long day of hard work for four stalwart members—Frankie Clemens, Marian De Lano, Jean Pitts and Dottie Campbell. It turned out to be an all-woman event as Nancy Uffelman, county maintenance employee, provided welcome assistance with transportation, whitewash mixing, rock moving and painting.

Marian De Lano and Debbie Ross, along with Judy Bochofer and Eleanor Richardson, attended the February 13 Whirly-Girls Convention in Anaheim at the invitation of Terry London Rinehart. They attended the business meeting in the morning and enjoyed the Helicopter Association International Convention displays in the afternoon, followed by the banquet with award of the Whirly-Girl scholarships for 1982.

by Dottie Campbell

Fullerton Chapter

The Fullerton and Orange County Chapters recently completed a most successful USPFT local meet at Brackett Field. Fortune seemed to be with us on this third time around (rained out twice!), with a beautiful southern California day. With a field of 11 entries, we found there was something for everyone to do, from judging landings to riding as check pilot to helping in the staging and registration areas. The airport restaurant had recently closed, so we set up shop in the lounge area with hot dogs, chips, soft drinks, coffee and donuts and provided many passersby with some sustenance they otherwise would have



Fueling up, above, one of the contestants in the Fullerton-Orange County USPFT meet readies his aircraft. Winners, at right, are Gary Davis (3), Dave Wood (2) and T. Wilkenson (1).



With her new love, a Citabria CGAA, is Lake Tahoe 99 Kim Necessary

gone without, while providing our treasury with some bulk as well! Our "something for everyone" included a great variety of USPFT items for sale.

Without exception, every person who participated in any way had a great time. It was an outstanding chapter project for both chapters. It got a lot of us back to the airport, and it was a great incentive to us to work even harder to get a really top USPFT team. Our entrants ranged from college students to "more mature" pilots and included very low-time and very high-time contestants. All enjoyed the competition and found it challenging. The winners were T. Wilkenson, first place; Dave Wood, second place; and Gary Davis, third place.

We'd have to list the names of practically everyone in both chapters to give credit where it's due—it was really a joint effort, and a very successful one, coordinated by Jan Gerber from Orange County and Sylvia Paoli from Fullerton.

by Sylvia Paoli

Golden West Chapter

Without even a "breather" after the holidays, Golden West Chapter has been busy planning and seeing to details for the Southwest Spring Sectional, April 29-May 1. Coordinating with San Jose Airport, the Marriott Hotel and Marriott's Great America, we are setting up parties and activities.

Our big excitement at our last meeting was to learn that for the guest speaker at the

banquet, Moya Lear (of Lear Jet and Lear Fan fame), had just been confirmed! We'll all be in uniform, proudly wearing our new chapter gold vests! Hope to see you there!

by Pat Rockwell

Lake Tahoe Chapter

Seasons for the Lake Tahoe Chapter normally go from winter to the Truckee Airshow in June and back to winter again. This spring, however, we will sneak in the selection of our second annual scholarship recipient with the presentation to be made at the air show.

Working hard on the scholarship this year are our new Chairman Bonnie Seymour, Secretary Barbara Northrop, her daughter and last year's recipient, Pat Northrop, and the always helpful Helen Foeger.

We will be awarding the \$1,000 scholarship to any interested female, 17 years of age or older, living within a 50 nautical mile range of the Truckee Airport, with at least 10 hours of previous flight training. The scholarship is to be used for additional flight training.

She may not be ready for a presentation in this year's air show, but Kim Necessary has been working for the last several months on aerobatic competition in a Citabria after receiving two free hours of aerobatic instruction as a birthday present from a friend. Her love for taildraggers and an inspiring ride in an S2 Pitts proved to be incentive enough to keep her going at her own expense! Maybe next year....

One member has used a very rapid rate of climb to the ranks of professionals. Loretta



Haskell, our most recent and youngest member, recently accepted a job as corporate pilot/secretary in Washington, D.C. and finally gets to put all her hard-earned flight training to proper use. We will miss her attendance at our meetings.

by Kim Necessary

CHAPTER NEWS, ETC.

