

Volume 13
February, 1987
No. 2

THE 99 MEN



Ninety-Nine Captain Beverly & her crew



Women on the Move

In this issue of the "News", we are proud to feature the professional woman pilot. Women working as professional pilots make up a significant part of our organization. We have members flying for major air carriers, commuter lines, and air express companies in addition to the many flight instructors, FBO's, charter pilots and the numerous other flying professions.

My congratulations to Captain Beverly Bass of the Golden Triangle Chapter and the entire crew of the American Airlines flight into history.

On February 28, 1987 two meetings will be held by women pilots not Ninety-Nines. In Dallas, Texas, the Whirl-Girls

(International Women Helicopter Pilots) will meet in conjunction with the Helicopter Association International Convention. And, in Colorado Springs, the newly-formed Women Soaring Pilot Association will meet in conjunction with the Soaring Society Convention.

It has been suggested to me that The Ninety-Nines

do not welcome or want non-airplane pilots. Nothing could be further from the truth. Our Bylaws were written to include any female pilot that is current in either heavy or lighter-than-air aircraft. We have a place for everyone. Our membership includes many women with Rotorcraft, glider, or balloon ratings. Our history includes many

references to women flying in these categories, and we welcome the opportunity to continue to service the women pilots in these special areas. I believe that making sure all women pilots feel welcome in The Ninety-Nines can only add to our uniqueness and stature as an organization.

If any Chapter or Section is looking for a good project, USPFT can use your help. USPFT is fielding a team to go to Finland this summer to compete in the Seventh World Precision Flying Competition Finals. They would like a Chapter or Section to "adopt a member" and be responsible for the expense to send that person to the Finals. The Southeast Section is the first to take on this project. If you are interested, contact Chairman Jody McCarrell.



Dr. Angela Masson has become the first woman pilot to be type-rated by the Federal Aviation Administration in the Boeing 747 jumbo jet. She has flown Boeing 707 and 727 aircraft for American Airlines since 1976, successfully qualifying for the 747 FAA rating on June 30, 1984. She was the first woman to fly the 747 from the Captain's seat.

A
Message
From
Barbara Sestito

All-female crew touches down

Women controlled cockpit, cabin in American Airlines flight

By J. LYNN LUNSFORD
Star-Telegram Writer

December 29, 1986

D/FW AIRPORT — When American Airlines Flight 412 landed in the dissipating fog this morning, there wasn't a man in the cockpit.

For the first time in American's history — and possibly in commercial aviation history — an all-female flight crew, led by an Arlington woman, was in control of the cockpit and the cabin of a Boeing 727 jetliner.

Although this "first" didn't receive the attention that the historic flight of the Voyager did last week, about 150 passengers and spectators crowded around Gate 35 to welcome the crew to Dallas/Fort Worth Airport.

"This is really exciting," said Capt. Beverley Bass. "The flight was fantastic, and the co-pilot ended it by making one of the most beautiful landings ever."

Bass, who six weeks ago became the first woman to receive her captain's stripes, lives in Arlington but is based in Washington, D.C.

This morning accompanied by co-pilot Terry Clairidge and flight engineer Tracy Prior, Bass completed the first of what she hopes will be many such flights.

"Our entire crew, including the flight attendants, was made up entirely of women," Bass said. "It was wonderful, and I hope to do it again."

The three women, each wearing a red rose on her lapel, were surprised at the reception they received.

"It was inevitable a flight like this would happen, and I was glad to be a part of it," Prior said.

Prior's parents and brother, none of whom had flown with her before, were on the flight.

"It was wonderful,"

said Lee Prior, her mother. "We are all very proud of Tracy."

The Priors, who live near Washington, made the trip only to ride with their daughter. They were scheduled to fly back home later in the morning.

"I have no problem with an all-woman crew," said Keith Robertson of Chicago. "I'm sure they're experienced, or they wouldn't be in control."

"The women arranged this themselves," said airline spokesman John Hotard. "Beverley Bass is flying reserve, so she traded flights with another pilot. The other two women got together and worked it out with other

crews so they could end up with all seven crew members being women."

It is standard practice among airline pilots and crews to trade flights to accommodate their schedules, Hotard said.

None of the women in control were nervous about the flight, they said.

"Actually, it was more relaxed," Bass said. "Once we got going, we

got to talk about girl things — like our hair and nails."

Bass has been flying for 16 years, 10 of them for American. The co-pilot and flight engineer have been with American for a little over a year.



Standing, left to right
Flight Officer Tracy Prior
Capt. Beverley Bass
First Officer (Co-Pilot) Terry Clairidge
Kneeling, left to right
Flight Attendant Sally Houston
Flight Attendant Beverly Donawa
Flight Attendant Nancy Hayth
Flight Attendant Alice Chedister

All are Washington DC based except for Houston who is DFW based. Six of the seven would have flown the trips during the two days because of the luck of the draw. The First Officer (Clairidge) traded flights with another co-pilot so she could fly this trip. The crew flew together for two days — DCA to DFW, DFW to Oklahoma City, overnight in Ok City, then Tuesday Ok City to Chicago and then Chicago back to Washington Tuesday evening.

Editor's Note: Ninety-Nine Captain Beverly Bass has been a member of the Golden Triangle Chapter since 1975.

CALENDAR

Month
By
Month

Day
By
Day

FEBRUARY

February 7
IFR/VFR/Flying Companion Seminar
Sangamon State University, Springfield, IL
Contact: Lorraine Reynolds (217) 522-2666

February 21
IFR/VFR/Flying Companion Seminar
Ramada Inn, Mt. Vernon, IL
Contact: Lorraine Reynolds (217) 522-2666

February 28
Flying Companion Seminar
Sacramento Executive Airport
Contact: Fran Dickey (916) 967-0707

February 28, March 1
Flying Companion Seminar
El Cajon Valley Chapter
Contact: Dottie McAuley (619) 444-4361

MARCH

March 11
Pinch Hitter Clinic
Farmingdale, N.Y.
Long Island Chapter
Contact: Mae Smith (516) 757-7214

March 14
Shamrock Air Derby
Arizona Sundance Chapter
Contact: Pat Moreland (602) 834-4640

March 14
IFR/VFR/Flying Companion Seminar
College of DuPage,
Glen Ellyn, IL

March 15-21
Sun 'N Fun EAA Fly-In
Lakeland, Florida
Contact: Rosemary Jones (305) 459-0411

March 26-28
National Congress on
Aviation & Space Education
Orlando
Contact: Rosemary Jones (305) 459-0411

March 28
Shirts and Skirts Air Race
Fullerton Chapter
Contact: June Leach (714) 532-3207

March 27-29
South Central Section
Spring Meeting
Excelsior Hotel, Little Rock, AR
Contact: Pat Mlady 1-800-346-3025, ext. 492

