

Women now allowed to fly

New breed of Air Force pilots take command

By LEANN ROBY
Battalion Staff

Until now, Air Force (AF) women have been allowed only to ride in AF planes. But soon, in command of those roaring, howling engines of AF transports and trainers will be the first group of women pilots ever to be trained by the AF.

Second Lt. Carol A. Scherer, an AF Institute of Technology student in Meteorology at A&M, has been selected to be in the first AF pilot training class for women. Scherer, one of eighteen girls chosen AF wide to participate in the program, will be in the first class of nine women to begin Aug. 23.

Twenty-two year old Scherer, who says her normal mode of dress is jeans, T-shirts, and tennis shoes, said that even though she has always wanted to be a pilot, she hasn't always been interested in the military.

When she began attending college at the University of Oregon, she said she never even considered the military and had "sort of a closed mind about it." Even after taking a series of career counseling tests which indicated that her talents might be suitable for a military career, she said she still considered the military as a "last resort."

At the same time she was parachuting with the Jump Club at the University of Oregon where she became more interested in flying, but still was not interested in the military. She later saw an advertisement in the school newspaper that said, "learn to fly with AFROTC" and then decided to give them a call.

When she called, she found that not only could women not fly, but women couldn't get scholarships either. AFROTC was only giving scholarships to pilots at that time, and women couldn't become pilots. However, they did send her information on the AFROTC program and told her that she could attend their summer camp with no obligation to join the program.

Free trial, no obligation

Upon reviewing the information sent to her, she decided that there is more to the military than she had previously realized. She said she felt that she owed it to herself to go to the camp and find out just what they had to offer. She attended the camp the summer before her junior year, after which she joined the two year AFROTC program.

"The whole time I was in ROTC I kept asking if they would ever open up pilot training to women," she said that at the time, women were not permitted to fly because of a public law that states females in the AF are not allowed to participate in any type of combat. "Until now," she

added, "the AF never differentiated between combat and non-combat pilots. But now that they have, women are now eligible to fly non-combat planes."

She said that the first she heard about pilot training for women was when she read a newspaper article covering an AF General's retirement speech in which he mentioned that the AF was considering opening pilot training up to women. She then "took the initiative" and began to pursue the situation.

Scherer was told that women must meet the same qualifications as men who apply for pilot training. Applicants can be up to 27 1/2 years of age, must have 20-20 vision, be 5 feet 4 inches in height and within a certain weight range, must have normal blood pressure and good physical health. Any type of physical defect would disqualify an applicant. Also, those applying must score well on a special test for pilots and navigators.

She also found out that once an applicant has passed all the qualifications and applied, their application then goes through a series of channels and ends up at Randolph AFB (the Military Personnel Center) with the Selection Board for Pilots.

18 taken out of 56

"I figured that out of the 3,500 that qualified age-wise, one half of that would qualify physically, one half of that would want to be pilots and there would be around 500 applicants," Scherer said. "As it turned out, there were only 56 qualified applicants and they chose 18 of us."

Scherer said that the reason there were so few women that made application was probably due to the fact that the AF only accepted applications from women on active duty at that time. "If those of us chosen do well in the program," she added,

"and the AF thinks it's a viable program, they will probably accept people into military programs and put them into pilot programs right off."

Scherer has been at A&M for almost one year studying meteorology through one of the AF's continuing education programs. In January, she joined the A&M Flying Club and has had her private pilot's license since June. "I decided that if I was going to try and be a pilot, that it would be good to have my pilot's license. But I had always wanted to have that anyway," she said.

Scherer will finish her training at Lackland AFB in San Antonio on Aug. 23 for the Flight Screening Program. She will be there for one month, in which she will learn to fly a plane similar to the Cessna 172, the plane she learned to fly with the A&M Flying Club.

The girls will also receive "intense academic training" where they will be taught the basics about flight and aircraft performance. They must succeed at Lackland to go on to regular pilot training.

On the 29th of September, the girls will report to William's AFB in Arizona for their actual pilot's train-

ing, where for one year they will learn to fly jets. Once they graduate from here and receive their wings, they will then be assigned to the specific plane they will be flying.

"For the women," Scherer said, "that means mainly transports and trainers." After they have their wings, she added, they can go on to become instructors or trainers. "That's what I want to do," she said.

In many cases, she said, after one has been a pilot for five or six years they are given rated supplement which means that they train for something other than being a pilot. So eventually, Scherer expects to return to her meteorology training and may someday become a weather offi-

cer. "But hopefully not for a while," she said.