Palomar Chapter

Marian Banks, county co-chairman for the Air Race Classic with our Chapter Chairman Mary Pearson, was our guest for both the January and February meetings. February was a dinner meeting with husbands, friends and two members—Lynn Schroeder and new pilot Fran Peel.

Extensive plans were made for the Avocado/Strawberry Festival in Fallbrook on April 24. This festival will be one of the major fund-raisers for the Air Race Classic, starting in San Diego on June 24, and will start with a pancake breakfast sponsored jointly with the Fallbrook Lions Club.

Avocados, oranges and strawberries will be for sale; a swap meet for "pilot" supplies is planned; and Bob Stevens will be present to autograph his books and T-shirts. There will be prize drawings every hour with the final drawing at 1 p.m. for a trip to Hawaii, a trip to Las Vegas and weekends in Puerto Vallarta and Scottsdale. Pam Vander Linden is arranging to have as a guest Janice Brown, winner of the Harmon Trophy.

Palomar Chapter will be in charge of registration for the Air Race Classic.

Accident Prevention Counselor Mary Pearson spoke about common navigational errors on the second day of the "No Nonsense Navigation" seminar sponsored by the FAA on February 10.

Ten couples scheduled a fly-in to Bullhead City, Arizona the weekend of March 4, while Sheila Wing and Lois DeLay flew to Phoenix February 26 for the Southwest Section Chairman's Meeting. In addition, CFI Candy Chamberlain is in Oklahoma City attending the FAA Controller School.

by Vi Pfeiler

Sacramento Valley Chapter

We had a real treat in February. Vic Katz, tower chief at Sacramento Metro, spoke at our monthly meeting on the joys of avoiding wake turbulence. Vic's lively presentation was a timely reminder to us all to be patient, use common sense and refuse to let ATC rush us when we are not "comfortable." We welcomed Vic's guest, new controller Terry Pfannkuche, and we have set about to recruit her.

Jean Turner and Lori Brand had an interesting flight from southern California recently. Their only passenger was a tiny monkey whom they promptly named Amelia Dearhart. Amelia came to Sacramento via AirLifeLine for training as an aid to the handicapped. She will learn to vacuum, dust, cook in a microwave oven, turn lights off and on, etc. Jean has invited her and her teacher to our next meeting.

March is "Gin Fizz Month" for us. Jeannie Dunlap is a splendid chairperson, although we all miss Helen Hoffman's guiding hand and years of experience.

We also welcome Flight Service Specialist Tara Grant to the Sacramento FSS. Tara is a student pilot, and we are eager to have her join us.

It was with sorrow that we learned of the December death of long-time member Edythe Freeman Phipps.

by Jacqui Koukok

San Fernando Valley Chapter

At the February general meeting, Tina Holmes presented three films for our viewing pleasure: (1) "Freedom," a film about Lear Jets, (2) "Flight Song," a film about Boeing commercial aircraft, and (3) "Red Flat," a film about F-16s at Nellis Air Force Base during their practice war games. All three films make use of the Clay Lacy Aviation (Tina's employer) Astrovision Photography Camera System, which is a periscope type system that allows the camera to "see" a full 360 degrees without allowing the viewer to see the aircraft to which it is attached. Thanks again, Tina, for sharing these films with our members and guests.

Our Fly-in Committee (Sonia Scheimberg and Lorrie Blech) has been keeping us pilots busy flying hither and yon to such exotic places as Palm Springs, Borrego Springs and California City during January and February. Our plans for visits to Big Bear and Oceano during these two months were postponed because of bad weather. But we hope to try again in March!

by Sylvia Sanderson

Santa Clara Valley Chapter

On February 10, we made the evening news on Channel 4 when five of our pilots flew to Santa Barbara with DRI (Direct Relief International) supplies.