INTERNATIONAL WOMEN PILOTS

APRIL

April 4
Flying Companion Seminar
8 to 5 p.m.
Brackett Airport
Reservations \$35 donation
Contact: Claire Kopp (213) 825-8426
Margaret Lawson (818) 442-7371
Sponsored by San Gabriel Valley 99s

April 11
Flying Companion Seminar
Lexington Bluegrass Field
Contact: Kentucky Bluegrass Chapter

April 11
Flying Companion Seminar
Contact: Bertie Duffy
San Fernando Valley Chapter

April 18
Flying Companion Seminar
Contact: San Fernando Valley Chapter

April 23-25
The Australian Women Pilots Association Annual Conference to be held in Darwin, Northern Territory. If interested
Contact: Heather Bat Box 1814
Darwin, 5794, Australia
Phone 61-89-854640
The Australian Section Annual 99 meeting will be a breakfast meeting held in Darwin on Thursday, April 23, 1987
Come to Crocodile Dundee country for an AGM you will never forget.

April 24-25
Spring Section Meeting
New York/New Jersey Section, Islip, N.Y.
Contact: Mae Smith, Long Island Chapter

April 24-26
Southeast Section
Spring Meeting
New Orleans, LA
Contact: Suzie Major

MAY

May 1-3
Southwest Section
Spring Meeting
San Diego, CA
Contact: Marian Banks (619) 565-1504
Betty Wharton (618) 582-7184

May 1-3
North Central
Spring Meeting
Duluth, Minn.
Contact: Mary Hudec

May 9
Executive Airport Aviation Fair
Sacramento Executive Airport
Contact: Sacramento Valley Chapter 99s

May 19-21
1987 International Air Race
Pensacola to Nassau, Bahamas
Contact: Peggy Sanders (305) 771-6827

May 29-30-31
III-I- Nines Air Derby
DuPage Airport
West Chicago, Illinois
Contact: Charlene Falkenberg (219) 942-8887

May 29-31
Pinch Hitter Course
Ann Arbor Municipal Airport
Michigan
Includes 4 hours dual (right-seat) flight instruction.
Non-pilot, frequent passengers learn to fly & land their airplane.
Contact: Lee O'Connell
Greater Detroit Area Chapter (313) 573-0838
Pre-registration mandatory

May 30-31
Flint's International
Air Expo Air Show '87
Bishop International Airport
Flint, Michigan
Contact: Kristin Shattuck (313) 233-8989

THE 99 NEWS

The Ninety-Nine News is published monthly by the Ninety-Nines Incorporated, International Women Pilots, Publication Division.

The Ninety-Nines, Inc. is a non-profit organization engaged in education, charitable and scientific activities and purposes.

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ANGEL DERBY BAHAMAS BOUND

Ft. Lauderdale — For the eighth time in its 37 year history the Angel Derby International Air Race has been invited to the Bahamas! However, instead of heading directly to a Nassau destination, 1987 racers will overfly the islands of Abaco, Eleuthera and the Exumas, touching down at designated airports along the way.

The starting point for the 1987 race is Pensacola Regional Airport, Florida with the takeoff at 9:00 A.M. on May 19th. The finish line is over Nassau Harbour with the finish deadline at 1:00 P.M. on May 21.

Several differences distinguished the 1987 race. Formerly for women, it was opened to men in 1986. Formerly for non-turbo airplanes, it is open to turbo models in 1987. Turbo and non-turbo models will compete at the same time but in separate classes. Formerly for instrument rated pilots, private pilots with 5 hours of instrument flying logged before the start are now eligible.

The Bahamas is uniquely prepared for fliers with a liberal scattering of airports throughout the islands.

For information on the 1987 Angel Derby contact All Women's International Air Race, Inc., P.O. Box 9125, Ft. Lauderdale, FL 33310.

18th Annual ILL-I-Nines Air Derby May 29, 30, 31, 1987 — DuPage Airport — West Chicago, IL.

Open To Men And Women As Pilot In Command
Speed And Proficiency Categories
Experimental Aircraft
Welcome In Proficiency Category
Trophies — Cash Prizes — Rookie Pilot Trophies In Both Categories

For Information And Entry Kit Send \$3.00 To: Beverlee Greenhill — 3308 Lake Knoll Dr. — Northbrook, IL 60062
Entries Open — Feb. 1 Close — May 9 — Limit 60 Planes

Sponsored by Chicago Area — Illinois Central — Aux Plaines Chapters of The Ninety-Nines, Inc.

FLYING COMPANION SEMINARS

by Betty Wharton

The year was 1973 . . . San Diego Chapter was to host the Spring Section Meeting in 1974. Wanda Cummings was Section chairman and we needed to raise some money. That was the birth of the Flying Companion Seminar.

Wanda talked to her friend, Ava Carmichael, who is a 99 and a member of a women's club called Las Patronas. Ava knew some women in that organization who were scared stiff to fly with their pilot husbands. She thought maybe we could help them relax and enjoy flying if we showed them a few basic things such as "what makes it stay up there anyway?" Seventeen women signed up.

Then Ava recruited members of our chapter to talk, not lecture about the different aspects of flying. The women loved it, and we were a success.

Ava's biggest concern was and always has been to keep the curriculum *simple and basic*. Simple analogies were used, like comparing the weight and balance to a teeter totter, and the moment envelope in the manual to a chart for buying the proper size pantyhose. That's why 99s are better instructors. CFIs get too technical! Basic but accurate was our by-word. And believe me, we learned as much as we taught. Some of the questions were

out of left field, and we had to be ready with a good answer!

After four successful seminars, it became obvious that our mimeographed copies, loosely stored in a manila folder, were not going to get the job done. That's when Ava and her husband, Dr. David Carmichael, got the idea to write a book on the subject. David had a six month sabbatical coming up to give medical lectures to cardiologists all over the U.S., including Hawaii. Ava went with him, and in between lectures they collaborated in the writing and photography for the book.

Some things couldn't be done with photography though, so they called on Lupe Blea to illustrate such things as a terrified airplane in cartoons. Since Lupe is a commercial illustrator for General Dynamics and not a pilot, it took some on the job training to get just what Ava and David wanted.

