

NINETY-NINE



News

Monthly Magazine of the
International Women Pilots,
The Ninety-Nines Inc.
January / February 1989

Member survey—The Board wants to know
REPORT: resource center

More from Australia! Tips from a ferry
flying expert on the remarkable
adventure to be had 'Down Under'



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NINETY-NINE News



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Cover Girl—Her name is Amelia, what else? At seven months she already travels in style, we understand, sometimes flying ... sometimes catching a quick nap, with Mom, Australian section member Bonnie Palmer at the controls.

And now, here's
something we hope
you'll *really* like!

—Rocket J. Squirrel

Welcome to what is called, in the magazine-making trade, a redesign. Your international board of directors has grappled long and hard with this endeavor, because it represents a significant strengthening of direction. We hope you think your magazine looks nice, of course, but also that it brings a well-thought package of 99s activities — worldwide — into your mind and spirit. You'll find new and different stories in coming issues, and a refined coverage of section activities.

When you see what you like — or don't — please let us know. Thanks, and enjoy!

Robyn Sclair, Editor

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PRESIDENT'S MESSAGE

"the search for alternate transportation just emphasized the size of the country and its dependency on aviation. I called another airline to see if they served Alice Springs, and the man laughed and said, 'Yes, we go there. On Saturday.' "

by Gene Nora Jessen



One of the assignments of The Ninety-Nines president is to be available to the members, which results in land office business for the post office and some heavy travel. Of course my interpretation of that mandate extends beyond the borders of the United States. It's also a special treat for me since I've flown myself in each of our fifty states, many Canadian provinces, and countries adjacent to my own, but I've not been much beyond swimming distance of the North American continent. My first international trip as president was the Western Canada section meeting in Victoria, British Columbia, in my own backyard. The second was to another island, Australia.

The timing of the trip had to do with the aviation activities of the Australian Bicentennial. I travelled with Thon Griffith,

who had been installed as The Ninety-Nines president at our international convention in Canberra, Australia ten years ago. She had longed to return to Australia, and I to discover it. Our very first stop upon arrival was at the International Aircraft Owners and Pilots Association (IAOPA) meeting in Sydney and interaction with the delegates. We only got to wave to Kyung O. Kim, our Korean Ninety-Nine at the Federation Aeronautique International (FAI) conference.

Thon and I were privileged to attend Australia's premier airshow in the company of Nancy-Bird Walton. She is a beloved and revered Australian aviation pioneer; we felt ourselves to be in the queen's company. We touted the New South Wales Air Ambulance Service, Nancy-Bird's own highly successful and respected offspring. We also met many aviation officials and Governor Sir James Rowland at the largest airshow ever held in Australia, enjoyed a personally guided tour of the world's largest aircraft, the Russian AN-124 Antonov, and met many Ninety-Nines and women pilots from Australia and other countries. The Australian Women Pilots Association put together a striking display on women of note in Australian aviation and The Ninety-Nines has promised a similar one for our resource center in Oklahoma City. Their aviation heritage is strong and largely unknown to too many of us. ➡

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LETTERS

How's that for devotion?

Enclosed find a picture taken on Labor Day, of a field between Ashland and Medford, Oregon. Returning from a trip to Santa Ynez, California, I asked the OED control tower if Jenny ever said yes, and they

didn't know.

One must assume that either Jenny or her suitor is an aviator, since it can only be seen flying over it. In any case, let's give him an "E" for effort.

Hal Thompson
Roseburg, Oregon
USA



Nancy-Bird also hosted a lovely reception and dinner for us at her home where Dick Smith, the first person to fly a helicopter solo around the world, spoke about his upcoming Twin Otter flight across the South Pole, up the spine of South America and then North America.

Our next stop, Adelaide, is another stronghold of 99s and AWPAs members. Adelaide in the spring is beautiful—a park-filled, hospitable city matched by the warm women pilots who live there. Jan Hoopman gathered the troops and we were also contacted by local Zontians. Christine Wills helped us deal with the Ansett strike which gave us unexpected extra time in Adelaide. Dealing with the search for alternate transportation just emphasized the size of the country and its dependency on aviation. I called another airline to see if they served Alice Springs, and the man laughed and said, “yes, we go there. On Saturday.” The train would have been a 24 hour ride but it went on Wednesday. Fortunately, Ansett went back to work that evening and we resumed our journey.

