

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

Volume 7

Number 5

November 1980



On being special ~ p.10

A team effort

Foursome blends skills

by Liz Burdette

Dedicated to producing a top quality magazine in design and content, the newly organized staff of *The 99 NEWS* has updated the format and developed long-range plans to broaden coverage and expand its content.

Each adds a special professional expertise to her staff position, and the enthusiasm shared by the foursome for this project has already developed a team spirit reflected in the presentation of *99 NEWS*.

JAN MILLION — Editor of *The 99 NEWS* for two years beginning in 1976, Jan has held numerous chapter and section offices and was on the international headquarters committee overseeing the planning and construction of the headquarters building.

The veteran pilot and journalist has her masters degree plus advanced work toward her doctorate in educational psychology from the University of Oklahoma. She served as assistant Dean of Women at OU during the late '60's.

Presently Jan works as a guidance counselor with FAA where she is involved with the Aeronautical Center training programs. She serves in a liaison capacity with foreign visitors and counsels Academy students.

Jan and her husband, E.Z., have two boys; one a freshman in college, the other a senior in high school. They reside in Norman, Oklahoma, where E.Z. is a computer analyst.

She has been flying since 1966 and has a Commercial license with Instrument and Flight Instructor ratings. Several times she has flown the Powder Puff Derby as well as the ANGEL Derby, plus several other smaller races. She and Nancy Smith share ownership of a Cessna 182, "99NJ".

Pointing out that the staff's goal is to keep pace with women in aviation, to provide information about new specialties and the growing opportunities for women in related fields, Jan said, "Although we're just getting our feet wet, we have a definite sense of direction."

"The mutual understanding and support

of our Board has helped strengthen our commitment to produce a quality magazine."

LU HOLLANDER — Well-qualified for her new assignment as design and production editor, Lu brings to the magazine the advantages of some 20 years of experience in the graphic arts.

Testimony to her talent and proficiency is the **History of the Ninety-Nines**, published in 1979. Lu designed and produced the book which was received with widespread approval by the membership.

After handling all the copy and photographs for the 552-page volume, Lu commented that she knew over 2,000 Ninety-Nines personally. "I have enjoyed all of your fascinating flying experiences vicariously," she said.

A member of 99s only since '78, Lu is secretary of the local chapter and as archivist, she has worked many hours at Headquarters organizing and cataloging records.

A Texas product, Lu received a Bachelor of Arts in Commercial Art from North Texas University in Denton, Texas. For seven years she was a production artist and worked in customer relations for Taylor Publishing Company, the nation's largest yearbook publishing firm, in Dallas.

Since 1963, when Lu moved to Oklahoma City, she has served as a yearbook consultant for high schools and colleges, representing Taylor and Newsfoto Yearbook Companies. In addition, she has done free lance art work for a variety of concerns, including an advertising campaign for the sale of cattle on a large Texas ranch.

She and her husband, Byron, Oklahoma City's Fire Chief, share an interest in flying. Each has logged over 700 hours in the air, and instrument ratings are the next items on their flying agenda.

Pleased that Lu has joined the staff, Jan said, "Her creativity and technical know-how are a tremendous asset to our staff."

NANCY SMITH — Describing herself as an "aviation nut", Nancy's credentials indicate that the enterprising, personable pilot has missed no opportunity to indulge her passion for flying.

Her experiences range from running an aero club, working for a local Piper dealer and an FAA Designee to piloting for an insurance adjustor.

She has a multi-engine rating, with more than 700 hours, and is an FAA Safety Counselor.

Practically every office in the local chapter has been filled by Nancy since she joined 99s eight years ago. She has been air marking chairman, vice chairman, chairman, membership chairman and international Headquarters hostess. Recently she was elected governor of the South Central Section.

Like many other 99s, she has a family which shares her interest. Her husband, Dick, is a pilot, and her son Cary is an Airframe and Powerplant Mechanic. He maintains the plane she owns jointly with Jan Million.

Nancy brings to the staff a rich background in aviation and organizational skills essential in the operation of a magazine.

"We all welcome input," said Nancy, "into each other's areas of responsibilities. Brain storming sessions help us resolve problems."

NEMA MASONHALL — Termed indispensable by her co-workers on the staff, Nema's memory of events and people associated with 99s proves invaluable in the production of the *NEWS*.

Nema joined the Oklahoma Chapter in 1941 and became a WASP Trainee in 1943. Like Nancy, Nema has been an active member since she joined, holding most chapter and section offices.

In Lincoln, Nebraska, September 27, Nema was honored for attending her 50th consecutive section meeting. She attended her first SCS meeting in Wichita, Kansas, in 1956.

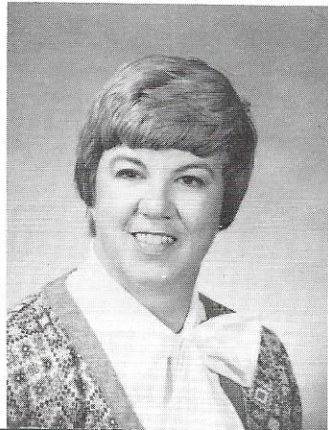
Among the duties Nema has fulfilled are News Letter editor, 1956-1960, SCS historian and editor of SCS history booklet, 1971.

Nema lives in Minco, Oklahoma with her low handicap golfer husband, Mase. She travels the 30 miles from her home to Headquarters several times a week to contribute her time and talents to 99 projects of all kinds.

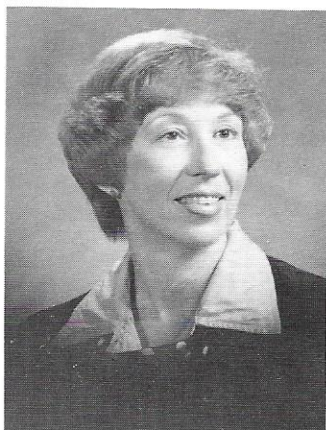
"Not only is Nema priceless because of her sense of history of 99s," stressed the other staffers, "but she knows better than any of us what the organization is about and where it is going. Her leadership, perception and insight bolster us through deadlines."

"Overall," said Jan, "we feel we have an excellent balance of talents and skills."

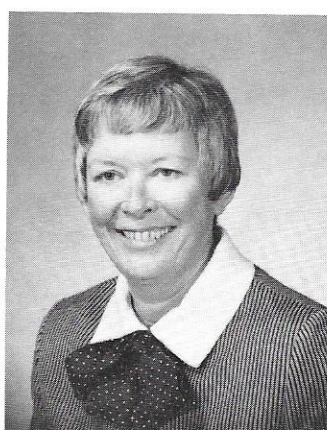
Jan Million



Lu Hollander



Nancy Smith



Nema Masonhall



the 99 news

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VOLUME 7

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ON THE COVER. The striking aircraft colors on the cover identify Federal Express Airline, affectionately known as the "Purple Package Eater". This young, aggressive airline promises to move your package to its destination "absolutely, positively overnight". The attractive new Captain shown with the aircraft is Sharon Fall, All-Ohio 99.

Cover photo by Nancy Holt Shelden, Corporate Communications Division, Federal Express Corp.

Calendar

DECEMBER

Dec. 7 - Kansas City, MO. Wright Day Dinner, 6:30 p.m. Raddison Muehlebach Hotel. Guest speaker, Paul Poberezny. Annual event sponsored by Greater Kansas City 99s. For reservations and information, contact Marie Christensen, 913-648-0264.

Dec. 7 - Foster City, CA. Hillbarn Theater, 3 p.m. "Natalie Needs a Nighty." Champagne reception to follow. Entire theater taken over by 99 chapter for performance. Tax deductible proceeds go toward flight scholarship. Contact: Golden West Chapter, P.O. Box 136, San Carlos, CA 94070.

JANUARY

Jan. 18 - Anaheim, CA. 1981 Hovering and Scholarship Awards Dinner of the Whirly-Girls. Disneyland Hotel during annual meeting of the Helicopter Association of America.

APRIL

April 4-10 - Afton, OK. Shangri-La Grand Prix Air Race. Long distance round robin race open to men and women pilots. \$20,000 prize money. Fabulous Shangri-La resort. Entry kit \$6 from Shangri-La Grand Prix Air Race, Ltd., Marion Jayne, 1918 W. Banbury Road, Palatine, IL 60067. 312-358-5100.

MAY

May 4-12 - ANGEL DERBY. Van Nuys, California — coastal route to Acapulco. \$10,000 prize money. Sponsored by Mexican Government. Contact: Mina Elschner, 2619 NW 55th St., Ft. Lauderdale, FL 33309.

SPECIAL NOTICE

Relative to our Amelia Earhart Commemorative Air Mail Covers!

On January 1, 1981, the contribution for the regular Amelia Earhart 8¢ Airmail First Day Covers, 24 July 1963, and the 10th Anniversary Covers, 24 July 1973, will be \$3.00, up from \$2.00.

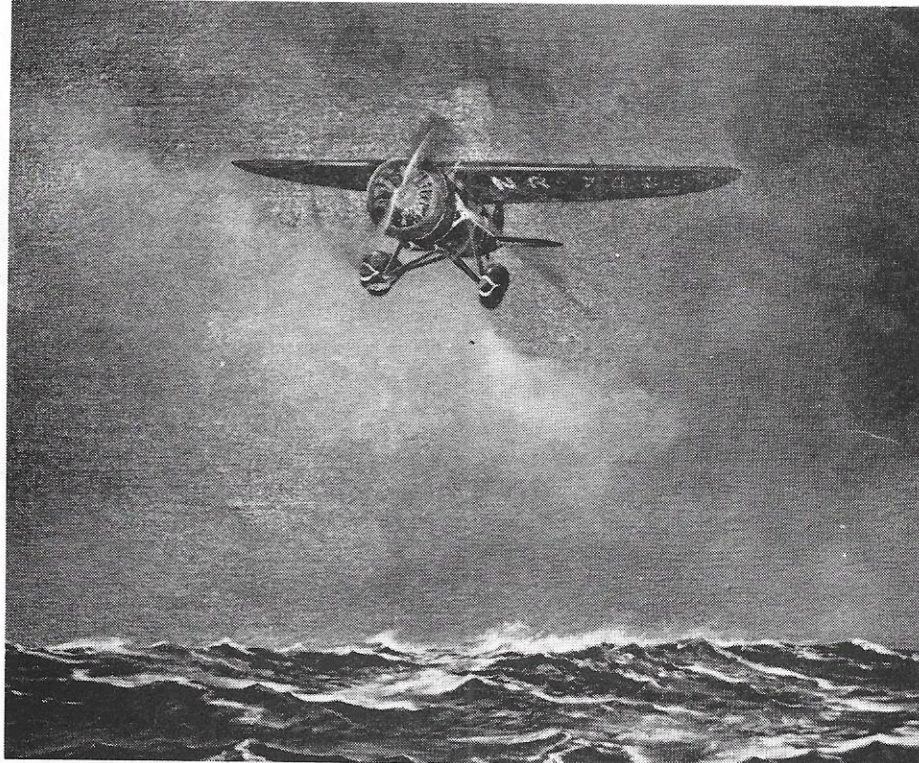
Those wishing some for Stocking Stuffers, or other little gifts, etc., should send their checks, made out to the *Amelia Earhart Scholarship Fund*, 99s, to Alice Hammond, 15 Oakdale Drive, Millville, NJ 08332.

For a list, and the amount of donation for other special Amelia Earhart First Day commemorative covers available, write to Alice Hammond.

All donations are deductible for income tax purposes.

WHIRLY-GIRLS MEMBERSHIP NOW TOTALS 313 HELICOPTER PILOTS.

New members include six U.S. Army Aviators and six civilians. Included among this group are two 99s, Ellen Louise Corder and Patricia "Buffy" de Roche, both of Colorado. Another civilian, Barbara Christie of Trenton, N.J. is the first woman police helicopter pilot in the U.S.



Amelia Earhart's red Vega over the stormy ocean is the subject of the magnificent painting by famed artist, William Reynolds. Purchased by Nebraska Chapter, the painting will be presented as a gift to some lucky contributor to the 99s Aerospace Education Fund.

Win a painting!

The Nebraska Chapter, with the support of the International Board, is collecting donations for the 99s' International Aerospace Fund. The name of each donor will be included in a drawing to be held next spring. The winner will receive a magnificent painting of Amelia Earhart's red Vega low over a stormy ocean done by internationally known artist William Reynolds.

Mr. Reynolds, in research with Dr. Paul E. Garber, historian emeritus of the Smithsonian National Air and Space Museum, came across an original letter which Amelia wrote indicating how she feared fire in an aircraft. According to her letter, during her solo flight across the Atlantic, a crack developed in the exhaust manifold causing a long streak of white hot exhaust to flow along the fuselage. Amelia decided to descend to an altitude about twenty feet above the water so that in case the aircraft caught fire, she could ditch in the ocean. Mr. Reynolds states, "I don't know how well this incident is known, but it is the subject of this painting."

Mr. Reynolds has an extensive background in art, education, and aviation. Several of his original works are now on display at the Smithsonian Air and Space Museum in Washington, D.C. He was recently commissioned to do the cover of the September, 1980 issue of Air Force Magazine, published monthly by the Air Force Association. His cover depicts a little-known Consolidated B-32 Dominator shooting down a Japanese fighter in the last aerial combat of World War II. This, as are

all Mr. Reynolds' paintings, was thoroughly researched.

The Nebraska Chapter is delighted that Mr. Reynolds, as an expression of his high regard for the Ninety-Nines organization, offered to do a painting for a fee we could afford rather than the usual four-figure sale price. So that all the money raised could go to the International Aerospace Fund, the Nebraska Chapter has donated the cost of the painting and frame in honor of their outstanding member, Evelyn Sedivy, International Aerospace Chairman, who has recently joined the Montana Aeronautics Division as Safety and Education Supervisor.

This is truly a one-of-a-kind painting. There are no prints. The painting itself is 28½ by 22½ inches, and is beautifully framed. It shows Amelia's red Vega, smoke issuing from its manifold, low above the shimmering blue-green waves against a storm-clouded sky with a glimmer of moonlight through a rift in the clouds.

Your name will be entered for the drawing one time for a contribution of \$2.00, three times for \$5.00, or eight times for \$10.00. All contributions should be by check payable to the 99s Aerospace Education Fund, mailed to Mimi Haworth, 3574 Neerpark Dr., Lincoln, NE 68506. You need not be present to win. The painting will be carefully packed and shipped, winner to pay shipping charges.

Don't miss this opportunity to assist with aerospace education and to win a beautiful and significant painting.

ON THE WITH

JANET



by International President Janet Green

Isn't it great to have *The 99 NEWS* back? Jan and Lu are doing splendidly and I join them in asking you to be alert for articles for our quarterly feature magazines. It is our intent to have career oriented articles in each of these four feature publications along with those on aviation activities, legislation, travel, safety, and more.

Why all this interest in aviation careers? Well, more and more women are joining the work force so probably a major percentage of our future membership will have a career. The percent of working women has been increasing while that of men has been declining. Just under 50% of the women and slightly over 80% of the men are working. The 1979 Occupational Outlook Handbook of the U.S. Dept. of Labor Statistics stated that the employment outlook for pilots is expected to increase faster than the average for all occupations thru the mid 80's. More than half the openings for pilots will occur outside the airlines. It was interesting to note that the publication quoted average salaries for airline pilots as \$46,253 per year and earnings of business pilots ranged from \$10,000 to \$45,000 for chief pilots of companies with large jets. Most business pilots flying single engine airplanes made from \$14,200 to \$19,000. Although only 2% of the General Aviation employment is women, according to statistics from Embry-Riddle, there is potential for tremendous growth.

The Ninety-Nines were originally founded to provide a close relationship among women pilots and to unite them in any movement that may be for their welfare and that of aviation in general. There were precious few employment opportunities for women in 1929. Aviation in particular was closed except to a lucky

and talented few. I never cease to be amazed and delighted to see the new, well paying fields opening to us. This is a unique era in history and we are privileged to be witnessing this pioneer period.

Highly visible are the few astronaut trainees and almost 150 commercial carrier pilots. Aren't we proud of their accomplishments? But let's not forget that they are the "tip of the iceberg" and many equally satisfying aviation career fields exist for women and it will be interesting to learn more of them. Wouldn't Amelia Earhart, and our founders no longer with us, love to be reborn again to our freedom to choose? I'll bet they would be as supportive of us now in these new opportunities as they were in 1929. Let us check out these aviation careers so that we and our daughters can be ready to avail ourselves if we choose. Even if we have other priorities it is good to be informed.

Along this vein, we can be a "network" of women in aviation. At our annual conventions we now encourage the WASP and AWTAR to meet and the Whirly Girls to hover. I have written the social organization of women airline pilots called ISA+21, inviting them to join us in the social, educational, and sightseeing aspects of our international conventions. I plan to extend this invitation also to the Professional Women Controllers, Inc. We anticipate a mutually beneficial acquaintance and idea exchange that can add new dimensions. No type of organizational affiliation is sought.

It is also our intent to have a career mini-seminar at our Boston convention which will be informative and give our members an opportunity to meet some of our aviation executives.

Careers constitute only one facet of our interests but one that deserves highlighting because of the potential service to our membership.

HEADQUARTERS HOTLINE

COMPUTER FUND STILL GROWING. The computer fund now totals \$16,409.33 including donations from Blue Ridge Chapter, Ft. Worth Chapter; Dortha Hendricks, Indiana Chapter; Geraldine Mickelson, Sacramento Valley Chapter; Becky Thatcher, Michigan Chapter; and the Michigan 49½er Membership Committee in September. The computer is now on site in our Oklahoma City Headquarters and we hope to have some of the necessary software packages ready to put into motion by Thanksgiving. Incidentally, Colorado Chapter plans to turn over some excess convention monies to this fund once all the convention bills have been paid.

99 OFFICERS AND DIRECTORS MET IN OKC DURING OCTOBER. The December issue of *The 99 NEWS* will carry details of this meeting and goals and plans for the organization over the next few months.

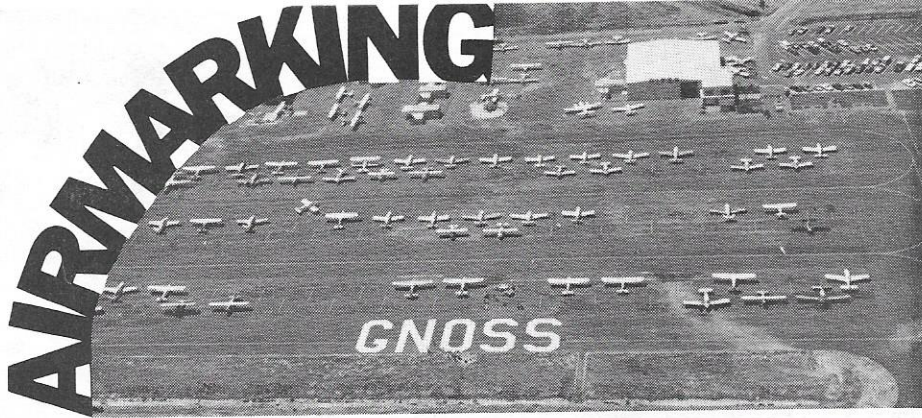
ADMA/NINETY-NINES ANNOUNCE SAT PROGRAM. For several years, ADMA has sponsored an FBO-Student Airport Tours Program. For years, the Ninety-Nines have also sponsored airport field trips for school children as a part of the

overall Ninety-Nines aerospace education program. In either case, fixed base operators all over the country have recognized these programs as a viable way of telling the general aviation story to the youth of America.