Scherer said that she is beginning to get nervous about her pilot training — but not nervous about flying, just about the social aspect. "I want to be a pilot, and I'm not scared about that, but I am scared from a social point of view. I'm just an average person; I'm not a publicity person. I don't really like to be under the spotlight that much either, and everyone is going to be watching us."

Scherer received a letter from the commander of the Air Training Command that said, "You will face many challenges next year, and winning your wings will require special

effort on your part. Many people will be interested in your progress, your problems, and your achievements, as your success will have a lasting impact on the AF." He went on to say that, "We'll expect maximum effort from you."

Scherer said she thinks it's great that the AF is letting women into pilot training. "For too long it's been a male, macho type clique," she added. She also said that she doesn't think that it's her achievement in particular, but an achievement in the AF for them to let women into pilot training. "I am part of the situation," she added, "and I was lucky enough to be in the right place at the right time."

BULLETIN BOARD

WEDNESDAY
A&M Wheelmen meet for a short informal bike ride at Rudder Fountain, 6 p.m.
Bridge Club meets MSC 228, 7 p.m.

THURSDAY
Summer Classes end, final exams begin.

FRIDAY
Final Exams, second session.
Commencement, speaker Tom D. Cherry, G.R. White Coliseum, 8 p.m.

SUNDAY
Chess Committee meets, MSC 140, 6 p.m.

TUESDAY
Animal Science Symposium, key note speaker Dr. Kunze, Rudder Tower 701, 1:30 p.m.

City Council to consider gas rate rise

Consideration of an ordinance raising gas rates paid by College Station residents is the main topic on the agenda for the city council meeting Thursday.

The rate increase was first asked for last March by A. L. Bartley, local manager of Lone Star Gas Co. Bartley has said the proposed rates would increase the average College Station consumer's bill by about 80 cents.

The council has also scheduled a public hearing on the question of rezoning a 10.3-acre tract on the east side of the East Bypass approximately 2500 feet south of the intersection of the East Bypass and Harvey Road. The request is to change from a single family residential to an agricultural open district.

The council will also discuss the drawing of boundaries for implementing the ward system. Councilmembers were to have made appointments to a citizens committee which was to have drawn up the boundaries but a September 1 deadline for submitting the ward boundaries is near, leading to speculation by some councilmembers that the council may have to draw up the lines.

The meeting will begin at 7 p.m. in the Council Chambers of city hall, 1101 Texas Avenue.

Are your health insurance premiums too high? Interested in low-cost coverage? For an appointment call Jess Burditt III or Phil Gibson, CLU, 822-1550.