Most everyone has seen pictures of Alice Springs and Ayers Rock. Experiencing them was like living a picture postcard. Except the heat doesn't show on the postcard. Since Australia is not blessed with major rivers in the center of the country, huge areas are dry. In fact, all major cities are located on the perimeter of the continent and the country is very oriented toward beach and water sports.

Ninety-Nines Governor Kathryn Flynn, along with Bonnie Henderson and her baby Amelia had flown down from Darwin to Alice Springs, a six hour Cessna 210 flight, to greet us. And then they got to cool their heels, because we were delayed. But as pilots, they understood. We also met with Marcia Hremeviuc, the Alice Springs helicopter pilot recently featured in the Ninety-Nine News. Governor Kathryn

Elitist, and proud of it

As a new member and a new chairman of a new chapter of 99s, I apparently have been under the mistaken impression that 99s is an organization for women pilots. Judging from the large majority vote at the international convention, I'm sure many other 99s are also surprised to find that this belief is “elitist” and, amazingly, an embarrassment to our president.

As I gathered from the views expressed at the convention, the overwhelming majority of the membership wished to uphold the standards and retain the original goals and aims of the organization. The general feeling was that an auxiliary would soon merge with the general membership and we would no longer be solely a women (sic) pilot organization. It seems to be simply a matter of semantics whether that can be considered “elitist” or “upholding

is imbued with ideas and enthusiasm and despite their great distances from each other, programs and projects abound.

Our last Ninety-Nine group was in Brisbane gathered together by Sue Burdekin, where we also visited with former Governor Barbara Collings, there on holiday. We dined at the Aero Club, which is much like a country club in the United States. Thon and I, and 135,000 other folks, one day took in the World Expo happening in Brisbane. Once again, we were struck by the friendliness and goodwill of Australians as we que'd (you see, I learned the language) for pavillions. Incidentally, outside of Australia's and New Zealand's, the outstanding pavillion was Canada's.

Impressions of Down Under meld with the friendliness of all we met—holding a cuddly Koala in my arms ... feeding the 'roos by hand ... learning that stores which advertise “magazines and caskets” sell reading material and lottery tickets ... getting acquainted with huge crocs (safely behind the fence) ... being advised that the reason nobody greeted us with “G'day Mate” was because mates are blokes ... discovering that the deep blues and greens of the Great Barrier Reef are real and the sea life truly exotic ... and that Paul Hogan didn't greet us upon arrival because it was his day off!

We met many women pilots who shared the universal awe of our privilege of flight, and were gratified by their appreciation of recognition from the international organization. Our “next time” list grew to impossible proportions as the time was too short for more than just a taste of this vast, captivating country. Another time I would probably make contact with Nancy-Bird Walton's son to fly the country on a more relaxed schedule in his Partenavia, which some Ninety-Nines are doing. And I'd go to Perth ... and to Tasmania ... and to Darwin ... and to ...

standards". In any event, the general membership, including a founding member, overwhelmingly made it s feelings known that 99s should remain the domain solely of women pilots.

It appeared to me, as a newcomer at the convention, that the leadership was out of touch with its membership's desires since it put forth so many bylaws changes which were defeated by the general membership. Now that our president has stated in the November issue of The Ninety-Nine News that she is embarrassed by the membership's views, I am even more convinced that the leadership is out of touch. What is the 99s if not the membership? Are the

members not to express their views in a democratic process without becoming an "embarrassment" to the leadership?

Finally, we need to understand just why it is so important to the leadership to have this auxiliary. Is it simply to expand the membership in order to take in more money? This brings up the basic question of why we need more membership and more money—even at the expense of changing the fundamentals of the organization. Do we want expansion just for the sake of expansion?

If, indeed, we need more members, there are plenty of women pilots out there who could be approached. Our new little chapter already has 12 members with several more about to join. We joined because this is an organization of women pilots—and proud of it. If that is being an "elitist", I guess you can count me in!