Now, the Ninety-Nines have the opportunity to continue playing a major role and, at the same time, receive financial rewards along with recognition within the industry for their contributions.

ADMA and the Ninety-Nines, through the International Aerospace Education Committee, have joined together to promote Student Airport Tours (SAT) through a SAT contest. Any Ninety-Nine chapter can earn a \$50.00 cash prize for the Chapter's Aerospace Education Committee by actively assisting five fixed base operators in setting up a SAT program. In addition to the \$50.00 prize, a cash prize of \$25.00 will be presented to the Ninety-Nines International Aerospace Education Committee for development of other aerospace education projects and activities. Participating chapters will receive appropriate publicity and recognition within the aviation industry for their accomplishments.

Details of the contest are being sent to each chapter aerospace education chairman and/or chapter chairman. Ask about it at your next meeting.



by Mary Jo Voss

HOLY COW! Sandy Petersen is a hard act to follow. I've never seen a neater, more organized set of records. She literally built two volumes of info through correspondence and by traveling around visiting people. After reviewing these I wonder if there is anything left for me to do besides guarding these valuable tomes.

I was formerly South Central Section Airmarking Chairman, as well as airmarking with my chapter times too numerous to mention, so I'm quite familiar with the problems associated with chairing this committee. The foremost problem is getting reports in from chapters. The first thing I would like to ask of this membership is to please, please report your activities to section and to me.

You will forgive me, I hope, if I mention South Central too often, but that's wherein my experience lies. Airmarkings were down for the 1979-80 year in our section. I cannot emphasize enough the importance of this program. It's embarrassing to have to land and ask, "Where the heck am I?" Course, the men tell me, you can nonchalantly buy gas and look at the ticket for the name of the town, or see where the compass rose is anchored on their wall planning-chart, or look at the phone book. But wouldn't it be cheaper and use less time to look down and see a name painted on a runway? But this is the least of it. If weather deviates you, it sure

is nice to see that name and immediately get reoriented.

I'm always reminded of my favorite story about Jan Million and Nancy Smith (Okies). They weren't exactly sure where they were on a X-country when they spotted a water tower. Down they went to read the name of the town — only to see in great big letters, "WATER DISTRICT #3".

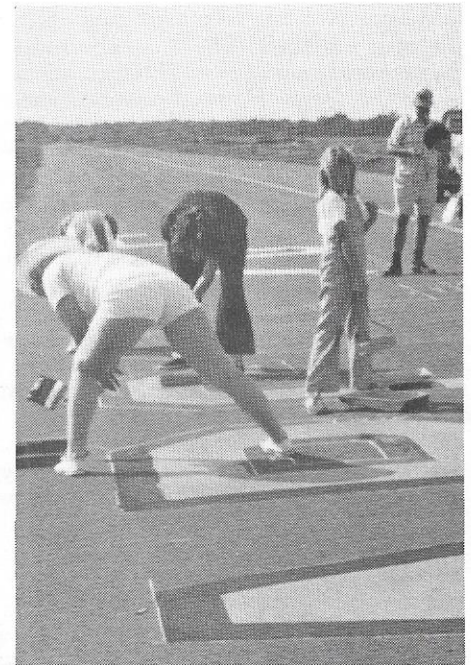
Oops, I'm digressing! Problems of chapters reporting. Sandy devised little cards to make your reports on. I'll be sending them to each chapter soon. Due to the cost of printing, please make copies before you fill it out so you'll have blanks for future airmarkings. I would like to suggest that you make a notation on them of the type surface you painted and the amount of paint you used. Paint is always so hard to estimate because it varies so much with the surface.

My project while chairing this committee will be to compile a permanent record of all the airmarkings completed past and present. So I'm asking that each chapter drop me a list of all the airmarkings you have completed. Or if your section has a list, will the section airmarking chairman send me a copy? The only thing I found lacking in the files was a list or record of airmarkings completed. Previously the federal government kept records of our airmarkings, and apparently our records

were destroyed when they were notified. Consequently we have no record of airmarkings on the international level. I think I have a fairly accurate record of South Central so I won't need any information from them. But I would really like to hear from the rest of you. All I need is the name of the airport and the town/state for this particular file.

Well, that's my first airmarking column. I may not have one in every issue — only if I have something to say to you. Let me hear from you if there is anything you would like to see discussed in this column. Guest contributors are welcome.

Fall is just around the corner (maybe already there for some of you) so get out the rollers, the paint, and the cameras, and get to making "pix" of fannies airmarking.



Next to aerial shots of the finished product, the favorite angle of airmarking photographers seems to be immediately "behind" one of the workers.

To become successful in aviation, women are advised to "Set Goals"

by Wilma Sheets

Anne Gallagher likes the kinds of flying she is able to do as a part of the general aviation industry. "I can't conceive of anything more boring than having a computer decide when I'm going to fly, how high, etc." she said, referring to the airlines.

Recently appointed Associate Sales Manager of Aero Clubs and Flight Training Systems at Beech Aircraft, Anne was the principal speaker at a Kansas Chapter Fly-in at Copeland Airport in Wichita.

Numerous jobs are available for women in general aviation, according to Anne. She offered suggestions for non-flying positions

such as publications, product development and public relations.

In addition, women are finding flying positions in aero clubs, sales and as factory representatives for avionics and engineering companies.

Of course, the FAA is an employer of women as controllers, inspectors and examiners.

She said that often times degrees are required, but that background counts, too. "Know what you can do," she recommended, "and what you like to do.

"Set goals!" she urged. Short term,

specific goals to begin; interim plans to follow; and an ultimate, broad-range, long-term goal.

"And listen," she counseled. "There's always somebody who knows more than you do."

Much has been made in the press recently of the difficulties many women have reported in traveling alone. But Anne, who has been traveling for Beech Aircraft Corporation for three years, claims, "The biggest problem that I've had is that in three years nobody's tried to hassle me when I'm out of town."

FLYING and personal confidence

by Gay Dalby Maher

I know that flying hasn't meant exactly the same thing to each of you as it has to me. But in the fifteen years I was instructing, I met many many students for whom flying was important in very much the same way it had been for me. I'd like to tell you briefly how that was.

When I began learning to fly I was 29. I had a husband and three young children. We lived deep in the country and I had just acquired my first car — a \$40 wreck. I knew I was intelligent, well coordinated, sensible, competent, capable of handling whatever came up as well as or better than most people. Yes, I knew that intellectually, but I didn't feel it at all. I felt awkward, ignorant, confused, and quite incapable of relying on myself. I found that as I took my carefully budgeted half-hour-a-week lessons I responded something like an addict. Immediately after the lesson I felt wonderful. Then gradually uncertainty and tension would build and by the time the lesson was due I would be nervous and very unsure of myself. After I soloed, and as I made solo cross-countries, the uncertainty level was lower, but a few weeks of bad weather would have me wondering again if I could really do it. To make a long story short, by the time I had, maybe, 1000 hours — about 700 of them as an instructor — I no longer felt uncertain about my basic ability to cope with my airborne responsibilities. As my confidence in myself as a pilot had grown, so had my confidence in myself as a person in ordinary life on the ground. That confidence opened me up to all sorts of experience and growth that has made my life rich and full. And I've seen the same thing happen for many of my students, both male and female.

"You could still fly into controlled fields using light signals when I started flying."

Now, I'd like to point out that the pilot experience in 1957 through 1962, when I was acquiring that first 1000 hours, was very different from the experience of the average pilot today. I learned in a Cub — no radio — the only instruments were engine instruments and airspeed, altimeter and mag compass. You could still fly into controlled fields, even Phillie, using light signals when I started flying. In fact, in 1957 you could get a license in that same Cub — no radio navigation, no radio

communication, no instrument capability. Consider, for a moment, how truly alone I was, how much I risked, how much I had to depend upon myself when I went on a cross-country over unfamiliar terrain. Many of you, who've never done it, wouldn't do it. Yet I must tell you I believe you are missing the very best that flying can give you.

I am concerned that today's pilots should fly competently with today's equipment and in today's system. Up-grading — more complex aircraft, radio and procedures mastered — is an important ongoing part of being a pilot. It is necessary to always continue learning to fly. But I am dismayed, and even alarmed, by an associated trend. As we learn to fly within a system that is essentially interdependent, there is an ever-increasing tendency on the part of the pilot to share responsibility for the safety of his or her flight with others. He or she depends on unicom for landing direction, often failing to check wind or traffic, and feels positively injured if an aircraft is flying in the pattern without radio. Today's pilot relies *too much* on air traffic control for separation, and *too much* on flight service for assessment of weather conditions. Each of those things is the real and total responsibility of the pilot and nobody else.

When an airliner crashed on an approach into Washington several years ago, the airline pilots offered as the reason the fact that the controller had failed to warn the pilot of his dangerously low altitude. Such a warning might have prevented the accident, but the reason it occurred was that the crew had failed to fulfill their responsibilities with regard to navigation and altitude control.

So I say to you, by all means up-grade! Learn how to use the aids available to us today and use them efficiently. But I beg you to think hard and often about where the responsibility for your flights ultimately lies. I hope you can avoid the erosion of the best that flying has to give and will find through flying a deep sense of pride and confidence in yourselves.

*These inspiring remarks were made by Gay Dalby Maher at the 5th Annual Greater New York Ninety-Nines Author Banquet. Gay, the author of **The Joy of Learning to Fly** (Delacorte Press/Eleanor Friede), winner of the 1979 Aviation/Space Writers Association Regional Award for **The Best Technical/Training Book**, was a Garden State 99. She died last spring after a long struggle with cancer.*

MOVING?

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

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PS Form 3526 (Page 1)

(See instructions on reverse)

Recent honors

Emily Warner Honored By Aviation Council

Emily H. Warner (Colorado Chapter) received the 1980 Annual Achievement Award at the August meeting of the International Northwest Aviation Council in Vail, Colorado. The award, based on the

person's "promotion of the field of aviation in the INAC area of influence and promotion of public understanding and acceptance of aviation's value to the community," was sponsored by Lucile M. Wright in the name of Amelia Earhart.

Emily, who began flying for Frontier

Airlines in the early '70s, was the first woman elected to membership in the Air Line Pilots Association. She has flown as second officer on a Boeing 737, captain on a Twin Otter and now is a first officer for Frontier Airlines on a 737.

States represented in the International



Emily Warner, Captain for Frontier Airlines, was awarded the 1980 Annual Achievement Award of the International Northwest Aviation Council.

bestowed on women in aviation

Northwest Aviation Council include Alaska, Colorado, Idaho, Montana, N. Dakota, Oregon and Washington. In Canada, Alberta, British Columbia, Manitoba, Saskatchewan, Yukon and the Northwest Territories are represented.

Olive Ann Beech to Receive Wright Brothers Trophy

Olive Ann Beech, Chairman of the Board of Beech Aircraft Corporation, has been chosen to receive the National Aeronautic Association's 1980 Wright Brothers Memorial Trophy. Mrs. Beech is the first woman and the first general aviation leader to be honored with the Wright Brothers' award.

Mrs. Beech was selected for her major contributions to the development of aviation over nearly five decades, and particularly for her leadership in helping develop the United States' general aviation industry to its position of worldwide preeminence.

Mrs. Beech co-founded the Beech Aircraft Corp. in 1932 with her late husband, Walter H. Beech. Upon her husband's death in 1950 she took over as Chairman and President. She continues to serve as Chairman.

Throughout her career, Mrs. Beech has been a champion of general aviation and its evolving role in business, industry, agriculture and the nation's overall transportation system. During her 48 years at Beech Aircraft, the company has grown from 10 employees to over 10,000 with annual sales exceeding \$600 million.

Presentation of the trophy to Mrs. Beech will take place December 12, 1980 at the Wright Brothers Memorial Dinner at the Washington Sheraton Hotel, Washington, D.C. For reservations, contact Michelle Carroccio, Aero Club of Washington, 1629 K Street, N.W., Washington, D.C. 20006, Tel. (202) 296-5584.

Olive Ann Beech was chosen to receive the National Aeronautic Association's 1980 Wright Brothers Memorial Trophy.



Jean Ferrell, Los Angeles Chapter, was posthumously awarded the Colorado Meritorious Service Medal.

Jean Ferrell Awarded Highest Colorado Honor

Jean Ferrell has been posthumously awarded the Colorado Meritorious Service medal by Colorado Governor Richard Lamm for her work in the development of a superior Civil Air Patrol cadet program between 1976 and 1979. The Colorado Meritorious Service award is the highest decoration that the Colorado Department of Military Affairs can award.

Jean was Deputy Wing Commander of Colorado Wing, Civil Air Patrol, with the rank of Lt. Colonel, at the time of her death.

Fran Bera (R), recipient of the Silver Wings Award, shown on the slopes near Big Bear, California with NTSB Air Safety Investigator Wally Funk. Both of these flight instructors love to fly up to Big Bear for the weekend, taking their students along. The students get to learn to fly and learn to ski all in one!



Fran Bera Receives Silver Wings Award

Fran Bera, Long Beach Chapter, was named 1980 Woman of the Year by the Silver Wings Fraternity at the organization's national reunion in Colorado Springs, Colorado on September 26-27. Fran was presented with the Ben Hazleton Award for Flying Sportsmanship.

Fran learned to fly at 16 in her home state of Michigan. She now holds an Airline Transport Pilot license and is rated in single and multi-engine land aircraft, single-engine sea aircraft, and holds flight instructor, helicopter and hot air balloon ratings.

Fran was a designated Federal Aviation Administration Pilot Examiner for private, commercial, multi-engine and instrument ratings for 25 years. With over 20,000 hours, she has been chief pilot for aviation firms, a charter pilot, flight operations manager, an experimental helicopter test pilot, and operated her own used aircraft sales.

Fran is a seven-time winner of the Powder Puff Derby, and has placed in the International Women's Air Race, the Reno National Air Races, and others, including the Great Race from London, England to Victoria, British Columbia. She also holds the world altitude record for Class C-1-D aircraft, set in 1966.

Congratulations, Fran! We're proud of you.

Washington 99 Named Elementary Educator of Year

The American Society for Aerospace Education recently honored Carolyn Curles of Mt. Tahoma Chapter by selecting her as the Elementary Educator of the Year. The award was presented at the ASAE National convention, held in Melbourne, Florida where participants were exposed to a variety of exhibits and speakers in the fields of aviation and space.

Carolyn is a fifth grade teacher at Vaughn Elementary School, Steilacoom, Washington, and also an adjunct lecturer for Central Washington University, directing Aerospace Education teacher workshops throughout western Washington. She is also an active flight instructor and recently earned her Instrument Flight Instructor rating.

Carolyn uses aerospace education extensively in her classroom as a motivational tool to stimulate interest in the basic school subjects. Aviation field trips, a lunar soil sample visit, meeting a professional moon soil engineer, and a light airplane ride are some of the highlights of the year for her fifth grade class.

On Being Special





What makes a 99 a special person? Most of us secretly feel the accomplishment of attaining that first pilot rating is enough to set each and every one of us off from the rest of the world.

Yet at the same time we recognize those among us who stand out even from this select crowd for any of a variety of reasons — for their unusual professional attainments in aviation and aerospace; for their leadership and contributions to the organization; even for the role aviation has played as the focal part of their family life.

Within this issue we have tried to bring you a closer glimpse of some of these very special people. The dedication and struggle along the climb to the rank of airline captain by All-Ohio's Sharon Fall parallels many stories of females in the cockpit. Practice, practice, practice can be the password to success as pointed out by the women on the U.S. Aerobatic team this year.

An example of a busy politician using her flying skills to further her services to her constituents is depicted in Carol Hallet's story.

Betty Rogers and Ace Abramson indicate that women can succeed in the maintenance spectrum as well as the cockpit. Pat Jenkins and her yellow "Woodstock" are doing the work of several cowboys and ranch hands.

And Ada Mitchell Barrett is an example of one of the many loyal and persevering 99s who have served the organization steadfastly and well over a number of years.

These and more are depicted throughout the pages of this issue. We'd also like to give you a passing glance at still others who are each special in their own way.

Geological Survey Pilots

Mary Lou Brown worked for U.S. Geological Survey Agency for twenty years and as its Research Program Administrator managed flight operations for a remote sensing program. Ruby Sheldon flew with Mary Lou (only woman crew) for seven years from the Far Arctic to the Panama Canal and throughout the U.S.A. Ruby flew the B23 and both flew T33, T34, Grumman Mohawk, Cessna 310 and 180, and DeHavilland Beaver airplanes and the Sikorsky H19 and Bell UH1F helicopters. Ruby is one of few Instrument Helicopter Instructors. Their first seaplane cross-country was Seattle to Miami. It took a lot of planning for fuel stops and emergency landing spots crossing mountains with "only floats". On some flights these two would ask each other, "Do you realize that we are being paid to have all this fun?" But they worked hard and were determined to do a

good job for the reputation of women in aviation. Both are very active in 99s and Whirly Girls among other organizations. Mary Lou is a past Phoenix Chapter Chairman.

A Flying Family

Mary Waite, Greater Pittsburg Area 99, learned to fly in 1972. The wife of a pilot, she remembers well her first airplane ride.

"It was a spot landing contest in which my husband was a participant with his instructor. I volunteered to ride with anyone who needed some weight in the airplane. My offer was accepted and I jumped into the airplane only to discover upon our return that I was his *first* passenger. It didn't discourage me at all!"

As soon as her sixth daughter entered school, she started lessons. She was hooked the first lesson and studied hard to obtain her private license.

In following years, she has attained many additional ratings, some 1600 hours, and is an active instructor and aerobatic pilot. Among her current students are a father-daughter team and two of her own daughters.

A Dedicated 99

Alabama Chapter's Juanita Halstead is an example of a member whose accomplishments and contributions to the 99s have been many. A charter member of this chapter (1954), she has continually been an active participant. She has served as Section Governor and in every office for the Alabama Chapter. She is currently Chairman of Flying Activities.

She has contributed to the general aviation community through a term on the Women's Advisory Committee to the FAA and is an honorary member of the Alabama Department of Aeronautics.

Juanita Halstead's continuing contributions to the Alabama Chapter and to her section throughout her years of association with the 99s make her a member to be recognized.