The feature began as Alice Robertson, our DRI chairman, delivered boxes of medical supplies to be loaded into the planes at San Jose Muni. Then cameraman Dave Dellaria, with KRON reporter Dick Currier, flew to Santa Barbara with Mayetta Behringer in her 182 to record the arrival of the planes and the unloading of the boxes. Other pilots were Dottie Theurer in her 172 (with passenger Fran Grant), Pat Rowe in her Comanche (with Marilyn Orloff), Nancy Rogers in her Piper Warrior (with Jackie Petty) and Pat Ewert in her Grumman (with passengers Pat Blouin and Barbara Murren).

Joan Steinberger of the Santa Barbara Chapter met our group. Camera coverage included a visit to the DRI warehouse, where volunteer workers assemble and repack the relief supplies. Then they are shipped to areas where needed, both overseas and in this country. The supplies range from pills to hospital beds and wheelchairs.

Our thanks to Mayetta for arranging the event. It was a good way for evening news viewers in the Bay Area to know the 99s are more than just a bunch of lady pilots who fly for fun.

Another important February activity, handled by Stella Leis, was a visit to Moffett Field. Our members had a chance to tour the base, go through a P-3, and fly the P-3 simulator. The P-3s, the Navy's radar reconnaissance aircraft, are based at Moffett.

by Kathy Pelta

Santa Paula Chapter

On January 31, Sherry Moore and Jo Nell Kocisko organized a field trip of Santa Paula Airport for 26 preschool children and their parents. They toured the flight line, watched some airplanes take off and land, talked to world famous Jim Dewey, who is our FAA flight examiner, and had their pictures taken on the wing of a Grumman Tiger at Michael Dewey Aviation. Refreshments were served, and each child received a helium balloon.

Our aviation activity for February was a tour of the tower at LAX. Seven members attended, and we all had a fantastic time. After the tour, Tower Supervisor Neal Bennett escorted us to dinner at the Proud Bird



99 Holly Braddus gives a classroom demonstration to third graders on the theory of flight.

Restaurant. From our seats we could watch the planes land at LAX. The restaurant also has headphones at the tables so we could listen to the tower and incoming planes. Neal entertained us with jokes almost all night, and we even danced. We held our business meeting in the car on the way home. What a night!

We sponsored a blood drive at Santa Paula Airport on March 5, had a great turnout and furnished refreshments for an FAA Safety Seminar on March 10 at Camarillo Airport.

Melody Rich, our chapter chairman, presented the slide show "For the Fun of It" to the Ventura County Aviators Association along with a talk on the history of women in aviation. She showed the slides again (twice) where she works for their Women's History Week.

by Melody Rich

veras facilities are top-notch and a great fly-in site. Now, if the rain will just let up, we can all get airborne!

by Vicki Kalman

Tucson Chapter

It was a very special luncheon at the Solarium, February 16, a baby shower for member Lee Unger. Our chief, Terri Robertson, went all out with pink and blue decorations. Flying machines dominated on blankets, as mobiles and hugabes. Two days later, Lee had a baby boy. How's that for timing? In 1980, Lee was the recipient of an Amelia Earhart Scholarship, which she used for a multiengine instructor rating, plus ratings for advanced and instrument ground instructor.

Our next project will be our second poker run in one and a half years, to be held April 10.

many to turn back. Carolyn Ecklund, chairman of the event, was able to continue on to Richfield. This was the intermediate destination, where pilots were to pick up the clues for the return trip to Salt Lake City.

Party time at the Airport Hilton was a welcome relaxer following the turbulent trip. Prizes were awarded, with the winners of the first three places receiving ceramic mugs specially designed for the event. Several humorous awards were made for those who didn't fare so well. One pilot is going to remember that most John Deere tractors are green—not red! And, yes, that is Sidney and Linda with their prize sack of onions!

by Carol Clarke

CHAPTER NEWS, ETC.