Four months later Ava was looking for a publisher. It just happened that Aviation Publishers was nearby in Fallbrook, California. Owner Ernie Gentle agreed to do the book if he

could get started right away so he

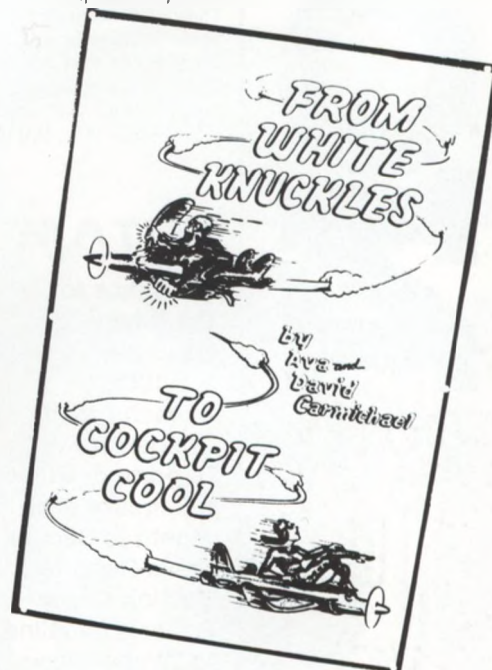
could enter it in the 1977 Aviation and Space Writer's Ass'n. competition. That turned out to be a good decision on his part, because the book, *From White Knuckles to Cockpit Cool*, won the prize for best book in the Training category for the Western Region of Aviation and Space Writers.

Bob Griscom, our local Accident Prevention Specialist at San Diego GADO was so impressed with our seminars that he urged us to continue and said the FAA would help get the word out. He called friends in other GADOs and asked them to cooperate with 99s in their area. Finally, we got the O.K. from the head man in the FAA, and then 99s from all over the country began calling for Ava's books and information about putting on a seminar. Mr. Griscom believes we are doing a public service and actually saving lives by showing (women) passengers what to do "in case". Not to mention saving marriages by getting wives to join their husbands in the cockpit. (mine included.)

Flying Companion Seminars should not be confused with The Fear of Flying Clinic, which is another terrific program sponsored by 99s to ease the fear of commercial flying. We would urge all chapters to use the same title when conducting a seminar, so the 99s will get credit and recognition all over the country for service to the flying community.

I have had the pleasure of working with the Carmichaels on these seminars from the beginning, and they even credit some of the things in their book to my efforts in the first classes. (probably the cartoons!)

Propeller nicks and cracks are important to find and correct



For more information or to order books for YOUR seminar, write to Ava Carmichael (address in the roster) or to the Chapter Chairman in San Diego, CA.

SEMINARS

TAX LAWS

With all the publicity the new tax law received, many of you are wondering what is the status of your charitable contributions so far as 99s is concerned. Please rest easy. They are NOT affected. Your out-of-pocket expenses incurred in pursuit of the organization's purposes are still deductible to all who itemize their deductions on their tax forms, including payment of dues and travel expenses.

SYLVIA L. PAOLI
General Counsel

ELECTED

Jamel Toon Foote, past president of the Nebraska chapter was recently elected to serve a 6 yr. term on the Hastings Airport Authority.

AWARD

Florida Goldcoast — Celeste MacIvor was awarded the 'Les and Martha Griner' award which she will apply toward a Glider rating.

Florida Goldcoast 99 — Ursula Davidson, head of the Aerospace Department at Broward Community College, has been designated an FAA written test examiner for the North Dade — Broward area of Florida.

DEADLINE EXTENDED

The deadline for the Intent to Seek Election Form has been extended to April 15. Send all BFR's to Carol Clarke, 216 S. Sandrun Rd., Salt Lake City, UT 84103 Wk: (801) 596-1118

NOTAM

Deadlines for the Ninety-Nine News are the 10th of each month. Chapter News Reports deadline the first of each month to Section News Reporters. Section News Reports deadline to Ninety-Nine News Editor, the 10th of each month.



Sun worshipping is a popular pastime on English Bay Beach, Vancouver, British Columbia

99 Convention Vancouver, B.C. August 10-15, 1987

From a fabulous hotel, catering to Pacific Rim visitors, which offers dream weekends for \$4,500, to the souvlaki and popcorn vendors near English Bay, Vancouver vibrates with a variety of sights and sounds found nowhere else in Canada, or in the world, for that matter!

On no other shores of a metropolitan city would one be able to stand on a wilderness-like beach only fifteen minutes from the centre of town, admire the Gulf Islands, the incredibly rugged mountain peaks of Vancouver Island and of the Tantalus Range bordering the plunging fjord-like cliffs of Howe Sound, while still being able to admire the city of Vancouver itself set, as though a gem, in the midst of this natural splendor!

At very few other cities in the world could one arise in the Spring, spend the early morning sunbathing and

swimming amongst the reeds of the Fraser River estuary, and then jog home to change into ski clothes before heading out for an afternoon and/or evening of spring skiing; Vancouverites are fond of saying they have the best of all possible worlds!

West and North Vancouver are dwarfed by the mountains looming over them where any of the three major ski areas are within half an hour's drive from the heart of the city. Grouse and Seymour were joined in their night-skiing capabilities in 1985-86 by Cypress Bowl; Seymour and Cypress Bowl also afford excellent cross-country skiing, and if one has the time and inclination to make the two-and-one-half hour drive to Whistler and Blackcomb mountains in the summer, one can also take advantage of the summer skiing clinics offered there!

NOTAM March 99 NEWS will feature the 99 Convention, Vancouver, B.C. August 10-15, 1987.

NOTAMS

Notes
Notes

FEAR OF FLYING — AN INTERNATIONAL PROBLEM

by Fran Grant

Fear of flying places many individuals at a disadvantage in today's world. Have you ever thought how inhibiting this can be? We, as women pilots, don't generally think of this. We enjoy flying! In 1980 Boeing Aircraft Co. published results of a three year study concluding that 25 million adult Americans had given up flying, or flew with great anxiety, with fear or were totally phobic. Boeing stated airlines lost over 1.6 billion dollars, annually and there was a 9% reduction in air travel. The study showed a need for direct action from the airline industry. Some airlines did address this problem but more as a public relations gimmick. But what about the 25 million people? Their loss was in job loss or lack of advancement; separation from family and friends; and, of course, loss of vacations in other than a near by area. The 99s have addressed this

problem. Initially in the New York-New Jersey area the solution was to combine an educational program for both general aviation and commercial flying. This proved to be less than successful. Later, Joyce Failing of Long Beach Chapter formed S.A.F.E. (Safe Air Travel For Everyone) addressing aircarrier flying specifically. This seemed to be the direction to go, but we felt it needed enhancing. We refined and added to this concept and developed the FEAR OF FLYING CLINIC. We presented our program to 99s attending an educational workshop in Oklahoma in 1977. The same year, Ava Carmichael of San Diego 99s, introduced the FLYING COMPANION PROGRAM. The Fear of Flying Clinic offers solace to the 25 million American adults who either fly under extreme and emotional anguish, or who simply refuse to fly at all. The clinic presents both a 9-week and a two

*continued
on page 8*

Fear of Flying Clinic Co-founders Fran Grant, left and Jeanne McElhatton, right.