Barbara Vickers, Chair
Sedona (Arizona) Red
Rockettes chapter

Gene Nora Jessen, President, The Ninety-Nines responds:

I appreciate it when members take the time to express their views re my remarks in the *Ninety-Nine News*. To date I have received two letters in opposition to the views reported re the bylaw proposal on an auxiliary support category as addressed at the annual meeting. Perhaps one sentence in my remarks was overlooked: "Auxiliary members as proposed were in no way Ninety-Nines members." And possibly new members are not aware that we've had a membership-ineligible support group in place, the 66s, since Ruth Deerman was president in 1964.

This issue offers a good opportunity to remind chapters that if they wish changes in our structure or procedures, now is the time to propose bylaws through Chairman Harriet Fuller.

Facts First

Mary Glaesemann's letter in the November, 1988 issue of the *Ninety-Nine News* concerning parachute activities at the Bend, Oregon airport requires a response.

The Central Oregon Ninety-Nines did strongly oppose the Central Oregon Skydivers' proposal to move

their drop zone into the Bend Airport traffic area. We were joined in our opposition by local representatives from the Oregon Pilots' Association, the Bend Airport FBO, and numerous private and professional pilots.

We wish Ms. Glaesemann had obtained the facts before she wrote her letter.

1. The proposed drop zone would have been within and immediately adjacent to an active runway final approach;

2. Bend Airport is very busy, with frequent operations by high performance twins and small jets which cannot respond quickly to the hazard of a skydiver in their flight path;

3. Commercial pilots will not operate out of Bend Airport if the skydiving drop zone is located there because of the safety hazard created, and will take their much-coveted business to other airports in other cities; and

4. Local pilots have observed the Central Oregon Skydivers conducting operations in a manner violating the FARs and creating safety hazards.

Most disturbing about Ms. Glaesemann's letter is her suggestion that our position has damaged the image of The Ninety-Nines. She is wrong.

Ms. Glaesemann's lecture would have been better directed at *Parachutist* magazine. Her letter suggests that our efforts to promote safety at the Bend Airport are responsible for the ignorant and sexist attitude the comment in *Parachutist* represents. She is way off the mark. We believe that only when we abdicate our responsibility to promote aviation education and safety will we earn the reputation, as Ms. Glaesemann puts it, of "a bunch of rich ladies flying around in our husbands' airplanes."

Karen Green, Chair
Central Oregon chapter

BUSINESS CARDS: Can be used to give to prospective members. Tells about the organization and has blank space for your name and phone number. \$5 per 100 ppd. Make checks payable to Quad City Area chapter. Myrna Stephens, 226 Hillcrest Ave., Davenport IA 52803.

NINETY-NINE News

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January/February 1989 Vol. 15, No. 1

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Convention July 4 thru 9, 1989

"Sparkle and Shine in '89"

New York City is our destination, and the splendid Marriott Marquis our location for a celebration highlighting the 60th anniversary of The Ninety-Nines, Inc.

From July 4 through 9, Ninety-Nines will enjoy this hotel in the heart of New York City's theater district. The building stands 52 stories between 45th and 46th Streets, with glass enclosed elevators to sweep us upward from street level, past the elegance of convention and banquet floors and the spectacular 8th floor lobby, up to spacious oversized guest rooms—all with a view of Manhattan. Dinner aboard an East River cruise ship will kick off convention festivities, with a spectacular Fourth of July fireworks display planned to polish off the evening.

Teterboro Airport is the destination for those flying in their own aircraft. For commercial flight, call American Airlines, also offering special rates to Ninety-Nines convention attendees.

Hotel rates are a real bargain. Single or double rooms will go for \$111 per night, triple occupancy rooms for \$134, and for 99s staying four to a room, \$164.

Surprises abound in an agenda packed with educational seminars, excellent programs and speakers, and special guests ... all topped off with a gala closing banquet honoring our charter members.

New York City is virtually synonymous with Broadway, the famed theater district, and ample time is scheduled to sample several excellent shows. Tickets for performances of "Legs Diamond" are offered for July 5 performances at a cost of \$50 for orchestra seats.



This year, registration fees of \$340, theater tickets and other tour costs may all be charged to a VISA or MasterCard credit card. Theater tickets are available now, on a first-come, first-served basis.

Contact Pat Mlady at 1-800-835-0206. Mail checks payable to The Ninety-Nines, Inc. to Pat at 16 Via Verde, Wichita KS 67230 USA.

The play is called a new light musical comedy starring Peter Allen.