Santa Rosa Chapter

Florence Wheeler, a former WASP, was guest speaker at our February chapter meeting. She told us many interesting stories about her flying experiences as an instructor and of her time in the service. In 1940 she joined the San Jose State Flying Club. At that time, rental rates for a Piper Cub or Taylorcraft were \$6 an hour, which included gas, oil and insurance. For those of us who are new pilots, that was really the good old days.

Our Aerospace Education Committee sponsored a trip to the Sonoma County Airport for the third graders of Olivett School. They were given a tour of the tower by Sam Fabela, chief air controller, and then a tour of the airport.

by Betty La Guire

Sierra Buttes Chapter

February was a busy month for our chapter. We enjoyed great food, friendship and fun at our Valentine party hosted by Vice Chair Vicki Kalman. It was a special evening with red carnations and Valentine cards for our spouses.

Speaking of spouses, compliments and thank-yous are in order for Ken Frank, husband of Chair Kathy Frank, for the many hours of creative effort which went into the design and construction of an extraordinary stained-glass hanging of a Stearman. This is really a "prize" piece of art, and one which will be some lucky winner's reward for participating in our chapter raffle.

February 22, we co-hosted an Aviation Safety/Education Seminar, presented by Bud Anderson, our local GADO safety officer. As always, Bud presented an outstanding program on spatial disorientation/vertigo and pressing on into worsening weather. One of the highlights of the evening came at the close of the program when those present were offered an opportunity to go for a ride in the Barany Chair—what an experience!

February 20, a number of 99s joined with other local pilot members of Golden Empire Flying Club and flew to the new airport at Calaveras, where we all enjoyed a hearty breakfast at The Cookhouse. The new Cala-

Mary Mercker will chair the event and plans to add some new twists to this one.

by Jean Servaas

Utah Chapter

A snow storm... on the day of our Flight Rally... How could it be?! The weather service promised improvement and, by briefing time, the clouds began breaking. Fifteen planes headed out on the secret route, but lingering snow showers and gusty winds encouraged

FDP POSITIONS PERMANENT

The FAA's Air Traffic Service has announced that the Flight Data Processor position in Center and Terminal Air Traffic Control facilities has been made into a permanent position. Since a number of FDPs who are between the ages of 31 and 35 are now expected to apply for controller positions, the agency is anticipating the need for additional FDPs and is opening the FDP announcement at GS-7.

The temporary positions, which were largely filled by furloughed pilots, were originally established shortly after the air traffic controller strike drastically cut the number of ATCSs on the rolls. For these permanent positions, no written examination is required. Applicants should submit a current Standard Form 171, Personal Qualifications Statement for Flight Data Processor, available at OPM Job Information Centers. When this form is completed, it should be sent to the FAA Special Examining Division, AAC-80, P.O. Box 25082, Oklahoma City OK 73125.

Any federal employee who has served 90 days in a permanent position is eligible to apply for any other position on a non-competitive basis, such as Air Traffic Control Specialist (FSS, Terminal or Center), providing they meet the requirements of the position sought. There is no age limit on FDP positions. Aviation education and/or work experience is highly desirable.

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"A WOMAN'S PLACE IS IN THE LEFT SEAT" T-SHIRTS

Feminine-cut T-shirts featuring collage of aircraft and "A Woman's Place is in the Left Seat." Navy on light blue, \$9 US, \$12 Canada. Also available: "A Woman's Place is in a Mooney" and "A Woman's Place is in the Swift." Navy on white, navy bands on neck and sleeves. Copyrighted, \$8.50 US, \$11.50 Canada (postage paid). Specify size (32, 34, etc.) and shirt. Peggy Reynolds, P.O. Box 4341, Cleveland TN 37311.



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Let's go air racing

1983 Grand Prix Update

If good beginnings mean good endings, it's gonna be a *great* race! More than 100 race kits have been requested and 16 first day entries were opened on February 19—twice as many as last year when the field included 37 racers. First day entries always gladden the heart of a race organizer. It's waiting on all those last day entries that give her palpitations! Let us hope that everyone will be prompt this year and that there are twice as many final entries by the time you read this.