FEAR OF FLYING

weekender course combining the education and technical information about aviation with cognitive behavioral modification methods. Clients receive tools enabling them to lead fuller and more productive lives.

Co-founders of the Fear of Flying Clinic are Jeanne McElhatton, corporate president and clinic moderator, and Fran Grant, business manager and coordinator. Jeanne and Fran are members of Santa Clara Valley Chapter. Volunteer 99s support the program on a continuing basis. The clinic functions as an ongoing operation presenting four clinics a year.

The goal is to combine EDUCATION with BEHAVIORAL MODIFICATION and let individuals, meeting in groups of 25 or less, make changes in ATTITUDE, BELIEFS, HABITS and VALUES. Over the past 10 years the program successfully helped well over 700 individuals make positive changes and learn to fly more comfortably.

The education program is accomplished with the aid of active airline pilots, flight attendants, mechanics and air traffic controllers who are volunteer lecturers. A licensed behavioral therapist the only paid professional, assist clients make the emotional changes by applying the behavioral techniques of deep diaphragmatic breathing, muscle tensing and systematic relaxation with the education gained to dispel the negatives and apply the positives of flying.

The clients have a need to know what makes an airplane fly and why it won't plummet to earth; what maintenance regulations are and how they are carried out; the safety training of flight attendants; how air traffic controllers separate planes including separation of air carriers from general aviation craft; and the ability to understand weather phenomena. Additionally, there is a need to know facts about aircraft incidents/accidents with a separation of fact from fiction. As you can see the clinic repeats the words A NEED TO KNOW. This is paramount in effecting behavioral change and establishing a new belief system since knowledge dispels fear.

During the course optional flights are offered. First a mini-flight of 12 to 17 minutes, then later, a longer flight to Los Angeles from San Francisco, which is 55 minutes each way which is an opportunity to put to use all the materials learned. These flights are on regularly scheduled airlines. Volunteers fly as support people reminding the anxious to relax, breathe and use the tools acquired.

The course is done in two different ways to meet public demands. The

ideal course is our 9 week one meeting one evening a week for 3 hours and offering two optional flights. The optional course is held over two successive weekends meeting all day and culminating this clinic with one optional flight to Los Angeles. Participants come from all walks of life. They are attorneys, engineers, computer scientists, travel agents, psychologists, physicians, entertainers, writers, artists, etc. Their fears can be one of many such as:

NOT BEING IN CONTROL
CLAUSTROPHOBIA/PANIC
ACROPHOBIA
WEATHER, particularly
TURBULENCE
NOISES and QUIET
SEPARATION from family and friends
CRASHING/DYING

The fear of the UNKNOWN deals with less than 10% of those who have never flown.

The ratio of sexes was onesided in the 70s with a majority being women. However, in the 80s this had changed and now an equal number of males to females apply for the course.

99s, some 49 1/2s and those graduates who feel they can help others volunteer are wonderful role models. Our volunteer coordinator, Sandy Peterson, of the Santa Rosa Chapter states "Volunteer staff perform support functions for the clinic, which basically go unseen until they are not performed."

The volunteers help by ensuring there is coffee, tea, cups, etc.; engaging clients in conversation before and after sessions, as well as during breaks and while moving from one point on a tour to another; taking attendance and making sure speakers are kept informed; knowing where the nearest drinking fountains, telephones and restrooms are located; monitoring safety on all tours and acting as "tail-end charlies" to ensure we leave no one behind. They ask the client's questions of the speakers if the client doesn't choose to do so; reinforce the clients at all times; act as a support person on flights; and always they are honest and positive.

Volunteers must be people who care about others; be willing to sit on the sidelines; leave their ego outside when they come to the clinic; attend all classes in the clinic program so the clients have a chance to know and depend upon them; and be willing to work in the background. The reward the volunteers receive is:

Knowing you have helped someone help himself and grown and

expand horizons.

or Knowing you have supported someone so they can keep their job or even get a promotion.

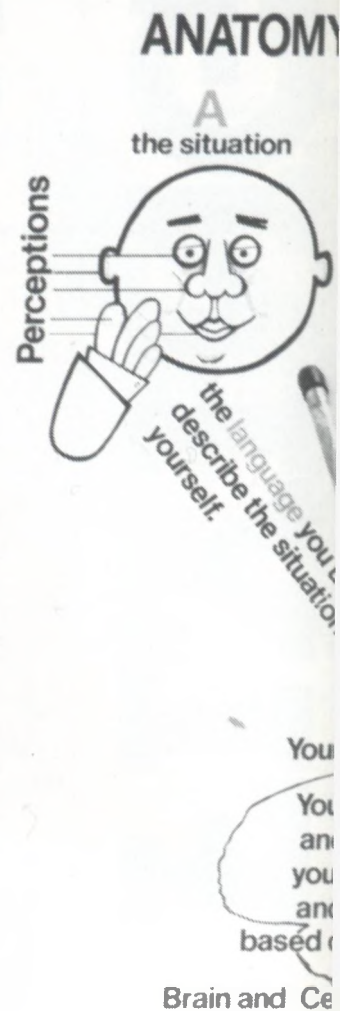
or Knowing you have helped someone open up new vistas in their life.

Sandy Peterson of the Santa Rosa Chapter offers these for basic rules, for volunteers:

Always put the client first
Always tell the truth
Always keep it positive
Never "hangar fly"

The rewards that Sandy remembers came in the form of a Christmas letter in which we enclosed messages from our graduates. These included statements such as:

"Thank you for opening up the world to me"
"Without you I couldn't have done it"
"I just visited my husband's family for the first time in 10 years of marriage. Thank you for helping me get there."



EMOTIONS

C
our feelings and behavior



choice of an emotion
appropriate to the label
you have selected.

stem

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© 1994 Virginia Anne Ch
Illustrated by Natalie

ny of Emotions or How To Change a Belief shown with Margaret Goldman,
one of the Fear of Flying Clinic's behavioral counsellors.

Fear of Flying Clinics headquarters
located at the San Francisco
International Airport. The clinic
chartered 99s in Sydney, Australia, in
1983, and they operate at Sydney
International. Seattle 99s were
chartered in 1979, and they operate at
Tacoma Airport. Last year 99s in
Melbourne, Australia were chartered
and they operate at Melbourne Airport.
The Fear of Flying Clinic was
incorporated in California as a
non-profit corporation. They are willing

In 1979 the Fear of Flying Clinic was the recipient of the coveted
FRAN BREWER AWARD presented by the National Congress on
Aerospace Education.