"Phantom of the Opera" is on for Thursday, July 6, and a small number of tickets can be bought for \$51.50 in the mezzanine. Also on Thursday, tickets are available for Les Miserables. Orchestra / mezzanine seats are \$50.

Friday, July 7 "Me and My Gal" will be presented at the hotel's Marquis Theater. Tickets are \$50 orchestra, \$37.50 rear mezzanine. All tickets are available now, on a first-come, first-served basis. Contact Pat Mlady at 1-800-835-0206. Mail checks

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RESOURCE CENTER SPECIAL

A \$25,000 grant from the Grayce B. Kerr Fund of Oklahoma City, Oklahoma was awarded to The Ninety-Nines, Inc. in late December. Monies will be spent on completion of the second story on the new addition of our headquarters building.

Novetah Holmes Davenport, a 99 since 1930 and colleague of such pioneer aviators as Amelia Earhart, Ruth Nichols and Louise Thaden was the designated honoree of this award. She was active in various fields of aviation and an avid supporter of the Wing Scout Program. Her name will be added to the Wall of Wings, to hang in International Headquarters in perpetuity. Our sincere thanks to the Grayce B. Kerr Fund for this generous gift.



Above, archivist Virginia Oualline standing in the treasure room, filled to the brim with the gifts and mementos of many, many special lives.

The future's curious will find enlightening satisfaction in our resource center

by Gene Nora Jessen

As the board gathered for work in our headquarters building in Oklahoma City, a young man quietly studied displays in the resource center cases. I spoke with him and discovered he was from New Hampshire, a maintenance officer in the National Guard. He makes regular trips to Oklahoma City and had planned this one specifically leaving time to visit our building during working hours. He had no agenda of special interest, such as a female relative who flies, but rather described himself as an aviation aficionado. He wanted to learn more about aviation and its history and had heard The Ninety-Nines had interesting displays. He was checking it out. The young man's curiosity is played out by other faces and backgrounds regularly seen at the resource center in Oklahoma City. It is gratifying to see researchers, writers, school children and just plain folks benefit from the vision and dedication of many.

Our collections came from pack rats—if Ruth Rueckert and Virginias Thomas, and the Beards—Thomson and Melba, don't mind being lumped into that category. Pack rats are the people who write things down and save things because someday someone will need just that item. They have a sense of the importance of preserving the record of

today, for tomorrow it will be history.

We owe a debt to the collectors. There's Betty

"We're indebted to the anonymous historians who wouldn't even recognize themselves in that definition as they clip articles and put together scrapbooks."

Gillies and Jerrie Cobb, Jimmie Kolp and Manila Davis Tally. These are the visionaries who have saved memorabilia from important times in their lives, then transferred it to the museum for many to enjoy and learn from, even though they might not be quite through enjoying it privately.

We owe a lot to the visual historians, too, such as Verna West, Teresa James and Marjorie Fauth. They've kept the

RESOURCE CENTER SPECIAL



Kodak Film Company profitable and supplied us the visual record of our projects and philanthropies, and have devoted hours to identifying the record. I'm reminded of the tragedy of my husband's mother leaving us a trunkful of photos from her 90 years—without identification on any of it.

We're indebted to the anonymous historians who wouldn't even recognize themselves in that definition as they clip articles and put together scrapbooks. We cherish our dear friend Glenn Buffington who was inspired by the heroine women pilots of his youth and corresponded with them, thus starting a lifelong collection of aviation data. Glenn defines the word "historian" generously, sharing his material with all who ask. Our photo collection started essentially as his and he speaks of The Ninety-Nines as "our" organization.

All of these people and many others have formed our resource center. Their recollections, collections, awards and memories have been gathered into a statement of where and when women started to fly. What compelled them to do so, and how the world perceived their daring and sometimes their deaths. We stand looking over our shoulder at Mathilde Moisant and Harriet Quimby and Brave Bessie Coleman who paved the way for us ... and move our gaze onward as today's girls pass on the right, to the airlines, the military ... the stars. Our story is all there. It is the picture of a fervor to soar above the earth, to loosen the tether, to take wing with the eagles. The resource center tries to illuminate our passion.

Historians are keepers of the historical treasury

by Judy Logue

Women's studies have come of age in the last two decades, and The Ninety-Nines has been there from the beginning. Sixty years ago, when this organization was formed, the preservation of newsletters, photos and clippings was the beginning of a great "savings account" of research materials.