An Inspiration to All

If the "Great Race" meant getting a list of ratings, Ellen Corder of Colorado Chapter surely would have been a top candidate. Ellen is a helicopter pilot for a construction company in the Denver area. After a hard day at work, it's not uncommon to find Ellen "relaxing" in their Taylorcraft, or in her real love, a "Breezy" aircraft.

In addition to helicopters, Ellen is rated in a large number of aircraft including hot air balloons, seaplanes, and the granddaddy of them all, the Boeing 747 as a flight engineer. You might sum up Ellen's experience and say, "If it flies, Ellen Corder has a license to fly it ... or is on her way to getting the rating!"

Mother-Daughter Team

Bruni Bradley (pilot) and her daughter, Bruni, Jr. (navigator), make quite a flying team. Bruni, who began flying in the 1950's, is an AOPA Clinic Instructor and a Designated Pilot Examiner. Among her many feats, she has crossed the Atlantic in a single-engine airplane. She organized the 99s in Germany. Bruni, Jr. soloed at 16 (now 20) in Germany and has a Private License. She's among the 10% women at Annapolis Naval Academy. After one year there, she is doing well academically, has gotten her Scuba Diving License, and sails as crewmember on the Academy's 43-foot yacht. Mother and daughter enter flying competitions together at every opportunity.

Racing is Her Love

Sophie Payton and her twin, Irene, started flying in 1944. Sophie has accumulated 2900 hours along with a number of ratings and a variety of jobs in aviation over the intervening years, but, she says, "Racing is my love."

She has flown in 65 air races, placing in the top ten 45 of those times. She was the winner of the 1978 Air Race Classic.

Not one to keep a good thing to herself, Sophie started the Indiana Fairladies Air Race which celebrated its 20th anniversary this year. She has also introduced 14 different co-pilots to the world of air racing.

Working for More Opportunities for Women Pilots

Mary McCoy entered the world of aviation as a student pilot in 1976. A few ratings and licenses later, she is currently enrolled in the Aerospace Department of Metropolitan State College in Denver where she is working toward a double major in Aviation Management and Business Management.

Also a part-time flight instructor, Mary averages about nine students and has been a great influence on passing the word of women in aviation and the 99s on to others.

Mary's goal is to be in General Aviation Management, and through this vehicle to keep students as well as herself proficient.

ON BEING "SPECIAL"

An active 99, Mary is Airmarking Chairman for the Colorado Chapter.

Carrying everything from passengers to pigs to refrigerators

Santa Barbara's Karen Kahn, a Continental pilot on reserve status, is currently flying for Micronesia Airlines, a private company which uses Continental pilots. She finds international flying fascinating, the people super, and the scenery gorgeous.

As second officer she is backup pilot with responsibility for checking all the aircraft systems before takeoff, as well as establishing weight and balance, a task which is normally done by people at the station when she flies domestically.

The Micronesia Airline planes carry both passengers and cargo — everything from refrigerators, motorcycles, live pigs, vegetables — also, their own mechanics and spare airplane parts, as there are no repair stations on the small islands where they land on short, coral or gravel airstrips. Her trips are usually from 7 to 10 days, originating in Hawaii, then to several islands — Johnston, Truk, Guam, Saipan, etc., Japan and return. They often fly 1,000 feet off the water



Karen Kahn (Santa Barbara) flies everything from "pigs to people" for Micronesia Airlines.

That little face smiling out the window of that big DC-4 is Phoenix member Gabi Thorp co-piloting "Tanker 99" on a grasshopper spraying project.

so the passengers can enjoy the scenery. Between flights, Karen commutes to her home in Santa Barbara.

In Her Father's Footsteps

The daughter of an American Airlines pilot, Jan Dunham has progressed from Private Pilot to ATP since 1973. She has logged over 2200 hours during this time, was employed for two years as Captain on a local commuter airline in the Pittsburgh area, and is currently a charter pilot and CFI for Jetcraft, Inc. The wife of a physician, Jan, like many active 99s, managed to achieve her aviation accomplishments while maintaining the household and raising two sons.

An Inspiration!

Melba Beard, international charter member, began flying in 1929. In 1930, she acquired the highest license of the time — Transport (today's Commercial). Between 1930 and 1933 she operated a small airport, flew in some movies, flight tested rebuilt airplanes, operated and instructed in her own flying school, and commercially flew passengers on rides. During this time she was active in California 99s' flying activities. After marriage, she continued aviation support in contributions like: 1934 Women's Amateur Trophy Winner, 1935 National Women's Race Winner and A.E. Trophy, 1938. Participated in national trial 1-day Airmail Pickup, Wisconsin Civil Air Corps (CAP now), Organized Wisconsin 99s Chapter, earned A&P Mechanic License and restored a 1928 Bird biplane (that she still owns), 1971 Aviation Pioneers Hall of Fame, and she brought a prospect to September's business meeting. How's that for Inspiration?



Jan Dunham is currently a charter pilot and CFI for Jetcraft, Inc.

And More ...

We could mention Gabi Thorp, Ag Pilot, who was Globe, Inc.'s first woman co-pilot this summer. She used Loran in Greeley, Colorado and Lusk, Wyoming to navigate the range land where they sprayed for grasshoppers.

The list could go on and on with inspiring pilots like Ruth Reinhold, pilot for Senator Barry Goldwater, and Marji Crowl, FBO owner, ag pilot, and bomber ferry pilot.

But perhaps it isn't necessary to continue. Just look around and you're likely to see many special 99s in your very own chapter.

Special thanks to reporters Kitty Pope, Phoenix Chapter; Erma Christian, Santa Barbara Chapter; Mary Markiewicz, Pittsburgh; and Barbara Hobson, Colorado Chapter for their contributions to this article.





Many hours are spent in the right seat before one can move to the left seat on any airliner. Sharon is shown here in her earlier right-seat days in the Falcon for Federal Express.

“Absolutely Positively Overnight” *

by Jeane Wolcott

“Express 602 cleared to FL 350.” The First Officer sets 35,000’ into the altitude alerter. The Captain has put the airplane on autopilot and is intent on the radar scope, adjusting it to the 200-mile range, then 100, and down to 50 miles.

“We’re gonna have to go around that line in front of us. Tell ‘em we want to deviate to the south for a while. Looks like we can pick our way through those cells over there.”

“Cleared to deviate as necessary,” Memphis Center responds.

Four hundred miles and one hour later, the Falcon Fanjet cruises on top, nearly six miles above the ground, with clearance to FL 240, pilot’s discretion. The Captain calculates: ground speed 420 knots, that’s 7 miles/minute, 34,000’ to lose at 3,000’/minute is 11 minutes, times 7 miles, add another 10 miles for the anti-ice descent; we’ll start down about 90 miles out.

“Descent/Approach checklist,” commands the Captain, and 20 minutes later the Federal Express Falcon, commanded by Captain Sharon Fall, touches down on runway 19L at Wichita.

There isn’t a day goes by that somewhere in the world some young woman doesn’t wonder what is involved in order to be successful in the aviation world. Not just to be a flight instructor or corporate pilot, but to move in the wonderous world of Falcons, 727s, and DC 10s. This is the story of one

young lady who decided that she would take that very large step.

Sharon L. Fall was sitting on her front porch in Ohio one day in the early ’70s, thinking about learning to fly, when a neighbor stopped by. She discussed learning to fly with him and he encouraged her to give it a try. She called Greater Cincinnati Airport and made an appointment for a lesson after work the very next day. The exhilaration was so great that she quickly obtained her Private license. Unfortunately however, Sharon found that with two children and a household to support, flying had to be put aside.

Sharon was an administrative assistant at West Shell Realty when they hired Sally Brockman. Sally had started to fly and the two would share Sally’s experiences. Sharon got the bug again and went back to flying, but this time with a goal — the 1976 Powder Puff Derby.

Early in January, she attended an AOPA Clinic for commercial pilots, managed to log 98.6 hours in one month, and became a commercial pilot on the 15th of February, 1976. During this time flying entrenched itself deeply in Sharon. She resigned from West Shell, took the children, Dawn and Randy, and headed for a couple of weeks in Florida. During the vacation she came to the realization that she had to keep flying — to instruct, to fly charter, to work at the airport office — anything in order to continue to fly.

Returning to Ohio, Sharon informed her

instructor that she wanted her instrument ticket by the time she left for the Powder Puff Derby. Only six weeks remained and the bank account was reaching an all time low. In May, in order to support her family and fly, she took a job as an administrative assistant to the president of a small firm. The job lasted four weeks. Quite honestly, Sharon told her employer she just ‘had to’ fly. Only another pilot would understand; fortunately, the boss was and did.

The day before All-Ohio 99s Sharon and Salley Berryhill were to leave for California, Sharon earned her instrument rating. Of course, the examiner said, “Now, Sharon, your rating is new. Don’t take unnecessary chances!” The two left from Hamilton, Ohio for the PPD under instrument conditions! What is a ticket for, if it is not to be used?

Not a minute was wasted upon her return. In August, Sharon enrolled in Cincinnati Tech for A and P School. In the same month she also added Instructor to her now growing number of ratings. September brought the multi-engine. Until March of 1978, Sharon went to school, used most of her savings, got to know most of the employees at the Unemployment Office, took on flight students, flew charter and devoted herself to obtaining as much experience as possible.

* “Absolutely Positively Overnight” is the motto of Federal Express.

“Absolutely, Positively Overnight”

During this period, the two children accompanied Mom to the airport, flew with her while she was building time, helped out in the office and worked on the line.

By August 1978, Sharon had completed all the A and P courses and had her license. It was time to start looking for employment that paid more than \$6,000 a year — which is what she and the children had been living on. Borrowing an NBAA book which lists all the corporations that own aircraft, Sharon sent out 700 resumes! She received 700 applications! Her new goal was to work for a company that owned a King Air or larger.

The most promising response came from Ford Motor Company, who sent their Director of Flight Services to Lunken Airport, Cincinnati, in their Convair to interview Sharon. He showed her the aircraft and was impressed enough to ask if she would travel to Detroit for more interviews. After the trip to Detroit, she sat back to await their decision.

While she waited for Ford, Chief Pilot Clive Seal of Federal Express contacted Sharon. He had received her resume but cautioned that F.E. may or may not be hiring in the near future. He said he would get back to her. The next day Seal's secretary called Sharon and asked her to fly to Memphis for an interview. Since the bank account was at an all time low, Sharon borrowed money for a new suit from her mother. Mom also put up the air fare which F.E. reimbursed later.

The first day, the six applicants were given psychological tests and interviewed by a psychiatrist. More interviews with the Flight Managers who reported to the Chief Pilot. Then, another interview with the Chief Pilot.

The following day Sharon was led into a cement block building which housed the Falcon Simulator. She was placed in the right seat and would act as the First Officer. The purpose of the flight was to see if she could fly basic instruments. She took off, did a lot of “yanks and banks”, flew the Elvis holding pattern and all the while, knew she was behind the aircraft (simulator). As Approach cleared her for the approach, deep in the recesses of her mind she knew that she wanted to fly for Federal Express, not Ford, and from the point of that holding pattern on, Sharon nailed the glide slope and executed a perfect approach!

“I’m really a very rational person.”

At the completion of the interviews, the six applicants were sent home and told they would be contacted in eight days. The next day, however, Dawn called her mother at the airport explaining that Federal Express had just called and said they would call back in 20 minutes.

“Come home, Mama, come home!”

Sharon had just arrived as the call came in. Chief Pilot Seal announced that Federal Express would like to hire Sharon Fall! Between the shouts of joy, the crying, the hugging of Dawn, with Captain Seal still on the phone, Sharon kept repeating over and over, “I’m really a very rational person!”

The doing without, the hard work, the striving for the best paid off. In nine days Sharon was on her way. Randy, soon to be a senior in high school, opted to remain with his father so that he could graduate with his friends. Dawn would follow as soon as Sharon got settled.

Once again, Sharon went back to good ole Mom (thank heavens for good ole Moms), borrowed money for the move, painted the house and, on the 15th of September, was on her way to Memphis.

Ground school consisted of four weeks of Basic Indoctrination, i.e. Part 121, orientation on Federal Express, paper work, Falcon Systems; and two weeks in the Cockpit Procedure Trainer. This included 12½ hours with an instructor and 12½ hours with two trainees flying together in the simulator, concentrating on the First Officer duties. There were written tests at the turn of each page.

During the first Falcon ride/check ride, Sharon's partner took the controls as First Officer. An instructor acted as Captain and Sharon rode the jump seat.

“What a neat airplane!” she repeated over and over to herself as the ride progressed. The experience brought her goose pimples and tears rimmed her eyes. The four instrument approaches in the Falcon only increased her awe of the beautiful “Purple Package Eater”.

The following day Sharon successfully completed three landings and approaches. It was the first full step toward becoming a First Officer. The next 25 hours for “line experience” were with a Check Airman or Instructor.

The first of November, 1978 was a day long to be remembered by Sharon and Orly Mitchell, her Training Captain. It went something like this: Sharon was still trying to figure out how to get in the Falcon when Captain Mitchell had completed his pre-flight walk around. She was behind in all her duties and getting more frustrated by the minute.

“Settle down,” Mitchell told her. He went on to explain that each new pilot has to do a million ‘dumb dumbs’. “Get as many as possible out of the way on this trip!” he said.

As the Falcon accelerated for takeoff, Sharon's side window slid open. She had failed to close it securely. The takeoff was rejected. Later, upon their arrival at Huntsville, Alabama, the cargo door, which normally opens hydraulically with a pleasant hum, was screeching as Sharon tried to open it. Mitchell once again came to her rescue.

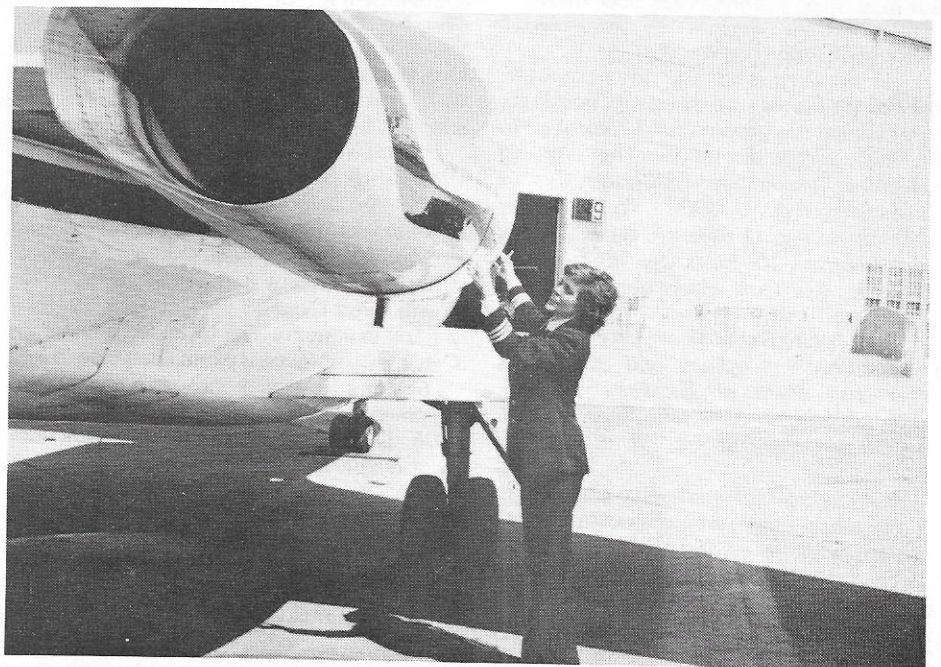
“No, dear, you must unhook the cargo net from the door before trying to open it!” he said.

By the time the two reached the end of the line in Richmond, Virginia, Sharon was well on her way to setting a company record in ‘dumb dumbs’.

At breakfast, Captain Mitchell took several hours to review the trip with her. By the time she finished the day, Sharon was determined to be the best First Officer.

After six months as a First Officer in the Falcon, Sharon upgraded to Flight Engineer

Sharon's days of preflighting the Falcon should be a thing of the past. Now that she has attained the rank of captain, she can delegate that function to other members of her crew.





The cockpit is a little more complex than the light singles and twins that Sharon used to fly, Sharon notes as she explains the workings of the Falcon.

on the 727. As the Flight Engineer, she was responsible for the four systems on the engineer's panel: hydraulic, fuel, pressurization and electrical. On the center panel were the engine gauges.

Sharon comments on her first trip. "I had never flown with the Captain before. I told him I would be pretty rusty." (It had been seven weeks between training and her first flight due to a vacation.) I told him that if he wanted anything in particular, I would try to do it, but not to expect too much. He was a real doll, and I still enjoy flying with him. We laugh now about how green I was. All he said was, 'Get your checklists run; I want to be ready to go when we get to the end of the runway!'"

"That was my priority. I didn't care what didn't get done — my check lists were going to be run and I was not going to cause a holdup at the end of the runway. Did pretty well on that. My big problem — and we still laugh about it — was that I couldn't find the

"My big problem— and we still laugh about it — was that I couldn't find the lights."

lights. My panel went completely dark and I couldn't find the rheostat. Well, they say once you learn to work your chair, you're about 90% on your way to being a Flight Engineer. I would add to that 'and your lights!'"

Besides learning to work the seat and lights, Sharon took on another goal. The perfect trip! She would make no goofs. Prior to completing her first year as a Flight Engineer she had numerous perfect flights to her credit. Time to move on. Next step — Falcon Captain!

The training Federal Express gives its pilots who are upgrading to Falcon Captain is the same as the other airlines. One day is class and lecture on a particular system, say hydraulics, the next day practice in the CPT

(cockpit procedure trainer), going over the normal and emergency procedures for the same system. The CPT looks like the cockpit of a Falcon. It's a simulator that doesn't simulate actual flying, but most of the knobs and dials do move. Emergencies can be simulated and the trainee can get used to going through the procedure of solving them without having to be concerned with flying. An excellent training aid.

On completion of this phase and the oral, the trainee moves into the simulator. The FAA performs a simulator check ride, and after a number of actual rides in the Falcon, the trainee is given a type rating by FAA. Federal Express, however, with an excellent safety record, is not yet finished with the training. An additional 150 hours in the left seat with a training Captain in the right seat are required by company policy. All the various airports in the system are reviewed during actual revenue flights, just to insure the trainee is used to working within the system (FE's and ATC's).

Next, she began flying with a check airman or instructor for 25 hours of line experience; then the final ride with the FAA. Successful completion means FE takes off the training wheels, a fourth stripe is added to the sleeve and shoulder boards, and the man or woman sitting on your right is a rookie First Officer.

On the 4th of September, 1980, Sharon Fall received her fourth stripe. Her long climb toward a career in aviation was fulfilled.

Or is it? Federal Express has 727s, and recently added two DC 10s to their fleet. It's a growing organization and Sharon is bound to reach for the next star that passes close by. After a number of perfect trips in the Falcon

Joyce Case — Production Test Pilot, Beech Aircraft Corporation



Joyce Case — Test Pilot

by Gene Nora Jessen

Joyce Case started her flying the moment her legs were long enough to reach the rudder pedals. Her father built her a series of ever-more-powerful Pitts Specials ("Joy's Toy") in which she flew aerobatics with style and grace. Finally reaching the ripe old legal flying age, Joyce proceeded to win the women's national aerobatic championship three times.