Danielle Steele, best selling author,
who took the Fear of Flying Clinic,
wrote in 1979 the following poem:

EAGLES

Fettered birds,
clipped wings,
earthlings
having given up
the skies
long since,
yet not convinced
that what you'd done
was right,
you mused
you thought,
you dreamed
and at last took on
the flight,
the war
of self and fear
and earthbound dreams,
you listened,
learned,
developed schemes
to wander
far and wide,
no longer content
to hide,
to miss,
to flee,
suddenly longing
to be free,
as each week
the winds spread grew,
the plumage lush,
the promise made,
there was a hush,
the somber fog was gone,
and in its place
a song,
distant, then closer,
gentle, sweet,
as at last the birds
lifted off their feet,
and gently the skies
held wide their arms,
welcoming
the brave
the strong
the free,
as new born eagles
that you were
you soared aloft in victory,
no longer bound to earth
and all its pains,
no longer weighted
down by chains
of fear and dread,
instead
a look of joy,
a sense of peace,
a battle waged,
well fought
and won,
I celebrate for you,
dear friends,
brave eagles
that you are,
each
and
every
one!

to charter any group of 99s agreeing to
follow our program and will assist in
the original setup, locate an
appropriate therapist, airline pilots,
flight attendants, mechanics and air
traffic controllers. They also assist in
finding a proper site, offer counsel
when needed and support you
continually.

Direct inquiries to Jeanne
McElhatton & Fran Grant at 1777 Borel
Place, San Mateo, CA 94402.

NERVOUS NAVIGATOR? FLYING COMPANION?

by Ruth Rockcastle

The Chicago Area Chapter's Flying Companion course has had several titles throughout the years. The first one I attended was called Non-pilot Pilot Companion. The next year we called the course Nervous Navigator, then Pilot Companion and at present have settled on Flying Companion.

Our Chapter sponsors two Flying Companion courses each year, one in conjunction with the Illinois Department of Transportation and the General Aviation District Office. The second course is part of our annual Safety Education Seminar. The FAA West Chicago GADO office assists us with publicity, distribution of the announcements and provides numerous amounts of handout materials for each seminar.

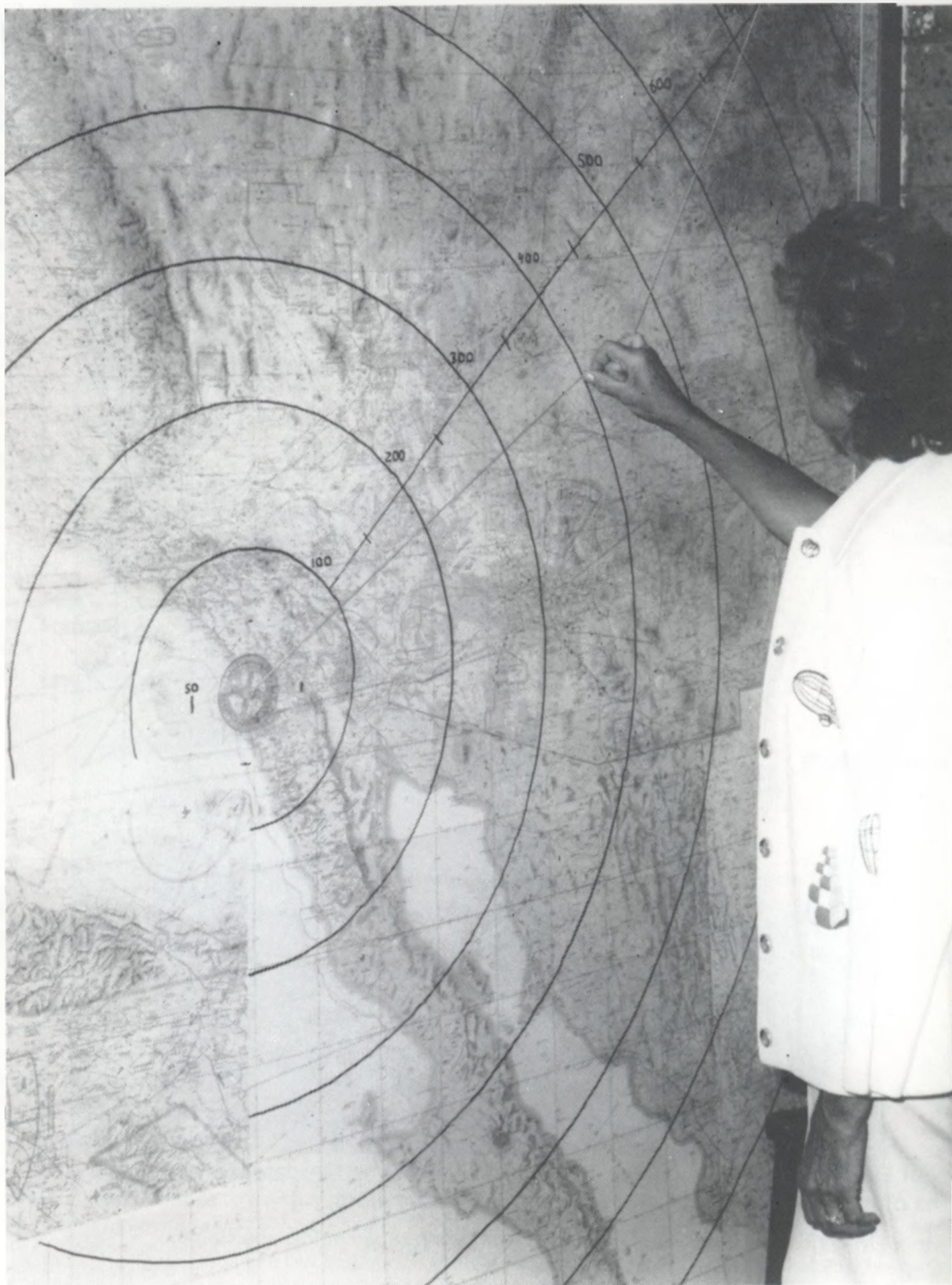
A seminar of this type takes a lot of member participation, especially when food is provided. The kitchen crew work very hard to provide lunch and coffee for the 300-500 seminar participants.

Location is important, since you want the facility to be convenient for the most pilots. When food is served the search for the proper location is even harder. This is true since most hotels provide their own food and coffee at a charge and many schools with kitchen space have requirements that all food is purchased from them. This is fine if you don't use the seminar as a fund raising event.

The courses in the Flying Companion portion of the seminar are taught by members of the chapter. The subjects covered include basic instruments, Introduction to the airplane (walk-around), radio communication, chart reading and planning a trip using the plotter and E6B computer. The average attendance for this portion of an IFR/VFR seminar is 35.

The participants in a Flying Companion course come away with varied experiences and goals. Some, like myself, go on and get their pilot's license & some sign up for our Pinch hitter Course which includes some in-flight experience. For most of those attending it is an introduction to some of the cockpit activities and offers them the chance to be able to assist their pilot with projects such as trip planning and navigating.