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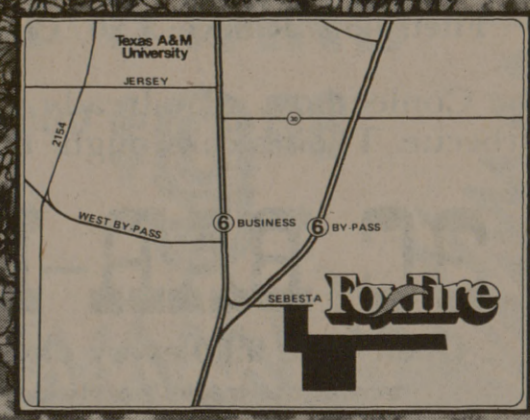
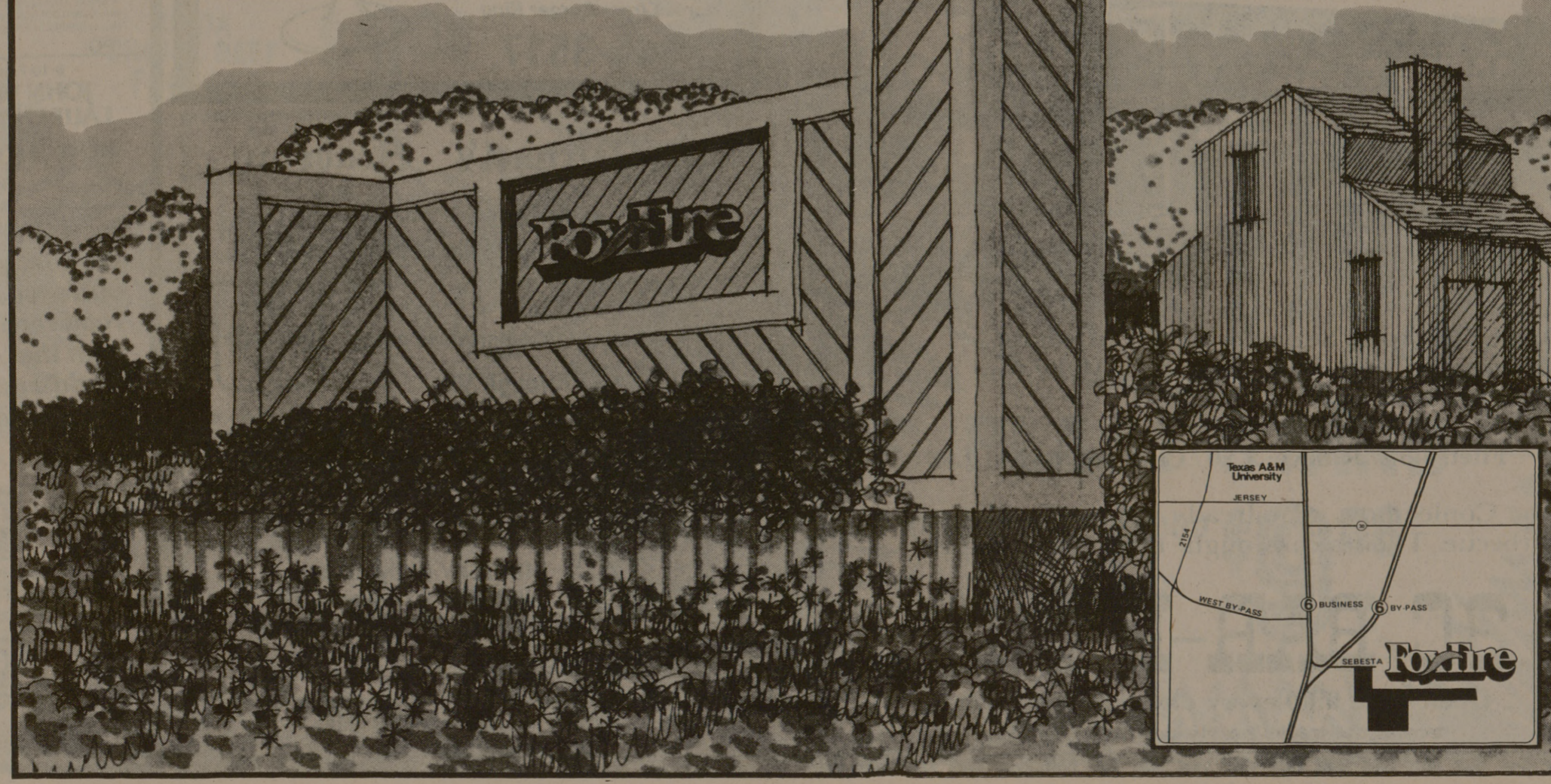
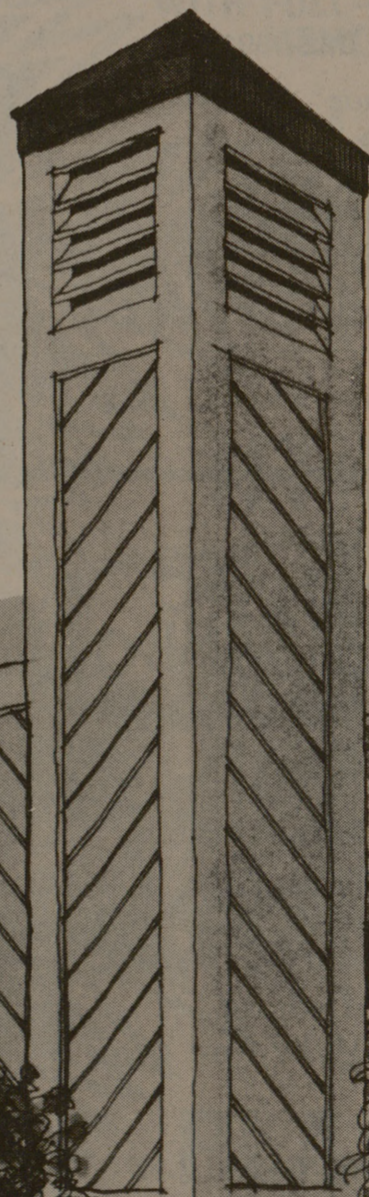
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Foxfire... 1-acre wooded homesites at in-town prices... that's quite a lot.