That collection of memorabilia has given us a solid base for our own heritage and identity. But, the resource center offers more than in-house satisfaction. Researchers in women's studies will increasingly call on information from the history of our organization.

Studies of issues regarding women in aviation are mostly compensatory at this point. Researchers are tracing areas where women have played important roles in the development of aviation and eagerly search for new treasures of information such as scrapbooks, diaries, and oral histories.

The scholars will soon confront the issues that come with our success, asking how substantial is our part of the aviation industry, and what have we sacrificed to get there? Labor historians, economists, psychologists, and public-policy researchers will all be using the materials in our resource center to analyze links between cultural and biological influences.

And there, in the middle of all the academic murmurings of the future, will be the treasurers of our aviation heritage, our "savings account". Ninety-Nines historians and archivists will continue to maintain the continuity of our organization by keeping in touch with the spirit of our aviation heritage.

Instructor Liability:

Are you covered against civil suits?

by Bernie Geier,
Executive Director
of the National
Association of
Flight Instructors,
NAFI

Liability lawsuit is a new problem for the flight instructor, and of course, for the pilot examiner who must also be a flight instructor. Many worldwide, and most all in the United States have heard and read about the U.S. medical profession and the large awards being given by courts in malpractice cases. Until recently, no one thought of taking a low paid flight instructor to court; anyone associated with aviation knew the instructor had no assets. Attorneys then began the shotgun practice of naming as defendants everyone who might have had some involvement with their clients. With such action, the certified flight instructor (CFI) or pilot examiner was sucked into the liability case.

NAFI has found that instructors or examiners brought into a civil suit and charged with failure to properly instruct, or examine, are able to successfully defend themselves with their records. But their defense will have cost \$10,000 to \$20,000 in legal fees, as well as loss of work and substantial worry. Even with victory, they lose.

Until two years ago, NAFI had an insurance policy that provided professional insurance coverage for members. Too few takers caused cancellation of the coverage. We began searching again, but until recently, were unable to find insurance coverage at any price. Very good coverages are available for personal liability, but these policies require that the CFI be aboard the aircraft. Nor do they cover defense costs. We believe instructors and examiners must have coverage for those times when they are aboard the aircraft and when their students are flying solo, and also for the CFI who has signed off a pilot's biennial flight review (BFR), or for the pilot examiner who issued a certificate to an applicant. Their defense costs should be covered.

The United States Congress passed the Risk Retention Act in 1986, allowing an organization such as NAFI, after meeting the insurance commission's requirements, to license as an insurance company in one state and then issue insurance policies to its members in all states. NAFI wanted to be able to issue policies in the amount of \$100,000, requiring a financial base of \$1 million dollars—an amount we could not come close to acquiring. The Risk Retention Act also provides for the formation of a purchasing group which allows profession-

als sharing in similar risk to join together to buy insurance on a group basis.

Two NAFI members have formed such a group under the name National Flight Professionals Purchasing Group (NFPPG). With the group formed and its insurance in place, coverage can be offered to all who are NFPPG members. First year's dues in NFPPG are \$70, but because of NAFI's strong support and advice, members can join for \$55. Membership in NFPPG allows CFIs and examiners to purchase policies ranging from \$100,000 to \$1,000,000, with premium rates beginning at \$450 per year.

Many good instructors and pilot examiners have dropped out of the profession due to the threat of a lawsuit. NAFI, the only nonprofit national organization dedicated to raising and maintaining the professional standing in the aviation community, has worked diligently to secure this much needed coverage.

Additional information can be had by calling NFPPG at (800)638-3402, NAFI at (800)323-1828, or Executive Director Bernie Geier at (703)323-8763.