On a personal note — before I attended a Flying Companion course six years ago, I was a very "nervous navigator" and part of the pre-flight



procedure for any trip, 747 or C182, was to pack a zip-lock baggie which was needed on every flight. Since the course, which included some aerodynamics, I now have a Private Pilot License and pack fruit and food in place of the baggie. Yes, I believe in Flying Companion courses . . .

Many fixed base operators supply maps with simple devices to estimate the distance and direction of flight from "Point A to Point B." This presents no substitute for accurate flight planning but gives a general outline of the distance involved and the terrain over which you will fly.



Emily Warner and Cindy Morgan (left to right) are Captains for Frontier Airlines. In 1973, Captain Warner was the first woman pilot to be hired by a major airline. As Frontier's first woman pilot made the Jetage airline break-through for U.S. women.

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AUSTRALIAN SECTION

Jan Hoopmann, Neva Cavenagh and Jean March convened a 99 Static display in conjunction with AWP at the Open Day held by the Royal Australian Air Force at the Edinburgh Air Force Base.

Sue Burdekin is keeping current in Queensland air space by aerobating in a decathlon. Heather Bat has returned to Australia after visiting Oshbosh, the World Aerobatic competition in the U.K. and the Farnborough Air Show.

Senja Robey had the fascinating experience of flying the Super 2 at Sandown on the Isle of Wight. The Super 2, a possible 2 place trainer replacement, has an empty weight of 635 lb.; Max AUW 1100 lb.; economy cruise 3gph; cruises at 87 knots and has a take off run of 470'.

It was a fun Christmas party at Aminta Hennessy's Flying School this year. Jenny Houghton was in Sydney for an AOPA meeting; Mary O'Brien, who is an Examiner of Airman based in Canberra, was in Sydney for the day, and Jane Mathews, who just happened to have an I.F.R. rating renewal due, the three somehow managed to be there and enjoy the festivities.

1987 is off to a good start down under, and we are looking forward to our annual 99 meeting, which will be held in Darwin in April.

EAST CANADA SECTION

Eastern Ontario Chapter

Members met in December for the annual Christmas Party. Husbands and friends joined members at the home of Sherry Harris for a Pot Luck supper and an exchange of Christmas gifts.

Gayle Connors has completed her helicopter course at Canadore College in North Bay and is back in Ottawa working for the Department of Transport for the moment.

Vice Chairman Michele Samson has just returned from Tanzania where she spent 5 weeks on government business.

Maple Leaf Chapter

Members held their annual orientation meeting on 29th November at the London Flying Club and were presented with a very informative session on what the 99's are all about. Eleven women attended including two 66's.

NEW YORK/NEW JERSEY SECTION

Garden State Chapter

Our January 11th meeting was held at Somerset Airport. Slides were shown of activities and plans for the Garden State 300 to be held June 13, 1987. The Holiday Party at Forsgate was great. Mary Helfrick gave an aviation talk to a troop of Girl Scouts toward their aviation merit badge requirement.

Greater New York

A Christmas Party was held on December 10th at Julie Talbert's newly restored Federal house built in the 1820s.

Nina Claremont is planning a fly-in to the Bahamas after the holidays.

Long Island Chapter

On Saturday, Dec. 6, the chapter held a flour bombing and spot landing contest at Brookhaven Airport. Joyce Malkmes in her 172 was first place winner of the bombing event and second in the spot landing. Lina Copperfa, a 66, was the second place winner of the bombing event.

Pat Bizzoso has completed teaching a pilot ground school course at the Connequot High School. Debbie Bonnard conducted an orientation of Republic airport with the Glen Cove Girl Scout Troop. Pat Rockwell returned from a trip to Belgium and Austria which she won at the Aviation and Space Writer's convention.

New York Capital District

The chapter celebrated the holidays with a party at the Century House on December 20th and had a birthday cake for 49 1/2 Rob Green.

Harriet Bregman and Florence Dooley will present the film "On A Wing And A Prayer", available from Headquarters, for a January 24, 1987, Zonta meeting.

SOUTHEAST SECTION

Alabama Chapter

The Alabama Chapter completed a compass rose air-marking at Talladega Airport in November. In December, Members and guests enjoyed a film and tour of the Southern Museum of Flight in Birmingham given by director Bud Warner. The chapter then presented a donation to the museum.

Florida Goldcoast Chapter

Joann Calabrese has been appointed an instructor at the Broward Community College in the Aerospace Department.

Florida Suncoast Chapter

The chapter sponsored an FAA "Back To Basics" safety seminar in December. Mary Fletcher and Barbara Sierchio had a Ninety-Nine display at the regional safety program sponsored by the A.O.P.A.

North Georgia Chapter

A Christmas brunch meeting was held at the Terrace Garden Inn in Atlanta.

NORTH CENTRAL SECTION

All-Ohio Chapter

All-Ohio Chapter members celebrated Christmas with a buffet lunch followed by a gift exchange at the Ohio Historical Museum's Ohio Village in Columbus. The Village is a nineteenth century town with shops and a restaurant. The group had the opportunity to catch up on news of members and their families.

Central Illinois Chapter

Lorraine Reynolds was hostess for the December 13 lunch meeting held in Springfield. The meeting program featured Dan Koch. He explained the new sponsorship program for women students enrolled in aviation programs in Illinois colleges. Wanda Whitsitt received the trophy for best fuel estimate in the Wings Over the World Derby held in Keokuk, Iowa.

Greater St. Louis Chapter

On December 13th members of the chapter joined Del Scharr at the B. Dalton Publishing Co. for the debut and signing party for her book *SISTERS IN THE SKY*.

Spouses and friends joined chapter members for the annual Christmas party. This year it was held at the Mother-In Law House in St. Charles. Highlighting the evening was the presentation of toys to the St. Louis Children's Hospital representative so that children in the hospital might have a brighter Christmas.

Indiana Dunes Chapter

Indiana Dunes members, spouses, and friends enjoyed the hospitality and the beautifully decorated home of Barbara and Harry Jennings as

they gathered for a potluck supper and each other's company. The longstanding tradition of bringing the hostess an aviation oriented decoration for her tree or home was again celebrated. A Christmas grab bag brought forth many interesting items, however, the most rewarding part of the evening was the sharing of gifts with residents of a local nursing home. Each member brought a suitable item to help brighten the season for folk who may have no other family with which to share Christmas.

Iowa Chapter

Tom Griffith of the Des Moines Flight Standards District Office, coordinated a safety seminar hosted by the Iowa Chapter. Approximately 100 area pilots participated in the program which will meet one of the requirements for the FAA's "Wings" safety program. The program was very successful and there is hope that it will become an annual event. A "Chinese" gift exchange was the highlight of the chapter Christmas party. It was hosted by Karen and Denny Hildreth.