In 1961 Joyce was employed by Beech Aircraft Corp. in her home town of Wichita, Kansas specializing in Bonanza sales, then introducing the new model Musketeer. She built up her flying time and ratings, becoming the first female airline transport pilot in Kansas.

Joyce left Beech to work with her father in a Cessna dealership. She subsequently moved on to the Cessna factory to direct training programs and to demonstrate their new Aerobat. Finally, coming full circle, Joyce returned to Beech Aircraft to manage their Aero Club development and introduce the new twin Duchess.

Just last year Joyce became the first and only woman pilot on Beech Aircraft's production flight test team. Today Joyce puts first flights on Beech airplanes from the King Air models on down the line, proving systems and avionics prior to delivery to the airplane's new owner. Joyce's strong pilot background and experience make her an asset not only to the Ninety-Nines but also the aviation community.

Aviation's Pied Piper

Ida Van Smith — a woman, black, and a grandmother — is also a licensed private pilot, a certified ground instructor, and is working toward her instrument rating. And for the past 11 years, she has opened up the world of aviation to hundreds of youngsters and exposed them to career opportunities they never knew existed.

A retired reading teacher in New York City public schools, Mrs. Smith heads 11 flight clubs — eight in New York, and one each in Fort Worth, Tex., Lumberton, N.C., and the Caribbean island of St. Lucia. Each club has an average of 20 members, ranging in age from three to 19, all chosen from the top of their classes. Explaining why she involves children at such a young age, she says, "I feel that anything a child does very young, he will probably be able to learn better and feel more at ease with than if he waited until he was my age to begin."

Mrs. Smith's first exposure to aviation came at the age of three or four when, atop her father's shoulders, she marveled at barnstormers who performed in her hometown of Lumberton. A desire to fly was planted in her spirit, but decades, a teaching career, marriage, and four children intervened before the fruition of that desire. But opportunities exist today that little black girls like Ida never dreamed of — and it is her goal now to help make those opportunities accessible to youngsters.

At age 61, grandmother Ida Van Smith proves that you are never too old — or too young — for the 'wild blue yonder'.

Mrs. Smith's young charges get a first-hand introduction into the sophisticated world of aeronautics. With the help of volunteer club leaders, they visit FAA installations, like the control tower at Kennedy Airport or air route traffic control centers, and aerospace museums and exhibits. Each child has the chance to sit in the cockpit of the Cessna 172 owned by Mrs. Smith and six other persons. They get the feel of the cockpit controls and the sounds of busy airports. They learn the functions of the instruments and how they work, and the forces that cause a plane to fly.

Once each month, Mrs. Smith invites all of her clubs to attend workshops held at York College in Jamaica, N.Y., where the children meet airline pilots, flight attendants, air traffic controllers, meteorologists, aircraft mechanics, and a host of people whose jobs are related to the aviation industry. Groups are divided according to age, and lectures and

demonstrations are tailored to each age level.

Operational expenses for the flight clubs come mostly from Mrs. Smith's personal funds. Grumman Aerospace Corp. donates \$750 annually, and other financial assistance from George G. Daniel, Executive Manager of the Ida Van Smith Flight Clubs, does not begin to offset the cost of running the organization, which Mrs. Smith's accountants compute to be about \$5,000 a year.

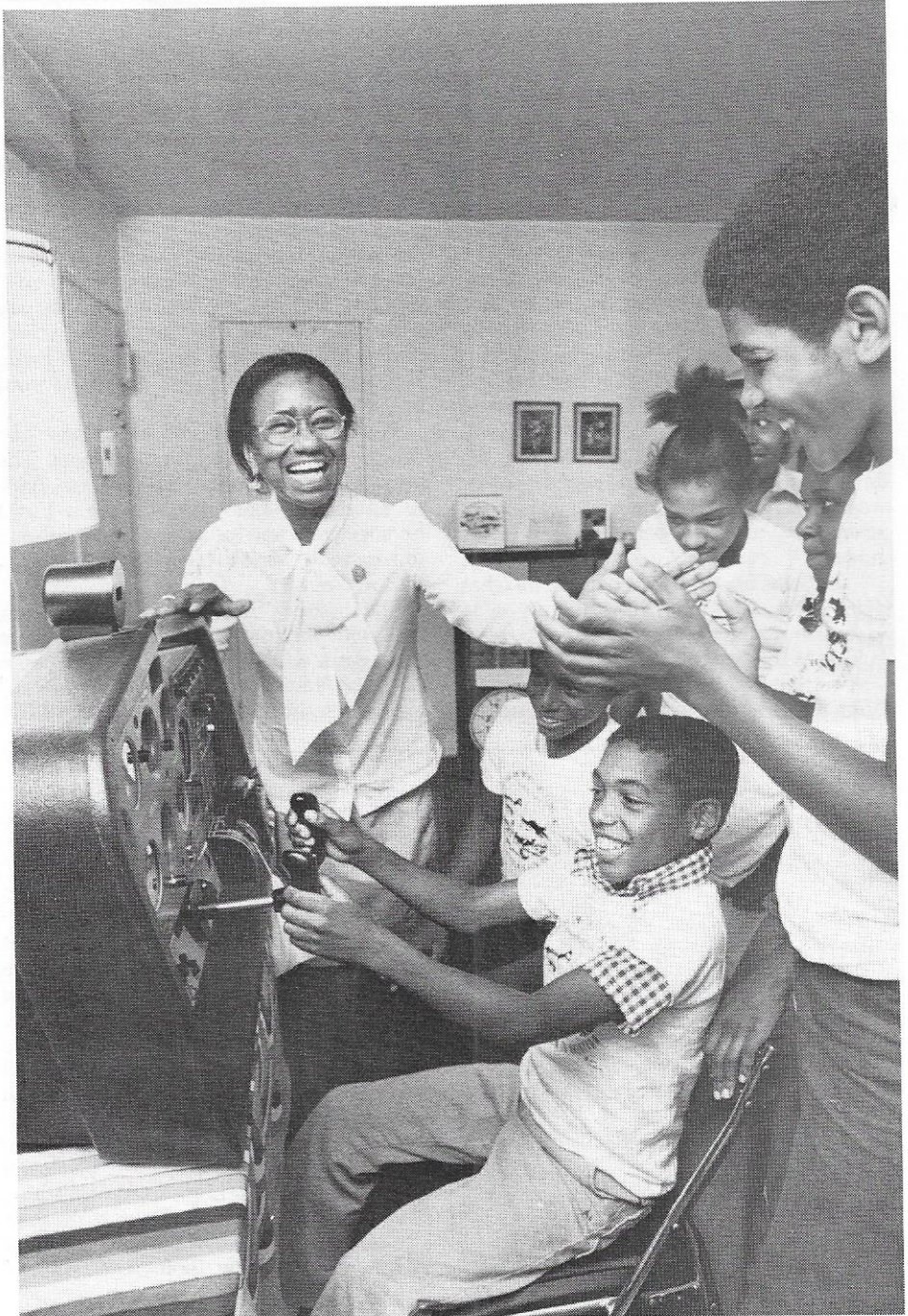
Though funding is scarce, human resources are plentiful. People like Rubie Carter, program director, Hibert Alves, ground instructor, and George Daniel —

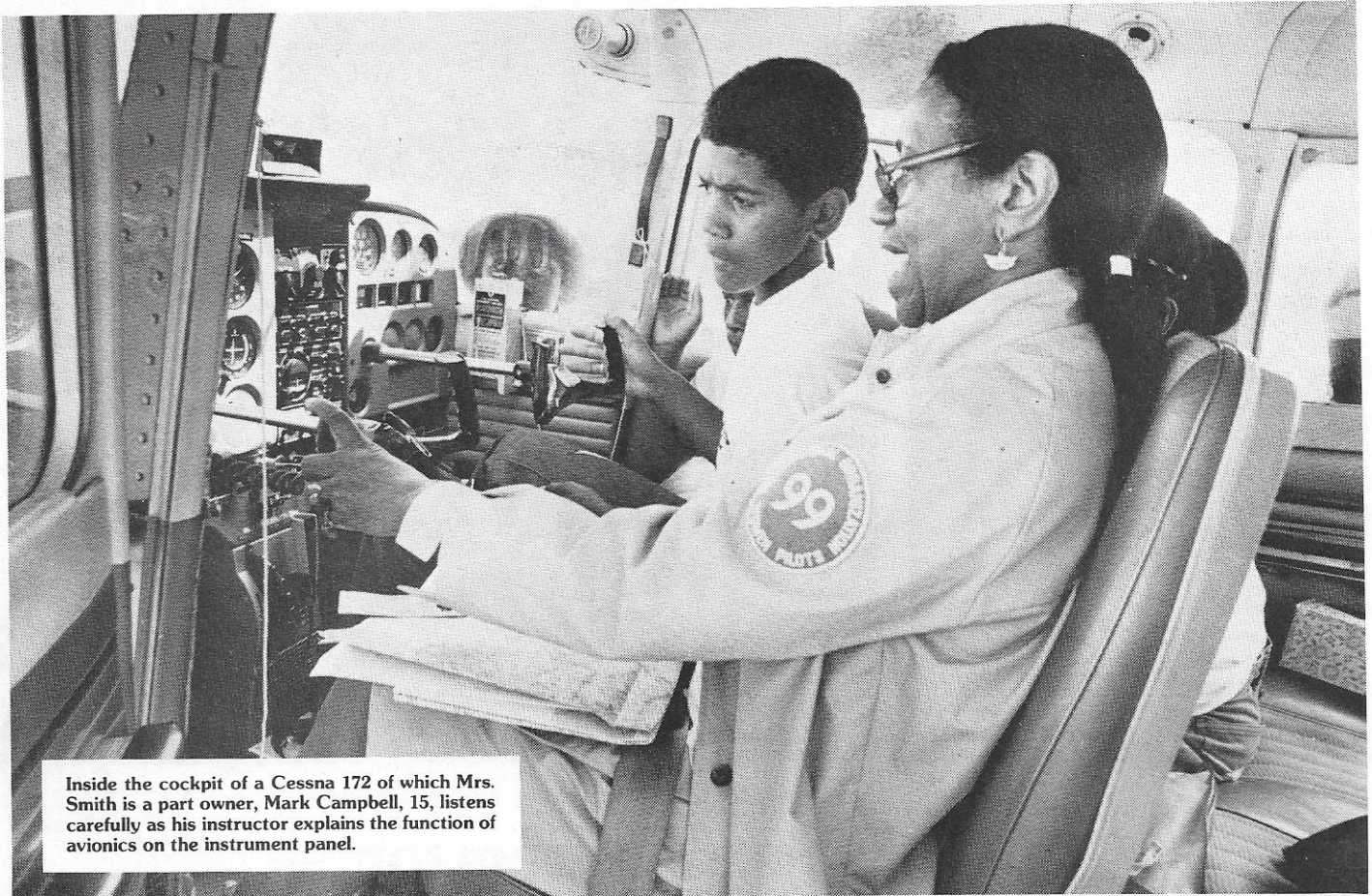
who bought a 12-passenger van to transport youngsters on field trips — have spent several years volunteering their time and talent for the sake of the clubs.

The real reward of the collective efforts of the many volunteers comes when young aviation enthusiasts go on to become aeronautical engineers, flight surgeons, commercial and private pilots, and air traffic controllers. Many of these young people owe their careers to the Ida Van Smith Flight Clubs.

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Twelve-year-old Stuart Wilson delights Mrs. Ida Van Smith and fellow club members as he finishes a successful "flight" on a cockpit simulator. The simulator recreates the actual experiences of a plane in flight. The \$5,000 machine, used mainly for classroom training, was purchased with funds from the FAA.





Inside the cockpit of a Cessna 172 of which Mrs. Smith is a part owner, Mark Campbell, 15, listens carefully as his instructor explains the function of avionics on the instrument panel.

Shangri-La Grand Prix Air Race

ROUND ROBIN AIR RACE OPEN TO ALL PILOTS

**\$20,000 Total Prize Money • \$10,000 First Place
PLUS . . . TROPHIES, LEG AWARDS AND OTHER PRIZES**

Start ... Shangri-La Airport, Afton, Oklahoma
 Tyler Municipal Airport, Tyler, Texas
 Clinton-Sherman Industrial Airpark, Burns Flat, Oklahoma
 Roswell Industrial Air Center, Roswell, New Mexico
 Mathis Airport, San Angelo, Texas
 Laredo International Airport, Laredo, Texas
 James Connally Airport, Waco, Texas
 Monroe Regional Airport, Monroe, Louisiana
 Finish ... Shangri-La Airport, Afton, Oklahoma

Approximately 2000 nautical miles

ENTRIES OPEN: January 12, 1981

ENTRIES CLOSE: February 28, 1981

IMPOUND DEADLINE: April 4, 1981

TAKE OFF: April 6, 1981

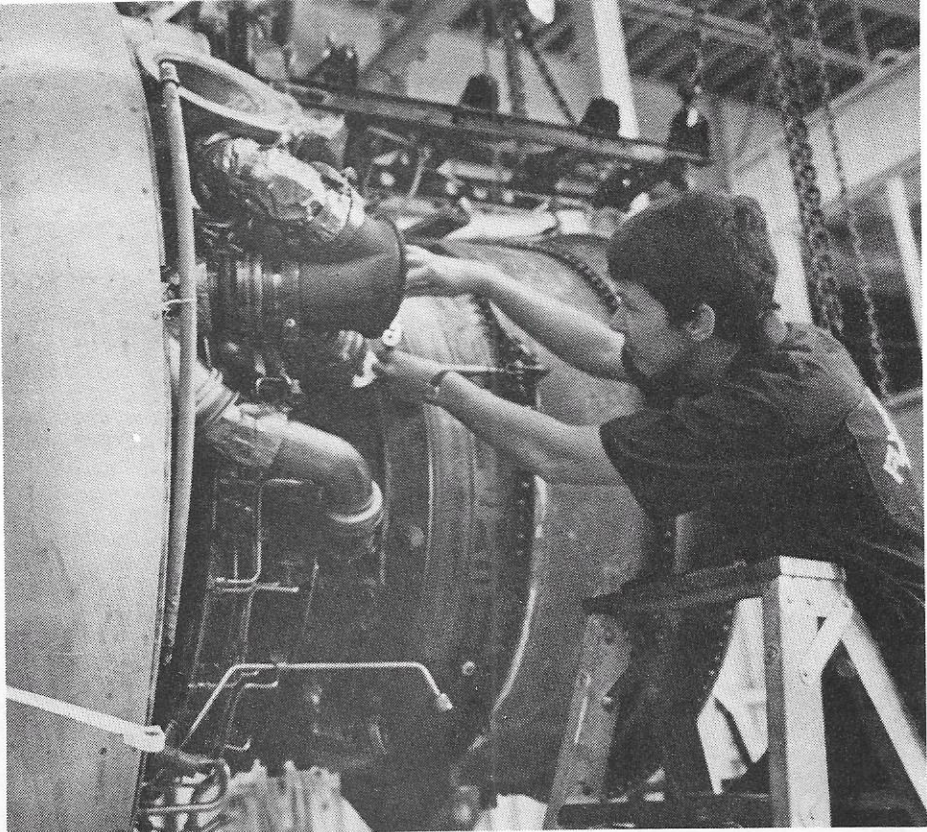
FINISH: April 8, 1981

Entry Kit is available for \$6.00 from: SHANGRI-LA GRAND PRIX AIR RACE, Ltd.

Marion P. Jayne
 1918 W. Banbury Road
 Palatine, Illinois 60067
 312-358-5100

One of Ace's early assignments with Flying Tigers as a mechanic was working on the main gear boxes for the JT9D engines used on the airline's 747 jet freighters.

Ace with her first wing panel for the Acroduster II.



Diana "Ace" Abramson — first female A & P for Flying Tiger Airline

Women who have made their way into the cockpit of corporate jets and airliners have had their share of headlines throughout the last decade. But other areas of the aerospace field once dominated by men are opening their doors to qualified women also.

A new look came to the Flying Tiger maintenance hangar at LAX when Diana "Ace" Abramson became their first female mechanic in 1978. Her entry into that hangar was paved with a varied aviation background, patience, perseverance, and lots of hard work.

After graduating from Cony High School in Augusta, Maine, Ace joined the Navy and served for three years as an air traffic controller. After the Navy, she was employed as a Customs House Broker and cleared many aviation products through customs.

Ace feels there is unlimited promotion potential in the maintenance fields.

Five years ago Ace joined the Flying Tiger Line as a credit representative and then became a stock clerk in shipping and receiving. Not being satisfied with a desk job, Ace began a multi-faceted program to increase her technical skills in aviation areas. She started taking flying lessons and at the same time began a three year course

of study for her airframe and powerplant certificate at the Los Angeles Trade Technical College in the evenings.

A certificate is hard to peddle without practical experience to go along with it, and Ace made sure she had plenty of that too. She joined the Navy Reserves as a jet engine mechanic, and during the same period, started building an Acroduster II, a two-seater aerobatic biplane, in her garage.

All of her efforts have paid off. She received her pilot's license and six months later, her A&P Certificate. Five months after receiving her certificate, she began putting her skills to work as a mechanic for the airline.

"Diana is very conscientious; she concentrates on her work," said John Dewey, senior director-maintenance for the Flying Tigers shortly after Ace came on board. "We like the way she's applying herself."

Ace is enthusiastic about her career field. "I hope I can encourage those women with technical skills to consider aviation maintenance as a career," she says.

To spread the word about opportunities in aviation maintenance, she serves as Co-chairperson for the Wing Scout Program with the San Fernando Valley 99s. She also participated on the Women in Aerospace Panel at the 1979 National Congress of Aerospace Education. The FAA is currently using material from this panel to

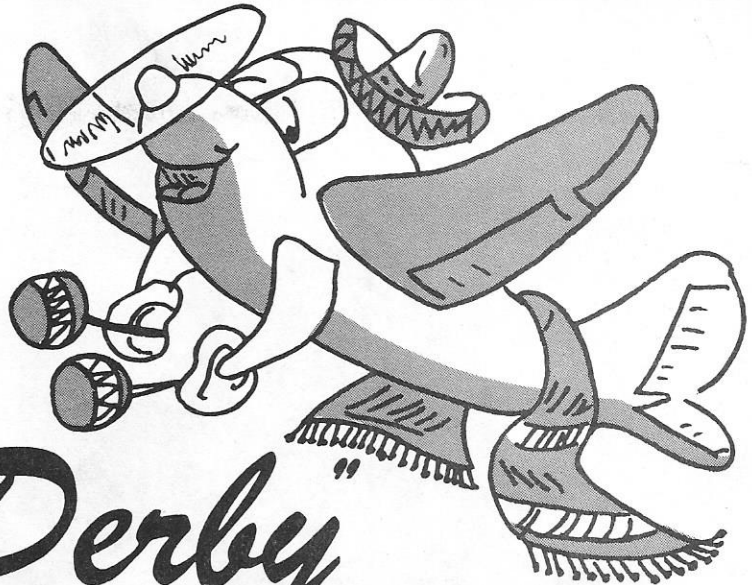
prepare a new booklet on aviation careers for junior high students which should be available in the near future.