Marion Jayne, president of GPAR, flew the race route this week and reports that all along the way the stop personnel, FAA and city officials are excited about the race and are anxious to help. How lucky we racers are to have these won-

derful people. They adjust their schedules, hold meetings, work many extra hours and roll out their red carpets for us. Without their cooperation and gracious hospitality, we could not zoom by control towers at red line or be chauffeured to the nearest hotel. Each of us, in every race, should remember to say thank you *during* the race. A thank you note really isn't enough.

Shangri-La is ready and waiting! In addition to the already scheduled events we will again have the Safety Education Seminar. It will be held on Saturday, April 30, the day impound opens. Jay Nelson, Flight Standards District Office, Tulsa, Oklahoma, will again be organizing it. He did a fantastic job last year with more than 300 people attending. Come join us!

First Day Grand Prix Entries

# 1	Donald Ralston, Burlington IA Margery Smith, Alexis IL	Tri-Pacer
# 2	Captain James A. Lacey, Dundee IL Richard A. Engstrom, Park Ridge IL	Cessna 172
# 3	Ernie Kuhn, Mason City IA Sally Kuhn, Mason City IA	Cessna 172K
# 4	Dale Ridgeway, Topeka KS Sondra Ridgeway, Topeka KS	Bonanza A36
# 5	Nancy Haraldson, Barrington IL Gail LaPook, Chicago IL	Mooney 201
# 6	Wayne Collins, Mineola TX	Bonanza V35B
# 7	Patsy Judges, Belleaire FL	Cessna 310F
# 8	Margaret Ringenberg, Graybill IN Diane Kelly, Ft Wayne IN	Piper Lance
# 9	Phillip W. Reames, Long Beach CA	Cessna 310
#10	Jack Piggott, Wichita KS Clifford Donnelly, Wichita KS	Cessna R182
#11	Jerry Conners, Bartlett IL Charles McPike, Chicago IL	Cessna 172RG
#12	Millard Harmon, Delmar NY	Bonanza B36
#14	Ken Keefer, Barrington IL Pat Keefer, Barrington IL	Twin Comanche
#15	Van Grubbs, Greer SC Caroline Grubbs, Greer SC	Cessna 172RG
#16	Charles Perry, Ponca City OK Charles Wood, Sr., Tonkawa OK	Mooney M20F

1983 F.A.I.R. News

The Indiana Chapter announces that the 1983 F.A.I.R. will be at Mt. Comfort Airport, Indianapolis, September 16-18.

There will be two categories—Standard and Classic. Requests for entry forms (\$3) should be addressed to: Minerva Mahoney, Box 321, Noblesville IN 46060. Please state the category desired. Kits will be available March 19, and the entry deadline is August 1, 1983.



Ken and Pet Keefer, 1982 Shangri-La Grand Prix first place winners, draw for positions of the 15 first day entries, while Grand Prix President Marion Jayne holds the container.

Nutmeg Rally Set for May 21

Do you want to test your flying skills and have fun at the same time? Do you like special surprises? Then the Nutmeg Air Rally sponsored by the Connecticut Chapter of the 99s is for you.

Scheduled for May 21, out of Sikorsky Memorial Airport in Bridgeport, Connecticut, the one-day rally is a 275-nautical-mile round robin flight proficiency event. The rally is open to all licensed pilots, male or female. Flight crews must consist of two people—a pilot and a copilot or observer.

For more details on the rally and an application, send \$3 for an entry kit to Peg Davidson, 21

Crestview Drive, North Haven CT 06473. The entry deadline is May 2, and the entry fee is \$35. All proceeds of the rally will benefit the Connecticut 99s Educational Scholarship Fund. Checks should be made payable to the Nutmeg Air Rally.

Wherever you are now, if you can come to Connecticut on May 21, make plans now for the Nutmeg Air Rally. Registration starts at 9 a.m. on May 21, with the rain date set for May 22. Trophies will be awarded at the end of the day.

Come and have some spring fun with the Connecticut 99s, and don't forget the surprise challenge!

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