Lake Erie Chapter

Dolly Haghighi was hostess for the December meeting in Rocky River. Evelyn Moore reported that chapter membership has now reached 52.

Wisconsin Chapter

The members of the chapter held a Christmas Luncheon on December 6th at Madison Hoffman House. Donations from the meeting went to the Home for Abused in Madison.

SOUTH CENTRAL SECTION

Christmas parties headlined the close of 1986 activities for chapters around the section.

Dallas Redbirds Chapter

Members toured the McAlester Automated Flight Service Station, attended an FAA Accident Prevention Seminar, and participated in a Lake Murray Lodge fly-in with 99s from surrounding chapters. Members also attended the AOPA convention in San Antonio.

El Paso Chapter

November found both El Paso 99s and Chaparral members participating in the MacGuire Ranch Fly-in. Lynn Stover won the spot landing contest at this annual event. Member Lois Ziler was inducted into the El Paso Aviation Hall of Fame and will also be sponsored into the

Continued on page 13

Forest of Friendship by her chapter.

Kansas Chapter

In January Kansas 99s toured the Beech Aircraft facilities in Wichita.

Oklahoma Chapter

In an effort to involve more members in monthly activities, the Oklahoma Chapter has set up teams to plan programs during 1987. Ninety-Nines were well-represented at Kansas City's annual Wright Day Dinner festivities. Featured speaker was Air Force Captain Asima Syed.

Shreveport Chapter

Members welcomed NASA's Dr. Marshall, who discussed physiological effects of space travel and the advances being made in the space program.

Tulsa Chapter

Tulsa 99s will sponsor two FAA Safety Seminars in January.

NORTHWEST SECTION

Anchorage Chapter

The Anchorage Chapter's annual Christmas party consisted of a buffet dinner, some "holiday cheer", and a Chinese Auction.

Three scholarships were awarded during this Christmas celebration:

1) Alaska Ninety-Nines Annual Career Scholarship: \$400 was awarded to Malcolm Crimp. He is a flight instructor in Anchorage and will be using the scholarship monies for the addition of a Multi-Engine Rating to his Instructor Certificate.

2) Alleyne "Sunny" Hicks Memorial Scholarship: \$400 was awarded to Cynthia Ann Morris. Cynthia is an A & P, a private pilot and resides in Fairbanks. She is working for her Commercial Rating.

3) Estelle Kirkpatrick Memorial Scholarship: \$500 was awarded to Tamar Baily, an Anchorage resident. Tamar is a flight engineer for DC-6's. Her scholarship monies will be used for an Airline Transport Certificate.

SOUTHWEST SECTION

El Cajon Chapter

Susan Maule returned to the West Coast for a visit. She now flies Fairchild 28s for Piedmont Airlines and is based in Syracuse, New York. She regaled us with stories regarding not only the training required to successfully perform her work, but also the constant

"Cute Girl Pilot" that she must endure from time to time.

The few members and guests brave enough to venture out into the storm of the month enjoyed the December 6th Christmas party. The highlight of the evening was the presentation of the Certificate of Installation in the Forest of Friendship to Dottie Campbell, July 1987.

Doris Ritchey was nominated as one of the Soroptomists Women of Action. She didn't win, but it still was a great honor to be acknowledged. Doris is using her scholarship monies to renew her CFI and IFR.

Palomar Chapter

An exceptional Christmas party was enjoyed by fifty 99s, 49 1/2ers, 66s, past members returning to visit, and old friends from San Diego chapters.

Our 66 program is really picking up steam. Syd Dolbec, flying for American Eagle, has become captain on Beech 99s, and Nena Hewette passed the California Bar Exam on the first try. We now have a legal as well as a flying eagle.

Arizona Sundance Chapter

Marge and Ron Thayer and 66 Marge Brabandt were among those who flew the annual Santa Claus trip to Guaymas, Mexico, to take toys and clothing to underprivileged children. This year's trip was organized by Pat Fick. Several Sundance members helped sort toys and clothing for the trip.

Our Christmas party was held this year at the home of Margot Myers and her husband, Gordon Helm.

Santa Rosa Chapter

On December 14th we enjoyed a wonderful Christmas party at the home of Joy and Jim Reinemer.

Our December regular meeting was spent converting our Air Race Classic banquet centerpieces into Christmas centerpieces.

Bakersfield Chapter

Members gave tours at Meadows Field to 1200 elementary school children within a two week period. A booth at the Meadows Field Open House was quite successful. The six who worked it made some money, had a lot of fun, and informed hundreds of people about the Ninety-Nines. We also had a float in the Christmas Parade on December 4th, and it took first prize in its category. Special thanks to Suzanne McGowan, float

chairman, and Wayne McNamee who made the beautiful banners.

The Christmas Party was held at Maison Jaussaud's home. The Air Race Classic "Kick-Off" Cocktail Party at Suzanne and Mel McGowan's home was a successful fund-raiser.

San Luis Obispo Chapter

An Air Race Panel, consisting of Marci Barnet, Wanda Strassburg, Emily Cletsoway, Shirley Moore, and Grace McChesny, presented an informal program on past Powder Puff Derbies and Air Race Classic races at the November meeting. The panel shared souvenirs, news clippings, and commemorative books on their races. Each also shared their individual experiences, starting from wild tales and advice given to them, to Grace's successful navigation techniques of reading water towers. Marci also discussed the Palms to Pines and Pacific Air races.

Members also supported the Direct Relief Foundation. A local doctor donated an examining table and other equipment and donations were collected from members which Shirley Moore then loaded into her horse trailer for delivery to Santa Barbara.

Fullerton Chapter

Chapter members took part in an Oktoberfest at Annette and Bob Smith's home. The Christmas Party was held at Ruth Beede's home on Dec. 6th with Sylvia Paoli missing for the first time in more years than anyone could remember. Seems she was on a FREE cruise in New Zealand and Australia! Sixteen members flew into Santa Ynez Airport on Dec. 14th for a visit to Solvang. Chapter members participated in the Eagle Flight at Fullerton Airport flying handicapped children.

Utah Chapter

In December we held our annual Christmas potluck dinner. Harla MacQueen, chapter vice-chairman, opened her lovely home to us on December 17th to those 99s and partners who braved the fog. In January we joined the Zonta Club of Salt Lake City to help celebrate the birthday of their founder, Amelia Earhart. Zonta and the 99s have many similar goals and policies, i.e. service, education, and philanthropic endeavors that reflect the philosophies of our mutual founder(s). The Zonta ladies graciously invited us to attend and

we enjoyed the evening getting to know more about our groups. The 99s provided the program which included each 99 present telling a little about herself and her flying activities. The main speaker was Bliss Hanson Knight, who has a varied career of 24 years of flying. Bliss also keeps her hand in general aviation, giving some flight instruction and is the designated FAA pilot examiner for the Provo area.