Ace feels there is unlimited promotion potential in the maintenance fields. Management opportunities are really opening up because of the heavy amount of retirements occurring throughout the aviation industry as WWII veterans reach the retirement age. Avionics is an especially good area to look into for the future. She is quick to point out that maintenance is becoming more of a technical field and that mechanics don't "get dirty" as our old stereotypes might dictate.

Her own career is progressing steadily with Flying Tigers as her recent promotion attests. She is now a maintenance service controller in the Production Planning Department. To avoid aircraft downtime, Flying Tigers, like most airlines, uses a progressive maintenance and inspection schedule. Part of Ace's job is to see that the necessary maintenance schedule is dovetailed with the flying schedule for individual aircraft, that planes get in and out on time; to hand out the maintenance work assignments to the staff; and to see that everything is properly logged in the aircraft records.

Meanwhile, back in the garage, Acroduster II is also progressing. It is ready to be covered, and Ace hopes to have it flying by spring or summer.

1981



"Angel Derby"

ALL WOMEN'S INTERNATIONAL AIR RACE

FIRM DATES	IMPOUND MAY 4, 1981	TAKE-OFF MAY 7, 1981	FINISH MAY 9, 1981	AWARDS MAY 12, 1981
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ROUTE

LOS ANGELES (Van Nuys Airport) TO ACAPULCO (Gen. Juan N. Alvarez Airport)

VIA: Gen. Rodolfo Sanchez Taboada Airport at MEXICALI;
 Punta Penasco Airport at PUERTO PENANSO;
 Gen. Jose Ma. Yanez Airport at GUAYMAS;
 Los Mochis (under construction) at LOS MOCHIS;*
 Gen. Rafael Buelna at MAZATLAN;
 Lic. Gustavo Diaz Ordaz Airport at PUERTO VALLARTA;
 Playa de Oro Airport at MANZANILLO;
 Ixtapa-Zihuatanejo Airport at ZIHUATANEJO.

MAJOR SPONSOR National Tourist Council of MEXICO	HOSTESS CHAPTER START: San Fernando Valley Chapter of Nine-Nines	AIRCRAFT ELIGIBILITY 1960 and later stock models	PILOT ELIGIBILITY Instrument Rating	GOOD NEWS Landing Fees, Parking Fees and Radio Fees are now all included in the price of fuel for small private planes
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ENTRIES OPEN JANUARY 15, 1981 • ENTRIES CLOSE MARCH 1, 1981 • ENTRY FEE \$300.00

WRITE:

Rules and Application for Entry available November 20, 1980

**ALL WOMEN'S INTERNATIONAL AIR RACE, INC.
 P. O. BOX 9125, FORT LAUDERDALE, FL 33310
 PLEASE ENCLOSE \$5.00**

Race Flyer also available on request — write AWIAR, Inc.

*If planning to fly the route prior to the race, please contact AWIAR, INC. for Important Information.

**Our Happy Flying Amigo courtesy of Bill Matson of San Diego GADO.



Carol Hallett — Assemblywoman with wings

by Wanda Strassburg

Watching the winter sun cast deep shadows behind California hills is almost a daily occurrence in the lives of state legislators accustomed to air commuting to their districts. But, Atascadero Assemblywoman Carol Hallett watches the sun — and all — from behind the controls of her Beechcraft plane, as she pilots herself from the capitol to speaking engagements and meetings that are frequently at opposite ends of the state.

To those who know her, Carol is a very special person. Not only is she the state's first woman to lead a party (Republican) in the legislature, but she's the first sophomore member of the assembly to do so. Her rise to such a post is referred to by many as "swift." (She was elected to the assembly in 1976, then in May 1979, she was elected minority assembly leader.)

Thus, covering the 29th Assembly District — which extends from Salinas

south through San Luis Obispo County and part way into Santa Barbara — is only a part of this politician's job.

"My position as minority leader," Carol explains, "allows me to be even more effective for my district. And, flying enables me to serve in that position without diluting my attention to my constituents. I find now that I am spending even more time in my area."

Carol, 41, represents an area in which the largest employers are agriculture and education. She fights strongly on their behalf. Often, Carol finds herself and her husband, Jim Hallett, manager of Western Agricultural Chemicals Association, Sacramento, commuting from their Sacramento residence to their home in Atascadero. She does all of the housework for both homes, and remarks, "I am proud to be married."

Much of Carol's time, however, is spent meeting people and delivering speeches;

speaking engagements are a way of life for her. Her nearly non-stop oratory is beautifully articulate, and her audiences enjoy hearing her inspiring words.

For example, Eric Brazil of Gannett News Service, Sacramento, refers to her in an article for the *California Farmer* as a "snappy stump speaker." In addition, he relates, "There are those who believe that the stemwinding speech she gave to more than 1,000 farmers and pesticide industry representatives in December 1977, was the most impressive piece of oratory given in the capitol in years."

Judith Michaelson, *Los Angeles Times* staff writer, has said of Carol: "Her manner is at once open and white gloves proper. And, she always makes sure to intersperse her remarks with her listener's first name."

Carol's continuing message to citizens is an appeal to them to lobby their legislators. "It is imperative that we know the wishes of the people we serve," she emphasizes.



A strong feeling of loyalty to the lawmaker exists within her district, as well. To see Carol in action (e.g. greeting constituents by their first names) is to observe a well-groomed, sincere, vital, and obviously well-respected professional.

Formerly a legal secretary, Carol cut her political teeth as an administrative assistant to assembly candidate Bill Ketchum and

“Her manner is at once open and white gloves proper. And, she always makes sure to intersperse her remarks with her listener’s name.”

state senate candidate Don Grunsky. When the late Ketchum went to Congress, Carol continued to deal with national as well as state issues in his San Luis Obispo office. When he decided to bid for a senate seat, Carol was asked to consider campaigning for the position of 29th District Assembly

representative. She won handily against a field of three other candidates ... and she’s been flying ever since.

Aside from her political life, Carol is a member of the San Luis Obispo County Ninety-Nines — an international organization of licensed women pilots. She annually works a stint in the 99 hot dog booth at the Paso Robles Airport Day celebration. In addition, she makes it a point to attend the annual 99 installation dinner to present the group’s “Flying Start” scholarship to its award winner. Such strong, personal interest in everything and everyone is reflected in Carol’s work throughout her district.

As both pilot and politician, the future holds much for this versatile and talented lady. Her takeoff has been smooth, the climb steady, her path true. Her destination ...?

... We’ll be watching, Carol Hallett!

Reprinted from Swift’s Air, Feb.-Mar., 1980. Author Wanda Strassburg is a San Luis Obispo 99.



NEW AIR RACE ANNOUNCED. The Shangri-La, Afton, Oklahoma is sponsoring the Shangri-La Grand Prix Air Race, Ltd. with \$20,000.00 prize money. First place prize money will be \$10,000.00. This will be the first long distance round robin air race open to all pilots, men and women. The start and finish of the 2,000 mile race will be at the fabulous Shangri-La resort. The Shangri-La has 3 nine hole golf courses, indoor-outdoor tennis, indoor-outdoor swimming pools, bowling — all types of activity to keep one busy plus five outstanding restaurants.

Impound for the race will be April 4, 1981, race start April 6th, and deadline to finish will be the evening of April 8th. The Award banquet will be April 10th. See advertisement on p. 17 for details of race route.

NOTE ROSTER CHANGE FOR AIR AGE EDUCATION CHAIRMAN. Evelyn Sedivy, International Aerospace Education Chairman, has just recently accepted a position with the Montana Aeronautics Division as Supervisor of the Aviation and Aerospace Education Programs.

In her position, Evelyn will be flying a Cessna T-41 and a Beech A-36 Bonanza. Her position also provides her the opportunity to actively support the Ninety-Nines to a much greater degree than previously. For your roster update, her new address is: Evelyn Sedivy, Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59601. Phone: (0) 406-449-2506 or (h) 406-442-5075.

Betty Rogers — first female Airworthiness Inspector for FAA

by Judi Brown

The woman who has the distinction of being the first female Airworthiness Inspector for the Federal Aviation Administration is Betty Rogers, Alaska Chapter. * Betty was a bit modest about her accomplishments until it was officially confirmed by computer at the FAA Aeronautical Center in Oklahoma City that she was indeed the first female in the nation, out of approximately 550 airworthiness inspectors in FAA ranks, to receive such a title.

Betty earned her private pilots license in February, 1962 while she and husband John were living at an airport in Texas. "I never thought about it much," Betty admits about learning to fly. "I just went out and did it. I

was married to an instructor, living on an airport, and owned an airplane. There wasn't much to it."

She was encouraged by John and gained most of her experience working with him on aircraft they owned jointly.

The Rogers moved to Alaska for their second and final time in late 1969. Here Betty earned her powerplant ticket in 1977, and added the airframe rating in 1978.

Betty first worked for the FAA at the Anchorage office as an Aviation Clerk and then moved up to become an Administrative Assistant. With an eye to a future chance to upgrade her position, Betty, who enjoys working with her hands (besides pecking on the typewriter), then trained for an Airframe and Powerplant Mechanic rating. The latter was a prerequisite to testing for the Airworthiness Inspector's Certificate.

In her position as Airworthiness Inspector, Betty has some 27 job functions including certifying aircraft for flight schools and taxi operators and investigating accidents and violations. Beginning at the GS-5 level, she receives on-the-job and classroom training, developing to full-fledged Airworthiness Inspector at the GS-12 level in several years. She recently attended a seven-week indoctrination course at the FAA Academy in Oklahoma City. Her on-the-job training involves accompanying a Principal Inspector, and in time being responsible herself to visit fixed base operators, repair stations, and air taxi operators within the Southcentral Alaska region. She checks paperwork to make sure proper records are being kept, performs visual inspections on aircraft, and/or observes maintenance work in progress. Overall, her main function is to insure that operators are meeting standards set by the FAA which govern their particular activities.

Betty has a wonderful time with her job

and speaks enthusiastically of her career opportunities. The fact that she is a woman is no problem. Male mechanics have welcomed her easily and she is treated with respect because "they know how much work goes into qualifying — there's a camaraderie you don't always find with other people." She feels she has made a good move out from behind a desk and typewriter to getting "out on the line" where general aviation activity is actually carried out.

"I was married to an instructor, living on an airport, and owned an airplane."

The Alaska Chapter is privileged to have Betty as a member. She has served several terms in chapter offices, has participated in international and sectional conventions, and has flown in the Powder Puff Derby. We are also very fortunate to have Betty's husband John among our supporting 49½ers. He has seen more than a few of our chapter 99s through their private pilot ratings (including this writer) and some beyond. John is a flight instructor, A&P Mechanic with an Inspector Authorization (IA), and is a designated Mechanic Examiner.

It's a pleasure to know that you can drive through Merrill Field almost any day and see the Rogers' big mobile camper/ground school parked beside their airplanes. You know you're always welcome to stop in for some hangar flying, or maybe even some real flying if the weather is good.

**As this article was being written, Betty was one of two women to hold the Inspector rating, the other being Lana Basler of Portland, Oregon.*

Preflighting an aircraft that remains outdoors in Alaska is no easy job, as Betty Rogers demonstrates.

NOTAM

A limited number of extra copies of the November issue of *The 99 NEWS* are available free to distribute to new members/prospective members, for chapter public relations, displays, etc. Contact 99 Headquarters, P.O. Box 59965, Oklahoma City, OK 73159.

NOTAM TO 99s ADVERTISING IN THE NEWS

Special discounts available to 99s placing display advertising in *The 99 NEWS*. Contact Editor for Rate Card and information on discounts available.





Hallie McGonigal, of Del Monte Aviation, with student pilot Dr. George Knovick. Dr. Knovick has since completed his training and received his license.

A Flight instructor/charter pilot says “Flying is the dream job”

Fly a Carmel businessman to Santa Barbara for a meeting — to San Francisco to meet a connecting commercial flight for a Peninsula doctor — to Wichita, Kansas to ferry back a new aircraft from the factory — to Arizona to deliver cotton seeds for a Salinas Valley grower. Then, an hour practicing touch-and-go landings with a student — a sightseeing tour of Death Valley for a family group — even a scenic trip over the Peninsula complete with champagne as an unusual kind of bridal shower.

It's all in a week's work for Hallie Ruth McGonigal, charter pilot and flight instructor for Del Monte Aviation Company and a Monterey Bay Chapter 99.

Hallie's progress in the once male-dominated field of aviation exemplifies a national trend. Women are filling an increasing number of aviation jobs in private flight schools and charter companies, commercial airlines, the military and related support services. Hallie does everything, including the less glamorous aspects of flying: getting up in the dark at 5 a.m., spending hours studying instrument approach plates, and scraping ice off the wings in freezing weather on a windswept field.

But when you hear Hallie speak of flying — the excitement of viewing the varied geographic configurations in quick succession; the satisfaction of functioning smoothly with the air traffic control system

to execute a difficult takeoff; and the thrill of watching a student separate himself from the ground and everyone else for the first time — you know that she loves every part of her career.

Much of Hallie's success undoubtedly is due to her own personality. A tall brunette with bright blue eyes and a ready smile, she exudes the competence and confidence that would assure any passenger and inspire any student.

“I love every minute of it ... and they pay me for it.”

Hallie did not begin flying until 1977. During her childhood, her father, an obstetrician-gynecologist in San Diego, owned two planes and often took his daughter flying with him. “I enjoyed it,” she says, “but at the time I was showing three and five-gaited saddle horses around the country.”

After high school and college, Hallie worked for the American Embassy in France for three years and picked up a Master's in French on the side. Back in the States, she taught in San Diego secondary schools and married and had two children. During all these years, flying was not an important part of her life.

In 1975 the family moved to Pebble Beach. It was at this time, Hallie says in retrospect, that she was searching for something — she wasn't sure what — to

occupy and challenge her. Then a trip in a small plane with a friend made her career choice clear to her. “It was a beautiful flight. I felt exuberant in the air, and I wanted to be having as much fun as the pilot. I recalled the flights with my dad, everything clicked and I knew this was for me.

That was in February 1977. Six months, much study and practice later, she had a private license. But she didn't stop there. Within a year she earned a commercial license, an instrument rating (which she describes as the most difficult), flight instructor and multi-engine ratings. She admits that it was hard work — “perhaps more difficult for me than for some because I don't have a scientific or technical background.”

Hallie was soon recognized at Del Monte Aviation for her competence and diligence as well as her pleasant personality. With the recommendation of her instructor, she was hired as one of four flight instructors. In addition to teaching, she also is one of nine charter pilots who work for Del Monte. She gets assignments that take her from Seattle to San Diego and as far east as Denver.

Hallie flew in the last Powder Puff Derby with Sandy Pratt, also a 99 from the Monterey Bay Chapter, who has her own charter service company. She describes the PPD as being a lot of fun. But then Hallie thinks everything about flying is lots of fun. “I love every minute of it — and they pay me for it. ... This is the dream job.”

Ada Mitchell Barrett — aviation pioneer, 30 years a 99!

by June Hanson

Ada Mitchell Barrett has been an active member of The Ninety-Nines for over thirty years. As a member of the Washington, D.C. Chapter, she was instrumental in chartering the Maryland group in 1963.

The "Mother" of the Maryland Chapter started flying back in 1928 when she took two lessons from Eddie Rickenbacker. She got her Private Pilots License in 1931 but renewed and received a new license in 1943.

In 3,000 hours logged flight time, she earned many more ratings which were cancelled in 1968 due to serious heart surgery. Her hours were spent piloting many aircraft; when asked to list the types she checked out in, her answer was, "You name it, I flew it!"

Ada has flown in four International Air Races (now known as the Angel Derby) and reckons her longest flight was the one from

"You name it, I flew it."

Canada to the British West Indies. She has many good stories of her early days in aviation and loves to tell them.

A multi-faceted woman, she was employed for 25 years by the Federal Bureau of Investigation but during those years added to her education by studying arts and crafts, radio and communication, stage direction, stage and public speaking, accounting, beauty culture, and attending law school.

Married to Bill Barrett in 1970, the couple enjoyed a few happy years together before his death. Bill, too, was an aviation pioneer having been one of the first private Air Mail pilots and a stunt flyer for the first Air Circus.

Now retired and a widow, Ada's days are full of varied activities. As she says, "I am so busy I don't have time to take care of this

NOTAM

Now is the time to submit bylaws revisions for consideration by the Bylaws Committee. Please send your revision suggestions to Jerry Witbeck, 14911 Lacehaven Drive, Dallas, Tx. 75248, as soon as possible. Deadline for material to be considered is March 1, 1981.

mobile home in Lexington Park, Maryland. I'm glad I sold my three bedroom house as the Health Department would be after me!"

When the U.S. Navy needed an official hostess and someone to train guides for their new museum at the Patuxent River Naval Air Station, they called on Ada. She is now Senior Hostess and Guide at the Naval Air Test and Evaluation Museum and was very recently honored by being voted a member of the Museum's Board of Directors.

In September of last year when the Naval Air Station put on its annual air show, Ada got a call from one of the "big shots" (as she put it!) to report to Operations early in the morning to join Louise Sacchi and Marion Hart, for they were all to be seated in the VIP section for the show.

In response to a note asking for her current activities this is a PARTIAL list from her reply: "I am Commander of the St. Mary's County Civil Air Patrol Squadron and teach aerospace education to the cadets." (Ed note: in CAP since 1938.)

"I'm very active in the Southern Maryland Flying Association, Silver Wings, Maryland Aerospace Transportation Education Association (MATEA), U.S. Coast Guard Auxiliary, Eastern Star, St. Mary's County Historical Society, manager of one of the Commission on Aging Centers, treasurer for local AARP Chapter, hostess for local NARF Chapter, and on the Board of Directors for Southern Maryland Arts and Crafts."

All this plus being an active and dependable 99 who is called on frequently as a member of the Maryland Chapter Speaker's Bureau to talk of her flying experiences in churches and schools and to local clubs, groups and organizations.

Many 49½ers will remember Ada as the Section Chairman who lent a note of mirth to their induction into the Middle East group at recent biannual meetings. But, then, Ada is rather an unforgettable character to everyone.

To list all the offices she held and the tasks she has completed for the 99s over the past thirty years is well nigh impossible, but the last paragraph of a note she wrote to the author last year should reveal that this busy lady has not been slowed down by time.