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AEMSF

AE parade of winners marches on

By Charlene Falkenberg, Chairman
Amelia Earhart Memorial Scholarship
Fund Trustees

Have you wondered what happened to our Amelia Earhart Memorial Scholarship winners from past years? If you saw the parade of them at the 1988 international convention, you know the thrilling sight—Helen Sheffer, Barbara Sestito, Roberta Taylor, Linda Hollowell, Evelyn Snow, Mary Jo Voss, Pat Bizzoso, Dorothy K. Dickelhoof, Rosemary Jones, Evelyn Kropp, Mary Kelly, Joann Carpenter, Linda Mattlingly, Madeleine Monaco, Barbara Stott, Dorothy Niekamp, Clare Kopp, Jean Pickering, Ruby St. Onge, Evelyn Craik, Misti Flaspohler, and seven of our eleven 1988 scholarship winners: Mary Rutherford, A. Lee Orr, Deborah Cunningham, Jessica Hatfield, Valeria Suberg, Kathy Osborne, and Anna Scott—literally dozens of members who not only benefited themselves from the scholarship, but have done so much since to further aviation and the The Ninety-Nines as a whole.

A quick recap includes Teri Donner, who received a multiengine rating scholarship in 1981. Terri is now chief flight instructor at Stevens Aviation in Louisville, Kentucky and a Baron captain flying Part 135 charter.

Carol Rayburn, 1965 instrument/instrument instructor rating winner is now assistant director for special projects, flight standards service in the U.S. Federal Aviation Administration (FAA).

Susan Maule, 1984 ATP scholarship winner is a first officer for Piedmont Airlines.

Carol Clarke, 1981 multiengine instructor, became chief flight instructor and aero club manager at Salt Lake City, Utah Beechcraft.

Hazel Jones, 1968 instrument/instrument instructor rating is a past international president of The Ninety-Nines. She writes, "I am currently paying my scholarship back so it will be available for someone else. The scholarship came at a very low point in my life and because of it, I managed to put my life back together and achieve at many levels. I owe a great deal to The Ninety-Nines and the AE Scholarship."

Elizabeth "Susie" Sewell was

Generous financial support by Ninety-Nines over the past 47 years has made it possible to give 171 of us a boost toward our aviation goals, as well as to award four A.E. Research Scholar Grants.

Remember, you make FULL SCHOLARSHIPS possible, not a partial payment toward the ultimate goal. Ninety-Nines have believed in their scholarship program and enthusiastically supported it since 1941. Let's get together and give it a significant thrust forward.

If you have already mailed your check for the 1988/89 fiscal year, thank you! If not, please remember to send your check before the March 31 deadline so your chapter will be listed in the Ninety-Nine News and in our annual convention report.

1988/89 Contribution to The Ninety-Nines Scholarship Program:
Deadline March 31, 1989

Make check payable to: Amelia Earhart Memorial Scholarship Fund.

Mail check to: The Ninety-Nines, Inc., P.O. Box 59965, Will Rogers World Airport, Oklahoma City, OK 73159, USA.

awarded a scholarship in 1947 to complete a commercial pilot certificate and to obtain a certified flight instructor (CFI) rating. A career in general aviation followed, and Susie used the credibility of her new licenses and ratings to further herself first in aircraft scheduling, and later as charter and operations manager for a fixed base operator. She developed Aviation Insurance Agency and served on the FAA's Women's Advisory Committee-OKC Governor's Task Force on Aerospace Education. Susie is also a past international president.

Patricia Rockwell is a 1980 instrument flight instructor winner: "Scholarship was probably the best thing that ever happened to me. It totally changed my life. Instead of being behind a desk as a dispatcher, am now in the cockpit, instructing, freelance. I'm still writing aviation stories with my teaching "experiences" and maybe one day will write "that book". I thank The Ninety-Nines for having faith in me and will continue to move forward and will continue to help other fledgling pilots."

All of these 99s, as well as scholarship trustees past and present, thank each chapter, section, and individual 99 for their cooperation in this program, both financially and by applying. It is your program. Let's continue to keep it growing.

BOARD of DIRECTORS

Fall meeting report *Submitted by Lu Hollander*

Called to order by International President Gene Nora Jessen at 4:00 p.m. November 10, the first two-hour session was an informal exchange of ideas and comments relating to the formal agenda.

The next day members convened at 8:00 a.m. Since minutes of the previous meeting had been sent to board members prior to the fall session, discussion was limited to minor corrections.

To clarify procedure, regular mailings from headquarters are automatically sent to all section governors, chapter chairmen and international board members.

Appreciation was expressed for the efforts of volunteer docent Ruby St. Onge, Minnesota 99 who spent many hours assisting Virginia Oualline with the move of archival materials to the new building.