The following evening, January 7th, we sponsored the third Back to Basics Seminar that has been held in the Salt Lake City area.

NEW RATINGS

Southwest Section

Lisa Schilling — Reno Area Chapter, CF 11

Shirley Gage — Reno Area Chapter, Commercial, Instrument, FE Written, MEL

Joan McNeil — El Cajon Chapter, Instrument

Laura Hutchison — El Cajon Chapter, ATP

Shirley Florence — Utah Chapter, Commercial

Linda Anderson — Utah Chapter, Commercial, CFI

Evelyn Craik — Fullerton Chapter, ATP

Robin Luchinger — Orange County Chapter, Instrument

Bonnie Whitman — Orange County Chapter, Instrument, Commercial

Southeast

Holly Friedman — Fla. Goldcoast, Instrument

JoAnn Calabrese — Fla. Goldcoast, CFI-1

South Central

Karen Blackwood — El Paso, Instrument

Mary Hertzman — El Paso, Instrument

Carol Lanning — Kansas, CFI

Mindy Denham — Oklahoma, Commercial, AMEL

Amy Pilkington — Shreveport, Airline Transport

Australian Section

Neva Cavenagh, Formation Endorsement



Edna Gardner Whyte, at 84, is still active in the Ninety-Nines and still flies. Whyte received her pilot's license in 1928 before the Ninety-Nines were organized.



GARAGE SALE

Host A Garage Sale For The AE House

April is the month all chapters are being asked to hold a yard sale, garage sale, attic sale, etc. to raise money for the restoration of the Amelia Earhart Home.

To help you have a successful sale, a garage sale kit is available for \$3 that includes:

- 4 large address signs • four small arrow signs • 140 stickers
- inventory sheet • 15 receipts for your higher priced items

Send your \$3 to: Fla. Suncoast Chapter 99 s
350-7th St. North, St. Petersburg, FL 33701
IMPORTANT: Allow 3 weeks for delivery!

The Classifieds Are Coming!

Starting with the March issue, classified advertising will be available at 50¢ a word. Minimum 20 words.

Example of a \$10 ad:

Joy of Flying license plates — \$6. Order from the Ninety-Nines, Inc., P.O. Box 59965, Will Rogers Airport, Oklahoma City, Oklahoma 73159.

This is a
1 col. x 3 inch
display ad.

Available for
\$35

Ad can
include a
photo of item
to be sold.

(99 News not responsible
for reproduction quality)

Send your check made out to the Ninety-Nines, Inc. with your ad to:

The 99 News Classified
350-7th Street N.
St. Petersburg, FL 33701
It's the selling season!



Louise Thaden set three records in 1929: at Santa Monica, CA., she set a new U.S. endurance record for women, remaining aloft in a Hiss-powered Travel Air Model 3000 for 22 hours, 3 minutes; next she flew a Travel Air Model B-4000 to a first place victory in the Women's Derby -the first "Powerpuff Derby" -in a flight from Santa Monica to Cleveland, OH.; then flew to a new U.S. altitude record for women of more than 20,000 feet in a Travel Air Model 4000.

Florida 99s Prepare For Sun'n Fun Fly-In

Florida 99s will be hosting a Welcome 99 Tent at the Annual Sun'n Fun Fly-In, March 15-21 in Lakeland, Florida. Wednesday, March 18, will be 99 Day with Immediate Past President Hazel Jones conducting a short Flying Companion Seminar from 11a.m. til noon. The Zonta Club of Lakeland will host a luncheon for 99s at noon in the Ladies Pavilion.

The evening program at 7p.m. will be REMEMBERING AMELIA EARHART with guest speaker Richard Gillespie from the International Group for Historical Aircraft Recovery and special guest Hazel Jones, Immediate Past President the Ninety-Nines. The Walter Cronkite Documentary YOU ARE THERE - Amelia Earhart's Last Flight will be shown.

Ask Jerrie Cobb about Lycoming engine reliability . . .

. . . if you can track her down.

As she has for the last twenty years, Jerrie Cobb is flying the most remote regions of the Amazon. In her Pilatus Britten-Norman Islander Jerrie brings seeds, food, medicines and hope to the jungle's Indian tribes.

Jerrie's known for facing challenges. She was the first woman to pass the U.S. Astronaut tests, and holds four World Aviation Records. She's been a NASA and FAA consultant, and chief test pilot for Rockwell International.

Every day Jerrie puts herself — and her aircraft — to the test. Here's what she says about Avco Lycoming engines:

"Our lives depend every day on Lycoming reliability, and your engines always come through...even under the most trying conditions: 85% + humidity...200-400 inches of rain yearly...temps in the 90s...density altitudes 4,000 ft. + at sea level. Taking off from muddy, rough, 1600 ft. strips in the jungle surrounded by 150 ft. trees, any power interruption — even a hiccup — will put us in the trees. Thank you for building such dependable engines, and making our Amazonas airlift possible..."

Jerrie Cobb may be reached c/o: The Jerrie Cobb Foundation, 2299 Riverside Drive, Moore Haven, FL 33471.

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President Reagan applauds Voyager pilots Richard Rutan and Jeana Yeager after presenting them with Presidential Citizens Medals at ceremony in Los Angeles.

Ninety-Nine Pilot Jeana Yeager awarded presidential medal

Associated Press

LOS ANGELES — President Reagan and the Rutan brothers who built and piloted the Voyager aircraft turned an awards ceremony here Monday into a celebration of individual freedom they said made the globe-circling flight possible.

Reagan told airplane designer Burt Rutan and Voyager pilots Richard Rutan and Jeana Yeager they gave the country "just about the best Christmas present America could have had."

On Dec. 23, Voyager successfully completed its nine-day, 26,000-mile non-stop flight around the world, becoming the first plane to circumnavigate the globe without refueling.

Reagan, taking a brief timeout from a week-long

California vacation for his first public appearance since before Voyager landed, awarded the Presidential Citizens Medal to the Rutan brothers and Ms. Yeager.

"You reminded us all that aviation history is still being written by men and women with the spirit of adventure and derring-do," Reagan said.

After receiving his award, pilot Rutan told the crowd in a conference room of Reagan's Los Angeles hotel that the mission was made possible because "we had the freedom to pursue a dream."

"We should never forget — and those who guard our freedoms — that we should hang onto them very tenaciously and be very careful about some do-gooder that thinks that our safety is more important than our freedom," the pilot added.

THE 99 NEWS

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