"I sure am messed up on the Fall Section Meeting this year! As you know, I have a MATEA meeting and I also teach crafts in the county that morning and on Solomon's Island that afternoon. I will have to drive to Section Meeting in Pittsburgh as I am more or less expected to be there due to my being a Past Governor and we are all to be honored. Take care of yourself and I'll see you — MAYBE."

THAT'S OUR ADA!!



Ada Mitchell Barrett

New Ratings

Middle East

Dot Russo - Eastern Pa. - CFII
Betty Jo Ault - Eastern Pa. - CFI
Anitra Ruth - Maryland - CFII, ME CFI, ATP
Karen L. Walker - Garden State - COMM, ME

New York - New Jersey

Ellen Lisi - Long Island - IFR

North Central

JoAnn Sabo - Greater St. Louis - ME, COMM
Rosemary Zander - Greater St. Louis - IFR
Rita Ann Orr - Minnesota - COMM
Clara Johanson - Minnesota - IFR
Jan Porter - Minnesota - COMM
Liza Lobe - Minnesota - IFR
Jan Young - Minnesota - ME CFI
Terry Zeidler - Minnesota - ATP
Lynn Holly - Minnesota - IFR

South Central

Margene Nye - Kansas - ME
Sammy Lambrechtse - Kansas - ME
Pat Gettle - Kansas - CFII
Kathy Collum - Texas Dogwood - IFR

Southwest

Paula DeBois - Phoenix - IFR
Kitty Pope - Phoenix - COMM, ME, CFI, FE Written

Peggy Rader - Phoenix - COMM
Gabi Thorp - Phoenix - COMM/SES
Carol Holter - Orange Co. - IFR
Helen Phillippi - Orange Co. - CFII
Lois Scura - Orange Co. - CFI
Eleanor Todd - Orange Co. - CFI
Kathy Woolsey - San Gabriel Valley - ME

First U.S. Women's Team sweeps world aerobatic championships

by Joan Alyea

The 1980 World Aerobatic Championships, held at Oshkosh, Wisconsin, in August, became almost completely the property of the United States as both men's and women's teams swept the top spots.

The international competition marked the first time that the United States has fielded a women's aerobatic team. The U.S. women — Betty Stewart, Patti Johnson and Paula Moore — brought back medals in all four aerobatic programs. A total of nine women, representing the United States, France and New Zealand competed.

The two U.S. teams were selected at the U.S. National Aerobatics Championships held in October, 1979.

Betty Stewart, of Rockford, Illinois took gold medals in the known compulsory, freestyle and unknown compulsory programs, and the silver medal in the four-minute freestyle event. Team-mate Patti Johnson won the gold medal in the four-minute freestyle flight, and silver medals in known compulsory and unknown compulsory programs. Catherine Marion of France was the only other pilot to place in the top three, winning the silver medal in the freestyle program.

Betty Stewart, who is currently the U.S. Women's Aerobatic Champion, is the first to hold that title in nearly a decade. She was the only female on the U.S. team who competed in the 1976 World Championships held in the U.S.S.R. In that competition, Stewart captured the only medal awarded to a U.S. competitor — the

bronze medal for her four-minute freestyle flight.

Stewart, a former Colorado Chapter member, is a licensed pharmacist and commuter airline pilot. She learned to fly in 1970 and took aerobatic training at Boulder, Colorado. She first entered aerobatic competition in 1973.

“ . . . practice, hard practice, and plenty of it, day after day.”

Patti Johnson, of Burleson, Texas, is a former nurse who is now an aerobatic flight school owner. 1970 marked Johnson's move to the air, and she began aerobatics training in 1974, receiving instruction from Bill Thomas, and Duane and Marion Cole.

Paula Moore, Hampton Roads Chapter, moved to Florida in order to get in more practice prior to the 1980 competition. She learned to fly in 1972 and began aerobatics in 1973.

What are the keys to becoming an aerobatic champion? First, a good aircraft. All three U.S. women fly the Pitts Special. Stewart and Moore own basically stock S-1S 180 hp. aircraft, modified with spring aluminum gear and pressure cowls. Johnson flies the 160 hp. 1,099-pound Pitts S-2S, the prototype of that model.

The members of the women's team believe firmly in practice, hard practice and plenty of it, day after day. “... You can lay off

for a week and feel the difference,” says Moore. All three women accelerated their training programs before the Oshkosh competition.

Time and money head the list of other requirements. The U.S. government, as with the Olympics, does not back its aerobatic teams financially. The teams must depend heavily upon sponsors, donations, and their own resources.

“It's very much a rich man's sport,” Stewart comments. “Most women just don't want to devote the time and money and most women don't have enough money to buy \$30,000 airplanes.” (The factory-built Pitts S-1S sells for around \$35,000.) Stewart also laments the expensive track aerobatics seems to be taking. “It's kind of sad,” she says, “that you have to buy more expensive toys every year.”

The 1980 International Competition saw the absence of teams from the U.S.S.R. and Czechoslovakia. The Russians were 1976 World Champions, and also held the women's championship of that year; the Czechs reigned in 1978. The absence of teams from these countries threw the spotlight entirely upon the United States pilots.

Stewart, Moore and Johnson, while they are the first to compete as an official women's team, are not the first women to enter international aerobatic competition. World competition began in 1960; in 1968, Mary Gaffaney of Miami, Florida, finished 5th in a field of 13 women. In 1972, Gaffaney captured the Women's Championship.

Now World Champions, the members of the 1980 Women's Team are planning ahead, not for the next International meet in 1982 — but to that next competition circled on their calendars — and to practice, practice and more practice.

Two years is a short time; we think these women will be joined by others. Aerobatics can become a way of life. And so can winning.

1980 U.S. Aerobatics teams, slated to compete August 17-30, 1980 in the first USA hosted World Aerobatics championships, consist of a three-female, first-ever Women's team and a five-male Men's team. Front row: U.S. Women's Champion Betty Stewart, Paula Moore and Patti Johnson. Back row: Randall “Chipper” Melton, U.S. Men's Champion Henry Haigh, Tom Collier, Leo Loudenslager and Kermit Weeks.



TENTH WORLD AEROBATIC CHAMPIONSHIPS OFFICIAL SCORES

Individual Pilot Standings — Women

GOLD	Betty Stewart, USA	16,042.5
SILVER	Patti Johnson, USA	15,431.2
BRONZE	Paula Moore, USA	15,230.4
4	Catherine Marion, France	14,333.7
5	Francois Geminel, France	13,082.2
6	Rose-Marie Colliere, France	13,000.7
7	Marianne Roux-Maire, France	11,140.6
*8	Pam Collings, New Zealand	10,763.3
9	Sylvia Peronnet, France	9,354.5

* Pam Collings is a member of the New Zealand Section.



Pat Jenkins

by Gene Nora Jessen

Take a city girl from the lush Washington coast and plant her on the Oregon desert fifty miles from any town. The logical progression is a growing case of isolationitis.

When Pat married Dick Jenkins she became a cattle rancher in the southeastern corner of Oregon. Even driving to the grocery store was a time-consuming undertaking.

The Jenkins built a landing strip on their Barton Lake Ranch, bought an airplane and learned to fly it. Pretty soon Pat was flying their Cessna 185 to the grocery store, and they quickly learned the airplane's value as a ranch tool by running to town for parts and checking on cattle in areas hours away from the ranch house in a pickup.

Pat and the 99s discovered each other and she jumped in as an active and giving member. She served the Idaho Chapter as chairman and through the years has loyally driven some long and slippery miles when the weather was down. Right now she's the

International Great Race Chairman for 99s.

Since there is no high school within a reasonable distance of the ranch, their son has gone off to boarding school in Colorado. The 185 now has a path beaten down back and forth to Canon City.

Perhaps it's normal evolution that a helicopter found a nest alongside the Cessna 185 in early 1980. Learning to fly the Hughes 300 was not a matter of scheduling at the local FBO for the Jenkins. They trucked the helicopter home, flew an instructor into the ranch where he lived for several weeks giving dual, then flew a mechanic in to keep the machine flying. Dick quickly earned private privileges, but Pat didn't bother with that way station, going straight for the commercial.

Pat moves cattle now by helicopter.

Pat now herds cattle twice a day with "Woodstock" (he's bright yellow, what else?). Pat and the machine have replaced a cowboy who had lived out on a remote corner of the ranch keeping the cattle off a road out there. Pat moves the cattle now by helicopter. Pat and Dick wax ecstatic over the wonders of Woodstock. In comparison to travelling by horse or pickup, Woodstock is a magic carpet enabling them to do in a day what has taken a week with ground-bound transportation.

There has been one minor mishap involving the helicopter. One day while Pat was down low herding cattle away from the road, a car came along. When the driver got close enough to see a pretty woman flying Woodstock ... he ran off the road!

WORLD Aerobatics '80

The biggest disappointment for the World Aerobic Championship was the weather, which was not typical for Wisconsin in August. There was a lot of rain, high winds, and low ceilings causing the loss of between four and five days of activity. This hurt the continuity of the contest as well as attendance, which was down from what was expected.

There were, however, some exciting new additions to the contest this year. This was the first contest, for example, where radar was used to track the aircraft while they were in the competition zone. In the past this was done strictly by ground sighting devices and the human eye. The radar was an extremely successful innovation. In fact, it was one of the highlights of the competition. Everyone, from all the countries, commented favorably on it. The bulk of the radar work was done by the Hughes Radar

Systems Group. Their accuracy was uncanny. The framing score was to the tenth of a point, plus the calculating of excursions from the aerobic zone was right down to the metre. This was a big plus for judging the contest.

There were two other new wrinkles in the American version of the World Aerobic contest. There was a new electronic scoreboard upon which the scores flashed shortly after the completion of a flight. The event was also personalized as much as possible by displaying pictures of the pilots on the electronic scoreboard similar to what you see at a ball game.

The Aresti Club, named for Count Aresti, father of aerobic shorthand, was very popular. It was a place where the national teams from each country came together each evening to meet, exchange views and forge new friendships after a hard day of

flying. All these positive elements contributed to the success of the event and helped everybody overcome the uncooperative weather factor.

There were certainly some unusual aircraft designs, such as the Zlin 50 from West Germany, the French Cap 21 and other aircraft usually unavailable for public viewing in the United States. Overall, the World Aerobic Championships contributed a great deal to aerobatics on a world-wide scale in terms of bringing people together, exchanging views, and allowing people from other countries to see what we in the U.S. are doing in terms of development of this sport. It has also provided Americans insight into what other countries are doing re: the types of airplanes they fly, quality of aircraft and the flying skills of their pilots.

New Horizons

BETTY HANCOCK JOHNSON

Mrs. Betty Hancock Johnson of Camarillo, a nationally recognized aerobatic flyer who helped lead the campaign to establish Camarillo Airport, died July 18, 1980, following a year-long bout with cancer. She was 57.

A native Southern Californian, Betty obtained her private pilot's license in 1945, through the Civilian Pilot Training program. The war ended too soon for her to take an active part in it. Betty waited until the final decade of her life to take up aerobatics. She logged more than 1,000 hours in the air with 300 hours in the Pitts Special single-seater aerobatic plane.

Betty purchased her Pitts in 1974 and competed in her first air show a year later — winning first place in the sportsman's class in a meet for pilots from throughout the Western United States. She went on to win several trophies in regional meets for intermediate and advanced aerobatic flyers.

Betty Johnson was a charter member of the Santa Paula Ninety Nines. She served as a judge at numerous aerobatic meets. She also competed in the Pacific Air Race in 1973, from San Diego to Oakland in a 172 Cessna.

Betty and her husband Ken own the Johnson School of Aerobatics at the Santa Paula Airport.

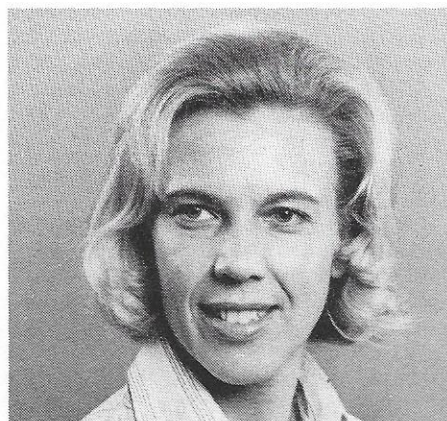
Betty Johnson



Audrey Schutte, NTSB Air Safety Investigator.



Nancy Woods, FAA control tower operator.



Brigitte Wegmann, aviation advertising.

Ely Rickabaugh, aircraft sales.



Pamela McInnes, KPNC radio traffic reporter.



One 99 Chapter's women in aviation

by Misti Vreeland

Driving home from a San Fernando Valley Chapter meeting, I began to ponder the possibilities that awaited me for a career in aviation. When I thought of all the girls in my chapter alone who are working in the field of aviation, I was totally astonished.

We are very proud to have the second female hired by the National Transportation Safety Board as a member of our chapter. Audrey Schutte has been involved in aviation for many years and the Board appreciated her background when they hired her. Then there is Luana Davis, who was recently hired by Federal Express to fly their Falcon Jets. She worked very hard to break the barrier into the world of commercial jets. One of our quieter members also worked hard to break into her field. Ace Abramson is the first female to be hired as an airline mechanic for Flying Tiger Airline. We also have two girls who have recently been hired by the FAA as tower controllers. Nancy Woods has gone through an extensive one-year training program and is now assigned to the Brackett Tower. Faith Hillman has finished a four month program and has been assigned to the Oxnard Tower.

We also have girls who work in the less publicized, though no less important, careers. Brigitte Wegmann is involved with two well known flying magazines in their advertising departments. Shirley Thom and Ely Rickabaugh are involved in the area of aircraft sales. Imagine being able to talk with pilots all day about the merits of the airplane you have for sale! Doris Totans is girl-everything for a man who builds racing planes. Tina Holmes combines work and her love of flying in her job as office manager for a local FBO. Ann Schneider has the tremendous job of owning and running her own FBO.

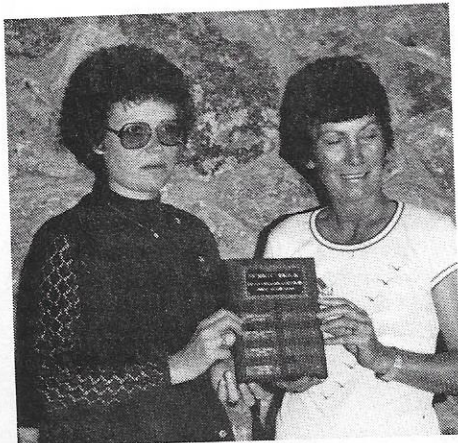
Of course, we have our flight instructors also. Without them we might not be flying. Coralee Tucker gives flight instruction as well as being a grade school teacher. Lorrie Blech loves flying so much that she makes her living as a flight instructor.

Many of you have already read about Pamela McInnes who flies every day for KPNC radio, reporting the traffic during rush hour.

So, where do I fit into all of this? I don't really know. But I do know that there are many opportunities for women in the field of aviation. The girls in my chapter have shown me that.

News, Activities and Projects

chapter



Western Canada Section won the international Aviation Safety Education Award at the International Convention in Vail. Here section members Angelee Keeley of Golden, British Columbia and Jo Harris, of Edmonton, Alberta, accept the award on behalf of the five chapters in Western Canada.

CANADIAN SECTIONS

Canadian 99s brought two international awards home from the International 99 convention held in Vail, Colorado in July.

The Western Canadian Section won the Aviation Safety Education Award. It is presented to the section which accumulates the most points throughout the year for safety projects. Points are also awarded for each member who has had annual proficiency flight training. Chapters in Western Canadian Section accumulated points by organizing seminars on survival, mountain flying, Terminal Radar Surveillance Areas, and other topics; and by organizing courses such as the Flying Companion Seminars, etc. The Western Canadian Section also had a large percentage of their women pilots current through annual proficiency training (APT). It was a proud moment at Vail when

Grace Duke, Nadine Cooper, Mildred Beamish, Margaret Meckelborg, Mary Pyne and Robbins Lischka manning the booth at the Moose Jaw Air Show, June 17, 1980.



the Canadian women were called up to accept the award, as it had been won last year by the East Canada Section, making this the second consecutive time Canada placed first in the international competition.

The Greater Winnipeg Chapter was presented the GAMA Aviation Safety Award for the chapter within the Western Canadian Section which contributed the most points towards the section award. Edna Fowke accepted the award on behalf of her chapter.

In addition to the Greater Winnipeg Chapter, the Western Canadian Section is comprised of Alberta, Saskatchewan, Canadian Rockies and the B.C. Chapters. The Western Canadian Section had about 20 delegates at the Vail convention. Those of us who flew there in light aircraft had a marvelous trip over some spectacular scenery in Montana, Wyoming and Colorado. The heat wave was still on and we had the opportunity to practice what we had learned about density altitude as we landed at airports with elevations as high as 7,300 feet!

The East Canada Section was well represented at the convention with a dozen delegates, some of whom were stopping at Vail as part of an extended cross country flight through the U.S. and Canada. We enjoyed the company of the East Canada 99s and their husbands when they hosted all the Canadian delegates at a cocktail party during the convention.

Apart from the International Convention, Canadian 99 chapters have been busy with other summer projects. The Saskatchewan Chapter manned a booth at the Moose Jaw Airshow, promoting the activities of the 99s. The 10th anniversary of the Saskatchewan Chapter is being celebrated by flying FIRST DAY COVERS to the hometowns of the chapter's charter members.

The Alberta Chapter celebrated the province's 75th anniversary with a unique "fly-around Alberta" project. Chapter members flew various legs of a long cross-country flight around the province, bringing anniversary greetings from the provincial government to mayors of the various cities and towns. At each stop the women pilots were greeted by the press and officials, and welcomed with flowers, and mementos. The route extended north into the Peace River country and south towards the U.S. border.

The Alberta Chapter hosted the Western Canadian Fall Section meeting in Calgary

September 26-28. It was a special 10th anniversary celebration for the Western Canadian Section.

The East Canada Fall Section meeting, planned for October 3rd-5th at the Prince Hotel in Toronto, was the 30th anniversary celebration, hosted by the First Canadian Chapter. Virginia Cunningham of the Eastern Ontario Chapter has been elected governor of the section.

Marilou Comerford of the Eastern Ontario Chapter was the observer in the aircraft which placed 2nd in the Governor General Air Rally at Winchester Park, Ontario.

In spite of strong crosswind conditions, First Canadian Chapter members and their friends turned out for a flour bombing and spot landing competition at the Markham Airport earlier this summer. Governor elect of the East Canada Section won the flour bombing, while the spot landing contest was won by Moses Kiswani. Fred Mundy and Bill Rogers good-naturedly accepted the booby prizes for the spot landing and flour bombing, respectively. Flying competitions are another way that 99s keep their flying skills current while having fun at the same time.

by Roberta Taylor

FINLAND

Biology and technology work together hand in hand in the reindeer country of northern Finland and Scandinavia. The Lapp man or girl who can fly is held in very high esteem in this part of the world.