Foxfire will soon be one of the prestige neighborhoods in Brazos County. You can be a part of it now — even if your dream home is a few years away. Foxfire is 91 wooded homesites on 159 acres of land. It was conceived as an alternative to the hustle and the hassle of the in-town subdivision. Foxfire is a scenic enclave for a special kind of family who can come to terms with the natural environment. The home sites are large (1-3 acres). There is room to breathe, room to live life to its fullest. The terrain is varied, the vegetation natural and lush. Great marshes, open fields, and 100-year old oaks that will someday shade the world of your home. The amenities of Foxfire are what you would expect in a country subdivision of the first class. There is a swimming pool in Foxfire. A swimming pool is a definite appeal to the creative person. All of the essential services are available. And yet it is quiet and peaceful. The covenants that govern the use of Foxfire homesites are uniquely responsive to the lifestyle of the landowners. The prohibitions are limited: no mobile homes (or other

temporary living structures), no open fires (or other activities that endanger the forest), no practices that abuse the rights of others. There is a minimum requirement for heated space (1800 square feet) but no restriction on design or exterior material. In brief, Foxfire's deed restrictions grant each home owner the freedom while protecting the freedom of his neighbors. Foxfire is located in a scenic area, easily accessible by automobile. Major arteries lead to other communities in Bryan and College Station (as well as the highway to Dallas and Dallas-Fort Worth) beyond the entrance to Foxfire. The best land in Foxfire will be a pleasant surprise. You can own an acre of wooded land in Foxfire for about the cost of a 100-foot lot in a city subdivision. The resale value of Foxfire property cannot be guaranteed but most buyers assume this property will never sell for less than it does today. Terms are available to buyers who qualify. Bring the family to Foxfire and see for yourself. Foxfire may be the place you have looked for to live fully and invest wisely.

- PHASE 2 NOW OPEN!**
- THE AMENITIES**
- Large homesites (1-3 acres)
 - Dense woods and vegetation (pristine may be the word)
 - City water service (individual house meters)
 - Septic sanitary service (approved by Texas Health Code)
 - Cable television (Midwest Video Corporation)
 - Electric utilities (Bryan Utilities)
 - Regular refuse collection (independent contractors)
 - Telephone service (General Telephone)
 - Cul-de-sac streets (for maximum privacy and safety)
 - Neighborhood park (but no memberships, no dues)
 - Bridle path (ok for joggers, too)
 - Lighted street markers (built from natural materials)
 - Fire hydrants (for protection and insurance ratings)
 - Seal-coated streets (the same as Rosemary Drive)
- THE RESTRICTIONS**
- No mobile homes (or other temporary living structures)
 - Minimum home size (1800 square feet/heated space)
 - No requirements on exterior materials (wood, brick, glass is ok)
 - Limitations on livestock (based upon lot size)
 - No redivision of a home site (one home per lot)
 - No activities that endanger the forest (or abuse the rights of neighbors)
 - No encroachments (50-foot street setback/25 feet from each property line)
 - No neighborhood association (no joining/no fees)
 - No property taxes for the year 1976
- THE COST**
- A one-acre tract in Foxfire sells for about the price of a 100-foot lot in a Bryan-College Station subdivision.
 - Terms are available for those who qualify.
- THE TIME TO ACT**
- The time to act is now. Certain lots are already committed. Other lots are being considered by builders and families like yours. If you ever want to live in Foxfire (even if it will be a few years before you begin your home) the time to buy land is now.



- PHASE 2**
- Foxfire Phase 2 will include exactly the same amenities and will be governed by identical deed restrictions to Phase 1.
- No bond has been posted to guarantee completion of these improvements since, in some cases, work will be completed simultaneously with work on Phase 1. In other cases (particularly seal coating of streets) this work will be completed as winter weather permits.
- In every case, however, all improvements in Phase 2 will be complete prior to January 1, 1978.
- THE CREDITS**
- Land Use Planning: Vernon G. Henry AIP & Associates, Inc.
 - Consulting Engineers: Bryan Engineering & Surveying Corp.
 - Construction Supervision: Marcal, Inc. Commercial Constructors
 - Development Financing: First National Bank, Bryan
 - Consulting Architect: Timothy Kneipp AIA
 - Graphic Design/Advertising: Joe Buser & Associates Advertising/Public Relations
- For more information call: 779-1799