In the summertime especially, the Lapp people live with their reindeer far from the cities. Aeroplanes and helicopters provide the necessary link between the Lapp people living near the reindeer herd and civilization. Their source of livelihood depends on combining the technological and biological life together. The aeroplane or helicopter — their own or a friend's — arrives every few days bringing supplies, medicine and other necessities. The flying doctor is most important. The aeroplane is also used to take people into town themselves and to other reindeer groups to visit.

In my family, flying and biology are used hand in hand. My husband and I search for the reindeer from the aeroplane. When the herd has been located, my husband examines the reindeer and gives them medication as necessary. He also conducts



Flying Finnish reindeerman or woman landing with herd dogs and food.

many tests and investigations of the reindeer, especially of the mineral content of the meat (reindeer have ten times more minerals than any other meat in Finland). Life is very exciting with reindeer at the center of our family life.

We spoke with our International President Thon Griffith last spring in Finland about our thousands of lakes and rivers, seaplanes, the flying conditions in Finland, etc. She was interested in the exotic life in the northern part of Finland, the life of nature (with technology), the clean food, the beautiful lakes depicted on our flying charts, etc. Our results in energy production using the sun and peat were also interesting to her. We have in our capital city of Helsinki, a combination hotel/restaurant with meeting rooms that might be a possible site for a 99 International Convention in Finland some year.

by Inkeri Kurkela, Governor

MIDDLE EAST SECTION

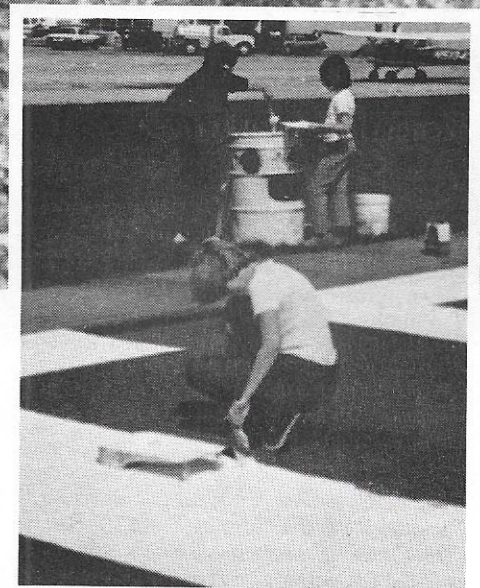
Eastern Pennsylvania

Better late than never comes news of a fantastic Pennies-A-Pound Day at Trenton-Mercer Co. Airport. Several years of weather was enough to want to give up, but Chairperson Kate Macario was well rewarded for her patience when this year the weather cooperated and over 600 people came out for rides. Need I say more?

The 99 insignia permanently marks the spots where the Eastern Pennsylvania Chapter airmarked the Dylestown and Coatesville airports and put us much in demand, thanks to an enthusiastic Laura Fonseca, airmarking chairperson.

Congrats to Kate Macario and Kay Brick, 99 friends for many years and now grandmothers to a darling future 99, compliments of children Michael and Bunny.

Anna Daly and Roberta Entriiken camped cross-country from the back seat of Anna's Cessna 172. The itinerary is exhausting just in the reading.



Eastern Pennsylvania Chapter airmarks Chester County-Carlson Airport in Coatesville, Pennsylvania.

Congratulations to our famous Louise Sacchi on becoming the first woman to win the Godfrey L. Cabot award for "outstanding contributions to aviation" from the Aero Club of New England.

Helen Zubrow and Anne Shields flew in Helen's 182, and Anna Daly and Roberta Entriiken took Roberta's 172 in the Garden State 300 and, as always, made us proud of a job well done.

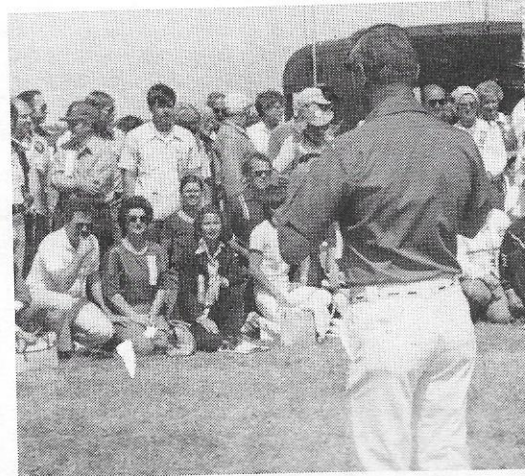
by Arlene Feldman



8th annual Garden State 300. Mary Helfrick conducts pilot briefing raceday morning.



Numbers, numbers ...
More parasite drag to consider.



First, you do a preflight ...

NEW YORK-NEW JERSEY SECTION

Central New York

At the August meeting and picnic at Shirley Ludington's cottage, the new officers for the Central N.Y. Chapter for the coming year were announced. They are: Chairman — Nancy Morgan; Vice-Chairman — Elaine Cost; Recording Secretary — Margaret Calicchia; Corresponding Secretary — Shirley Ludington; Treasurer — Marcia Buller; Membership Chairman — Joyce Revelle; News Reporter — Elaine Cost; Aerospace Education — Suzanne Frazee; AE Scholarship Chairman — Elaine Roerhig.

In lieu of our September meeting, we all met for a picnic at Lake Pines Airport at Skaneateles, New York for the purpose of "spotting" for the "Empire State 300 Race". The October meeting will be to attend the NY-NJ Section Meeting on October 17 and 18 in Albany, New York.

This might be a first on "new ratings" when, on October 4, Virginia Wentzel becomes Mrs. Claude Breed. They had to wait until October because Virginia won't be back from her trip to China until then.

by Elaine G. Cost

Garden State Chapter

June 21, 1980: "Five, four, three, two, one" ... the signal is given ... "Start your engine!" And indeed we did! The adrenalin was pumping fast for everyone involved in

the 8th Annual Garden State 300. This was the big day ... we'd planned for almost a year and finally it all came together on a beautiful, but windy, CAVU morning at Trenton-Mercer County Airport, New Jersey.

Our spirits soared as one by one, 31 airplanes took off into the azure domain of the 99s. Yes, it was our sky today with the help and cooperation of the N.J. Department of Transportation, ATC of Trenton-Mercer County Airport, the CAP and the FBO's at Rudy's in Millville, N.J.; Aldino, Md.; Perkiomen, Pa.; Andover-Aeroflex, N.J. and the Garden State 99s. Special thanks to Co-Chairpersons Doris Miller and Mary Helfrick who did an outstanding job coordinating all the details: organizing, motivating, planning, etc., as well as praying for and getting a "good day guarantee" from the weatherman.

The Garden State 300 is a proficiency contest which tests the flight planning skills of the pilot and co-pilot. In order to win, the pilots must predict their time enroute and fuel burn at 65% power over a course of approximately 300 nautical miles, flying at 2500 feet MSL. The course route is undisclosed until Contestant Registration the day prior to the event.

The night before the contest, the pilots assembled at the Holiday Inn in New Hope, Pennsylvania for a briefing on the details of the flight course, rules, safety tips, weather forecast, etc. It was a long night of flight

planning for many. (A few last minute types were said to be calculating during the bus trip to the airport the next morning!) There would be fly-bys at four airports ... one (Rudy's) particularly hard to find.

At daybreak we were off to Trenton-Mercer County Airport. Preflight check complete, tanks topped, weather briefing and communications reviewed ... the count-down began. Up, up and away ... and around ... "Rudy's, Rudy's, Rudy's ... WHERE ARE YOU?"

Our ten winners had no trouble finding Rudy's, or any of the other airports. Their skillful navigation and pilotage were applauded by one and all at the Awards Banquet that same evening. Trophies were given to the pilot and co-pilot of each aircraft of the top ten. Skippy and Dan Orlitzky finished in First Place. Flying a Piper 180, they scored at 99.93% accuracy for time estimated and 99.68% for fuel burn. Congratulations also to Tony Denito and Dave Oiler who finished in Second Place and Bill Cramer & Phil Kowalski our Third Place winners. Our other winners were: Louie Rezem & Bud Wagner, Fourth; 49½'er Lew Mammel and 99 Wanda Mammel, Fifth; Evelyn Kropp and son Ralph, Sixth; George Apostle and Stephen Riethof, Seventh; 99 Sandra Duma and 49½'er John Duma, Eighth; Bud Fenwick & Don Glovich, Ninth; 99s Anna Daley & Roberta Entriokin, Tenth.

Special trophies were awarded for

Highest Speed Score, Safety, and Best Score by a Marlboro Airport participant.

It was a wonderful weekend for everyone. Good flying, good food, good fellowship.

by Betty Pifer

Long Island Chapter

The Long Island Chapter had a 99 booth at the annual EAA Fly-in at Brookhaven, N.Y. during the summer. It was manned by several of the girls and excellently run by Ronni Minnig.

The Long Island Chapter had two graduates of the 66 program at one time. Nancy "Red" Guernsey, who recently had her first story published in AOPA Pilot, and

"bottom line" for this year! New Chairman, Liz Jordan, let us know that we're in for another busy-dizzy year of work and projects that, in fact, began with the September 14th airplane wash and cook-out at Weiss Airport. Talk about work! Chris St. Onge, Lynne Zeiser, and crew gave it their all to scrub 7 airplanes, while your reporter, along with Stevie Lipnick and others, sweltered in the heat of the sun, combined with the heat from the cookers to cook hot dogs and hamburgers for all comers with cash! Net result: approximately \$200.00 to add to our Convention fund. (So please, anyone out there flying to STL how 'bout stopping at Weiss to buy some fuel from our gracious host, Gene Taylor? He has really

CHAPTER NEWS, ETC.

Joyce Malkmes became private pilots within 16 days of each other. Red won a \$10 bet by being first to receive her license. The wager was made a year earlier at the luncheon in Valley Stream, L.I. which honored the women who attended the first meeting of the 99s. The L.I. Chapter dedicated a plaque at that time, on the old site of Curtiss Field where the first meeting took place in a hangar on November 2, 1929. The plaque now is proudly displayed in the shopping mall that stands on the spot. (Oh, that it were still an airport.)

Girl Scout Aviation Day in June presented by Long Island 99 Nicole Radecki, was a huge success. Fifty two Girl Scouts flew with Nicole, Diane Fisher and Carol Rubman all day. The Girl Scouts also had a mini-ground school class and a hand held balloon flying demonstration.

A tour of Calverton Airport was arranged by Pat Rockwell. Twenty girls and guests showed up and were treated to a tour of the Grumman Aerospace facility including the assembly line of the F-111 and F-14. The group was bused to the runway for a pilot's eye view of the F-14 runup and takeoff. The real thrill of the day was the seating arrangements for individual pictures taken by a Grumman photographer. Each girl had her picture taken while sitting in an F-14.

L.I. Chapter member Diane Fisher and her 49½er Bill started a flying club a year and a half ago. Mid-County Flyers has now become a full FBO at L.I. MacArthur Airport with all rights. Congratulations to you both. You've worked long hard hours to achieve this victory. We all wish you much good luck and success.

by Patricia Rockwell

NORTH CENTRAL SECTION

Greater St. Louis Chapter

After a lovely installation luncheon at Sunset Country Club in August, with everyone relaxing and enjoying themselves, our September meeting brought to us the

been a true friend to the 99s.) Other money making projects are a "Tail Gate" rummage sale October 4th, spearheaded by Donna Stallings, and a Poker Run set for October 25th with Rosemary Zander pushing ticket sales for that one. Narry a weekend to call our own, with the Cincinnati Fall Section meeting October 10-12 (wherein our own Val Johnson will become the new N.C. Section Governor!) — that pretty well takes care of October! From all indications, November & December won't be much easier! And to think that a couple of years ago, we fairly begged for the honor of hosting the 1982 International Convention!

Can't let our other projects fall by the wayside in pursuit of the bucks, however, so our first Air Age Education stint proved to be quite successful for a group of about 40 students at Hazelwood H.S. on September 16th. Barb Wilper lined up an aviation career program with Rose Mary Boyd as guest speaker. More booking for the future are expected. We've also decided to really get serious about a 66 program in our chapter in order to encourage future 99s, along with our current stepped-up recruitment of 99s. Fly-in Chairman, Martha Norman has lotts'a fun trips lined up, knowing that we can't be all work and no play! Gets pretty dull. Outside of the aforementioned, we really don't have too much to do this year!

Mearl Frame (Greater Detroit Chairman) and 49½er, Bill, stopped in St. Louis, Spirit Airport, on the way to the NBAA convention in Kansas City, September 19th. It sure was fun visiting with our former St. Louis member, and no problem whatsoever tucking their beautiful Cessna Cardinal under the wing of our G-II for overnight storage. Looked kinda' cute there!

JoAnne Sabo and Lynne Zeiser had a really fun time flying the F.A.I.R. race September 19-21. Good experience for the first time out, and they are anxious to try another one.

by Jan Pocock

Michigan Chapter

Michigan Chapter 99s met at Oakland Pontiac Airport in September to complete details for the 25TH ANNUAL SMALL RACE co-sponsored by the three Michigan Chapters and officiated by the Michigan Aeronautics Commission. Thirty-five airplanes have entered thus far for this exciting 200 nautical mile round robin cross-country race. Trophies and \$2,000 in prizes will be awarded at Harry Brown Airport in Saginaw at a banquet following the October 4th event.

In other business member Claire Ojala presented a new procedure for awarding the annual MARY VON MACH SCHOLARSHIP to a lucky Civil Air Patrol Cadet. The recipient utilizes scholarship monies for flight training at the Michigan Wing Flight Encampment. Each year the winner is announced at the Amelia Earhart Brunch in January.

Following the business meeting Victor Chrostowski, Personnel Benefits Manager at Michigan Bell, presented an informative and most entertaining program on telecommunications in the future. Our next educational program is scheduled for November at the Detroit Boat Club where Channel 12 Meteorologist John McMury will talk on Meteorology. All Michigan Chapters have been invited to join us and bring their 49½ers.

by June Beers

Michigan Chapter Chairman Mary Anglin pins two new members. Susan Dyer and Nancy Walters are both based at Detroit City Airport.



Minnesota Chapter

The Minnesota Chapter got together September 27 (one of Minnesota's most beautiful fall days) at Elliott Aviation for a plane wash. It all came about under the able direction of Dorothy Bolander, Rita Orr, Rebecca Ruper (66), and Sue Bolander. All members were assigned such fascinating jobs as washers, debuggers, rinsers, and belly scrubbers. Not only did everyone work hard for the success of the event, but we all had fun doing so. The good times continued after the plane wash at the townhouse of Betty Kuechle with good food, good times,

and great memories.

What A Team! Rita Orr and Janice Young are a very special mother-daughter team. Mother Rita has been a private pilot for 40 years and just received her commercial certificate July 19, on her birthday. The team adventure was that daughter Janice was her instructor. Rita was unable to take dual instruction in her single yoke Bonanza, which she has flown 15 years. So she teamed up with Jan in a Cessna 152 at Anoka County Airport where Jan has been an instructor the past two years. Rita moved to Minnesota in the late 40's when she

member arriving with her brand new baby.

Nine members flew to the Northwest Sectional in Jackson Hole, Wyoming, and found the Sparky Imeson Mountain Flying Course very enlightening and enjoyed meeting new and old friends; the raft trip on the river; the chairlift; and a special ride in a King Air over the Grand Tetons.

Many 99s and 49½ers helped "crew" the airmarking of Pearson taxiway at Vancouver, Washington. With a nice 'cool' morning to spur everyone on, the job was finished around noontime.

At 'SALTY'S' restaurant on the



Front row: Ulla Hiatt and Illovene Potter who flew home with the Grand Prize for maximum points in addition to the 3rd Prize in the proficiency category. Back row: Van Adderson and Nancy Jensen who won 2nd Prize in the Mystery Spot Landing contest, Charlotte Kamm, Jean Townsend, Iona Funk and Susan Pal, members of the Greater Seattle Chapter who participated in the Petticoat Derby.

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became a charter member of the Minnesota Chapter of the 99s. Fifteen years ago she received her instrument rating. Both mother and daughter are active members of the 99s and participate in the Red Cross Life Guard Flights.

Clara Did It! Clara Johnson achieved her impossible dream — attaining the coveted instrument rating. Clara, proudly proclaiming her age as 65, passed her written exam with a score in the 90s. And, although many said it couldn't be done, husband, Arnie, was her instructor. Many flights (and a few fights) later, Clara received her instrument rating.

Terry's Number One! Terry Zeidler received a commendation letter from Verdon Kleinemhagen, FAA Accident Prevention Counselor, on being the first instructor in this area to receive the top Phase III Pilot Proficiency award wings. Another achievement of Terry's is her attainment of the Airline Transport Pilot rating. Terry is an instructor at Thunderbird Aviation, Flying Cloud Airport.

by Mary Hudee

Willamette River we held our annual chapter meeting and installed the new officers: Chairman — Mary Hill, Vice Chairman — Beverly Fogle, Secretary — Marilyn (Payton) Wellman, and Treasurer — Olivia Lehmer.

by Madelyn Heesacker

Greater Seattle Chapter

Twenty-three small aircraft participated in the Petticoat Derby that took place from Albany, Oregon on August 23. Sponsored by the Albany Chamber of Commerce and the Willamette Valley Chapter of Ninety-Nines, the Derby was a proficiency race of approximately 250 cross-country miles.

"There wasn't too much cool in the cockpit," says pilot Susan Pal, "when we opened the sealed instruction envelopes to find our checkpoints had been designated by latitude and longitude, something many of us haven't practiced since ground school days." The Petticoat Derby had been postponed from an earlier date when Mount St. Helens had erupted one day prior to the scheduled date, inundating the Albany area with volcanic dust.

On Wednesday, September 10, members of the Seattle Chapter flew to Hillsboro, Oregon to meet with members of the Columbia Cascade Chapter including Chairman, Dorothy Mercer. Ellie Cansdale handed the Chairmanship for Greater Seattle over to Susan Pal who presented a substitute Amelia Earhart medal to Ellie in

appreciation of her two years of service, the silver medallion having failed to arrive on time. Other officers are Karen Anderson, Phyllis Baer and Jean Townsend. Ellie Cansdale will chair the Northwest Sectional to take place in Seattle in 1981.

by Susan Pal

Wyoming Chapter

Rustic Saratoga, Wyoming, was the place selected for a get-together of Colorado 99s and Wyoming 99s on August 10, 1980. A good turn-out for the fly-in enabled members to get acquainted with 99s and 49½ers from the neighboring states which are in different sections. Everyone conversed over brunch at the Saratoga Inn. Members of both chapters thought it was a fun activity and agreed to meet again next year.

by Shirley L. Everett

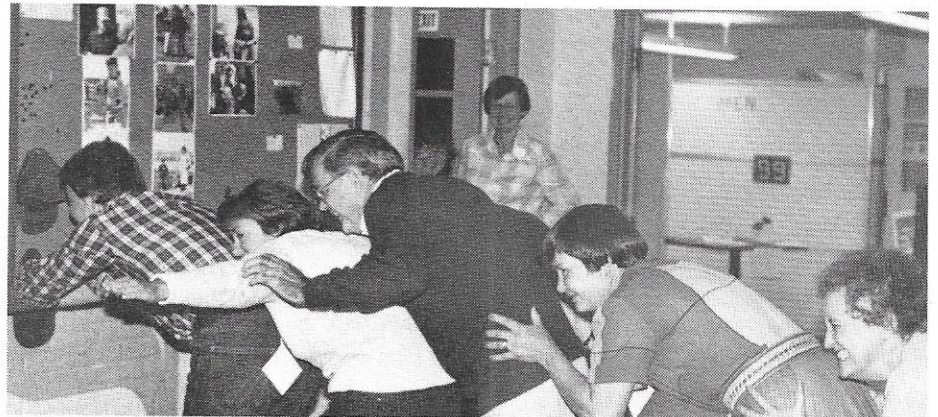
NORTHWEST SECTION

Columbia Cascade Chapter

Volcanic Ash Delays Derby. Postponed from the planned schedule because of volcanic ash, the Petticoat Derby was held in Albany on August 22-24. The Derby was co-sponsored by Albany Chamber of Commerce and Willamette Valley Chapter of 99s. Five teams from Columbia Cascades participated, consisting of Dorothy Mercer, Gayl Caramella, and Hannah Oja; Pegge Blinco, Florence Lee, and Mary Wohlgenuth; Beverly Fogle and Lillian Wager; Joan Jacobsen and Shirley Twigg; and Evelyn Waldron and Iris Byrd.

The annual pancake fly-in breakfast was held at Dietz Airpark on Sunday, September 14, with the usual hard working crew 'flippin and fryin' and serving 250 people. We welcomed, in addition to our usual array of Antique Airplanes and homebuilts, four Antique autos, a Helicopter, Bicycle 'built for two', and a

"It'll never get off the ground," say spectators watching Kansas Chapter taking their turn at being the entertainment at recent Section meeting.



SOUTH CENTRAL SECTION

Fall SCS Meeting in Nebraska

Nebraska Chapter had a grand time

hosting the South Central Section's Fall Meeting in Lincoln, Nebraska, September 26-27. The weekend began with a Friday evening party which included delicious pork barbecue (which had been cooking in the parking lot all afternoon) and home-grown sweet corn (canned especially for the Sectional by Nebraska 99 Eleanor England), and entertainment involving all the 99s in attendance. During the evening, Wayne Anderson, Director of the Nebraska Department of Aeronautics, on behalf of Nebraska Governor Charles Thone, proclaimed the week beginning September 27 as "Women in Aviation Week" in Nebraska.

On Saturday morning, 99s attended the biannual business meeting and then boarded buses to Offutt Air Force Base near Omaha for an afternoon tour arranged by Maj. General Andrew Pringle and fellow officers. The outstanding tour included a general briefing plus visits to the Strategic Air Command Underground Command Post, a modified 747 which serves as the National Emergency Airborne Command Post, and the Bellevue Aerospace Museum. Ninety-Nines learned a great deal through the informative briefings and demonstrations and also greatly appreciated the gracious hospitality provided by SAC.

After a busy afternoon, 99s and guests attended an evening banquet MC'd by Nebraska 99 Mimi Haworth, and relaxed to local radio announcer Bill Wood's "Golden Years of Radio."

Outgoing Section Governor, Linda Hooker installed new Section officers, Nancy Smith, Governor; Mary Byers, Vice-Governor; Carole Wheeler, Secretary; and Pat Mlady, Treasurer; and also presented a special award to Oklahoma 99, Nema Masonhall, for having attended her 50th consecutive South Central Section Meeting.

On Sunday morning, 99s and 49½ers gathered at the Lincoln Airport for a weather briefing and continental breakfast — and some hangar flying waiting for southern skies to clear — before winging off for home.

by Sharon Meyer

Golden Triangle Chapter

In spite of the fact that we are a bunch of "hangar bums", our chapter was able to provide a very elegant and gala affair at the Cibola Inn, Arlington, to install our 1980-1981 officers. Sue Maddock of the Dallas Chapter installed the following: Chairman, Jennifer Stewart; Vice-Chairman, Mary Wheelock; Secretary, Beverly Stephens; and Treasurer, Judy Bruce. Outgoing officers sighed (in unison) a big relief. Our thanks to them for a job well done!

Up, up and away — there goes Beverly! Bets are placed — will she make it? YES! Third time really is a charm. On August 16th twenty-five interested persons including chapter members, 49½ers, prospective

members, and guests gathered at Caddo-Mills Airport to take demonstration glider rides. Everyone was "gliding thru the air with the greatest of ease", everyone that is, except Beverly Stephens. Her first ride was too short ... so they let her go again. On the second ride, the tow plane lost power on takeoff. On the third try — yes, the third try — the ride was, "Well, it was terrific!", said Beverly.

by Connie Hull



The pause that refreshes ... Houston North members Elsie Collie, Gail Cielinski, Diane Mercer, Mary Trusler, Marcia Sullivan, Ann Young wind up the airmarking of Hooks airport.

Houston North Chapter

Beginning A New Season. A hazy September morn in Porter, Texas dawned at 8 a.m. at Williams Airport as the Houston North 99s gathered with paint and rollers. The third air-marking of the year since the chapter's charter presentation last October went smoothly and rapidly till 2 p.m., ending with refreshments and some flights around the patch with a grateful local pilot so we could check out our work from the air. Looked great!

Other events of the month in a more social atmosphere included a fly-in to Hilltop Lakes for good eats and a swim in the Country Club's Texas-shaped swimming pool. One lucky chapter member attended that event in an AT 6! Houston North looks forward to its exciting second year with newly elected officers and new ideas!

by Marcia Sullivan

Kansas Chapter

Ann Gallagher of the Wichita Beech Aero Club who is the Associate Manager of Beech Aero Club and Flight Training Specialist along with Carolyn Westerman and Judy Pendregraft assisting, hosted the 6th Annual Beech Aero Club Round-up in Shangri-La Airport in Afton, Oklahoma the weekend of the 23rd of August. Shangri-La is certainly a beautiful place to fly-in for a weekend. Look it up in your AOPA book.

Maureen McMaster plans to sponsor a Flying Companion Seminar, with the help of the Kansas 99s, for women in Kansas. Also on the Kansas agenda for future activities

would be a trip to Kansas City Center. And also maybe a trip to Oklahoma City to visit the high pressure altitude chamber. A much needed aerospace education program for the schools in Kansas is another project of the Kansas Chapter and of Maureen's. So the Kansas 99s are encountering a busy year ahead.

The Kansas Chapter has been privileged to talk to two women from the Australian Section. Nancy Wells attended one of our meetings while in town to visit our many airplane factories. Much was shared from each. Mary O'Brien, also from Australia, came to our fair city of Wichita the week of September 18-25 for training at our training center for Learjets. She came as a co-pilot. They made three stops for refueling enroute to the U.S., at Marshall Islands, Solomon Islands, and the Hawaiian Islands. Many of the Kansas 99s were honored to eat dinner and visit with her as she was an inspiration to all of us.

by Carol Lanning

Oklahoma Chapter

Lela Loudder Harding, WASP 43-7 and new member of our chapter, and Nema Masonhall attended the WASP Reunion in Disney World and the memorial services for Jackie Cochran at Patrick Air Force Base, Florida. Lela is a former 99, having belonged to the Dallas Unit of the Texas Chapter. Also, Helen Turner Holland, former Missouri Valley 99, is in the process of joining the Oklahoma Chapter. This will make all WASPs in the OKC area 99s.

At our Chapter Installation of Officers at Norma's, Dottie Young was presented a token of esteem by the Oklahoma Chapter for having been a 99 for 40 years.

Marge, Lucille and Arlene attended the IFF Convention in San Diego. Rita and Leonard Eaves made their annual EAA pilgrimage to Oshkosh. Rita helped in the hospitality tent and gave lectures. She has been doing all right in golf, too.

The Oklahoma Chapter turned out a goodly number for the Fall Sectional in Lincoln — touring Offutt AFB and winning the Governor's Award for the second year in a row.

by Nema Masonhall

SOUTHEAST SECTION

Florida Panhandle Chapter

The Panhandle Chapter recently met with 49½er Col. John France for a "briefing" on the F-15 Eagles of the 33rd Tactical Fighter Wing at Eglin Air Force Base, Florida. John's wife Nan was past chairman of our group and has since moved to Langley Air Force Base in Virginia.

After showing films on the performance of the F-15, the group was allowed on the flight line to get a "first hand" look at the cockpit.

Lunch and a business meeting were held at the base hospital cafeteria which is under



Col. John France explains to Fran Biele that there really isn't any room behind the pilot's seat for her luggage and hair dryer. Waiting for their return in the cockpit are Stuart Brown and Billi Hilton.

the supervision of Dietician Winkie Fortune, also of the Panhandle Chapter.

Another interesting meeting this summer was held in Panama City at Betty McNabb's home overlooking the beautiful Gulf of Mexico. Col. Charles Hammett, Past Commander Flotilla 16, of the Coast Guard Auxiliary, gave a slide presentation on "Hypothermia — Cold Water Survival." In our area we usually think of boating accidents in relation to hypothermia, but pilots flying over water should be aware of this problem also.

by Stuart Brown

SOUTHWEST SECTION

Golden West Chapter

Golden West Chapter has done it again. I'D RATHER BE FLYING is the title of a new and unique book published by member, Donna Vasko. She collected aviation one-liners, transformed them into calligraphy and produced 100 pages of humor and beauty. It's the gift book for every pilot. She has offered us a 10% discount as a fundraiser and will be extending that to all chapters in time for Christmas gift-giving. Thanks, Donna, and Congratulations!

At the recent Southwest Section Meeting, Julie Ames was voted Pilot of the Year. Aerobatic pilot, flight officer for Hughes Airwest and a busy, enthusiastic ambassador of goodwill for all pilots, we are all extremely proud of Julie. You'll be hearing a lot more about this 99.

Mark your calendar for December 7th at 3 p.m. We have bought out the Hillbarn Theatre in Foster City, California for a gala showing of "Natalie Needs a Nighty" with a champagne reception to follow. The theatre group is well-known in the S.F. Bay area for quality productions, and you are all invited. All proceeds go toward a flight scholarship, tax deductible. For more information, contact Golden West Chapter at P.O. Box 136, San Carlos, CA.

by Geri M. Wiecks

Los Angeles Chapter

Los Angeles Chapter members held their

annual Installation and Awards dinner early this month at Norma Futterman's. The party started early with swimming and a marathon competition at the pool table — we never did decide who won! After a sufficient attitude-adjustment period, the members and guests enjoyed a pot-luck dinner. The new officers installed were: Mary Firth, chairman; Aileen Pickering, vice-chairman; Eugenia Rohrberg, secretary; Sally LaForge, treasurer. Tracey Rice, who had flown in from Florida for the occasion, won the trophy for Los Angeles Chapter Woman Pilot of the Year; Aileen Pickering won the second-place trophy.

Thirteen Los Angeles Chapter members attended the Southwest Section meeting at San Luis Obispo. All agreed that the highlights were landing at Vandenburg Air Force Base and a tour of Hearst Castle at San Simeon. Some of us were entertained with brunch and an auto tour of the area by June Scruggs, who has moved to Los Osos.

Virginia Showers won a "Win the World" trip on TWA. She leaves October 6 for 28 days in Egypt, Jordan, Israel and Greece.

Speaking of trips, Jane Vaughn and 49½er, Link, flew to Alaska in June. They logged 31 hours of flying time, including 18 hours of actual IFR. Weather forced them to travel many times in other forms of transportation, including car, jet, train, ferry and shank's mare. They report that C210 N6454N performed perfectly.

The last weekend in September, Los Angeles Chapter held its annual Flight Instructor Revalidation Clinic, in conjunction with Accelerated Ground Training. Over sixty instructors attended the successful three-day event.

by Norma Futterman

Monterey Bay Chapter

The Monterey Bay Chapter 99s are sponsoring the Salinas His and Hers Great Pumpkin Classic. The air race, sponsored in conjunction with the Salinas Owners and Pilots Association (SOPA), will take place on November 1, 1980. Teams will be made up of male and female pilots. The 300-mile route will cover the Salinas and San Joaquin valleys in California.

The chapter celebrated its 15th anniversary banquet at the Thunderbird, a combination restaurant and bookstore, in Carmel, California. Slides were shown of the chapter's history, including airmarking days at Salinas, Monterey, and King City Airports and various fly-ins.

Sandra Pratt and Lynne Kastel, representing the chapter, will fly as pilot and co-pilot in the Pacific Air Race — from San Diego to Santa Rosa.

The chapter has purchased the film, "General Aviation — Making the Difference," and has already shown it to service clubs such as Kiwanis and Rotary. The film, both passionate and informative, has been well-received.

by Lynne Kastel



Eleanor Todd (left) turns over Orange County's chairmanship to Bev Allen (seated). Other incoming officers are Marcie Mauthe, secretary; Lois Scura, treasurer and Carol Nielsen, vice-chairman.

Orange County Chapter

The Orange County Chapter held their Pilot of the Year Banquet on July 10th at the South Shore Yacht Club in Newport Beach. This year a fourth place award was given due to the closeness of the third and fourth place points. First place went to Linda Cannon; second place to Eleanor Todd (for the second year); third place to Carol Nielsen; and fourth place to Bonita Kent.

The Banquet was also the time for the newly elected Officers to accept their posts. Past Year's Chairman, Eleanor Todd, handed over the gavel to the new Chairman, Beverly Allen. Vice-Chairman is Carol Nielsen, Secretary is Marcie Mauthe and Treasurer will be Lois Scura.

by Gwen Haynes



Orange County Chapter's Pilot of the Year winners are Eleanor Todd, second place; Carol Nielsen, third place; and Linda Cannon, first place.

San Gabriel Valley Chapter

Our first meeting of the year was a pot luck dinner held at the home of Marion Marriott. A delicious dinner was followed by homemade ice cream made by Amanda Whisenand. Jenny Beck won our annual scholarship. Yvonne Waldbott showed slides of the International Convention at Vail, Colorado. Yvonne Waldbott, Joan Winter and Marion Marriott attended the convention.

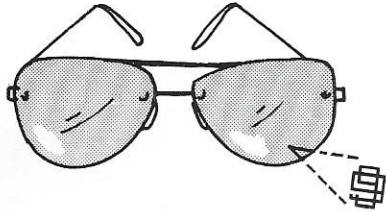
To promote general aviation, we had a 5¢-a-pound flying day at Cable Airport on Saturday, September 27. One excited little boy about to go on his first airplane ride was telling everyone he was going to Hawaii!

by Nancy Gordon

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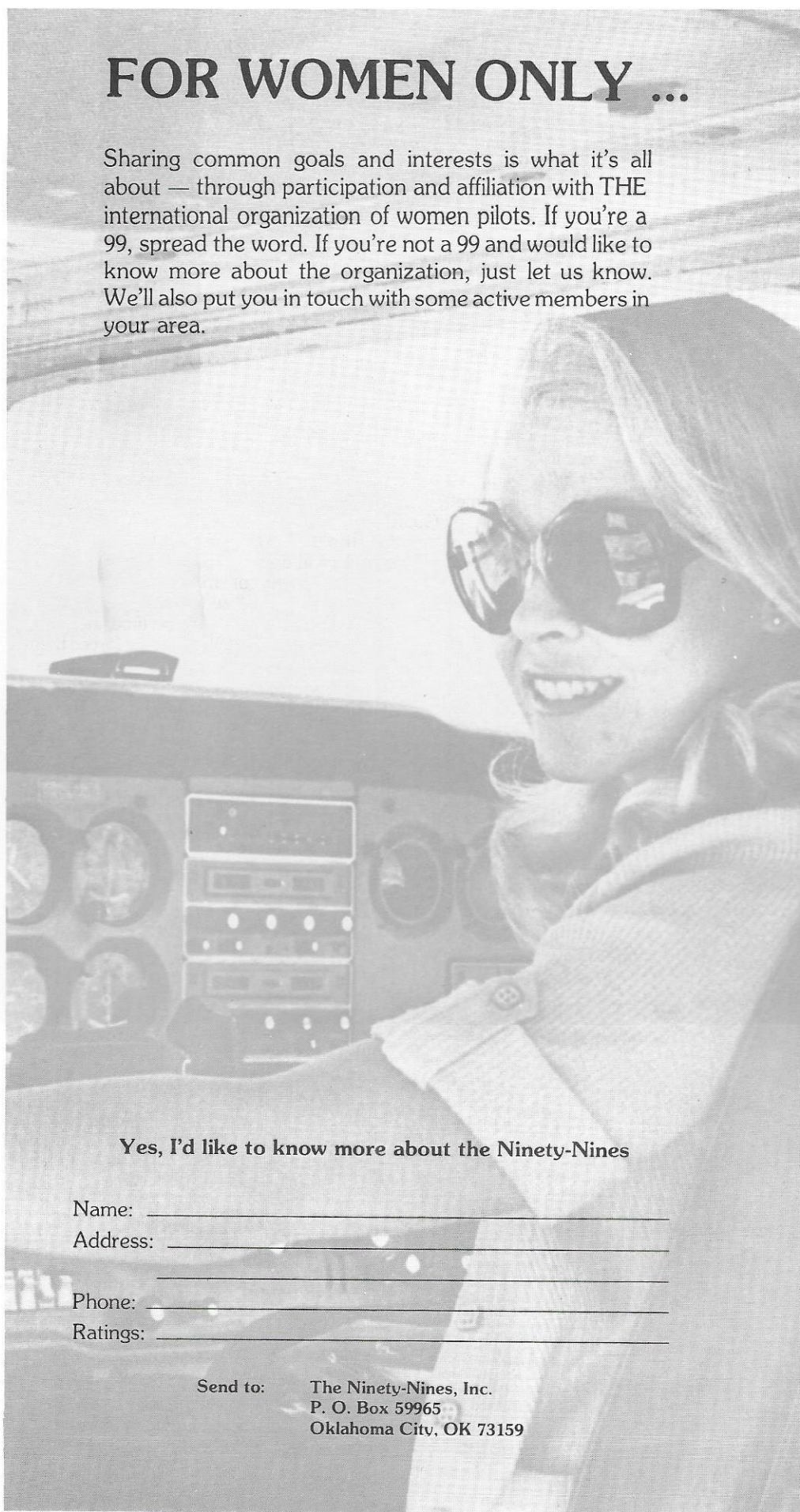
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N99CZ belongs to All-Ohio 99 Connie Zimmerman Huffman. Connie has recently acquired her balloon rating plus her instructor rating. When not pursuing her government career as a senior control tower operator at Don Scott Field, Columbus, Ohio, Connie is out teaching, demonstrating or just plain enjoying the thrills of silent flight.

Photo by Art Pfalzer