The board also acknowledged the efforts of Librarian Dorothy Niekamp who travels to headquarters annually to update the library's listings. The information is currently being placed on the new computer.

Dies from which the Amelia Earhart commemorative coin were cast have been recalled; only 900 of the silver coins will be in circulation. Those who did not receive a certificate of authenticity at the time of purchase should contact headquarters.

The subject of a loosely-structured federation of women pilots' organizations from around the world was discussed. Gene Nora had explored the idea with

Members of the Ad Hoc Committee—
Appointed by Gene Nora Jessen, they met at headquarters immediately following the close of the international board meeting. Committee members are l. to r. Dora Strother, Doris Brell, Eleanor Bailey, Barbara Sestito, Thon Griffith, Bea Steadman and Pat Roberts.



Australian 99s during her visit there, explaining that the main purpose of the group would be to establish a strong communications network benefitting women pilots worldwide. New Zealand 99 Pam Collings will pursue the idea with assistance from Lu Hollander and Loretta Gragg.

Efforts to procure a Master Plan for the Amelia Earhart home are at a stalemate while additional funding is being sought. The AE home received publicity in the form of a two-page article in the October 1988 issue of *Private Pilot*, a U.S. based magazine.

Plans for a 60th anniversary commemorative book were evaluated and, due to time and funding constraints, the publication will be prepared in booklet form



The Board of Directors—L. to r. Directors Lu Hollander, Robbie Taylor, Treasurer Pat Forbes, Past President Barbara Sestito, President Gene Nora Jessen, Director Joyce Wells, Vice President Marie Christensen, Director Carole Sue Wheeler, and Secretary Doris Abbate.

rather than as a hard-bound book.

Historian Judy Logue requested the board consider budgeting for a professionally-prepared brochure highlighting the resource center and archives. Such a piece would be helpful in seeking additional funding and memorabilia.

The Oral History seminar directed by Judy just prior to the August convention was quite successful. Ninety-Nines who participated were instructed in oral history techniques in hopes that they will be able to continue gathering information while additional funds are sought.

Improvements for the *NINETY-NINE News* were also discussed. Editor Robyn Sclair plans changes in both appearance and content.

The Board reviewed and subsequently approved revisions to the SOPs for the international nominating committee. Ninety-Nines interested in running for positions on the board are encouraged to contact nominating chair Verna West ahead of time for information. Two positions will be filled at New York's meeting.

The spring meeting of the international board of directors is scheduled for April 6-9 in Oklahoma City. Members may contact any board member to have items placed on the agenda.

The fall meeting was adjourned at noon, Sunday November 13.

About the survey on pages 13, 14—

Entering our 60th year, we suffer the wonderful pain of growth. We've patched and spliced along the way, all the while recognizing that we're seriously understaffed in Oklahoma City and scurrying to keep up with the requirements of nearly 7000 members.

The board has sought out direction and advice through the appointment of an Ad Hoc Committee to review our structure, elections, and nomination and business practices. Committee members are all long-time Ninety-Nines (including three past presidents) chosen not for their present deep involvement in the organization, but rather for their strong business backgrounds. Chariman Pat Roberts and members Thon Griffith, Page Shamburger, Doris Renninger Brell, Eleanor Bailey, B Steadman, Dr. Dora Strother and Barbara Sestito have generously served largely at their own expense. They have formulated the following survey form and strongly urge you to respond with your individual views by March 15th.

—Gene Nora Jessen

SECTION News

January / February 1989



India section welcomes 99s from abroad

by Mohini Shroff

India Section Governor Mohini Shroff reports separate visits by two foreign members recently, German 99 Ute Toelke and American Delta Airlines pilot Vicki Karnes.

Mohini says that Ute happened to be in Udaipur when she wrote and Mohini convinced her to visit Bombay to meet other 99s there.

A big surprise awaited Ute when she met Indian Airlines Captain Saudamini Deshmukh and was told she had been the commander of her flight from Udaipur to Bombay. Ute was floored, of course, and could not believe that 99s of India Section could organize her travel to Bombay with another 99 as commander of that particular flight.

Dr. Sunila Bhajekar and her 49 1/2 Dr. Ashok Bhajekar later organized a very pleasant evening dinner in typical Indian style at their residence, which Ute and her friends

most enjoyed.

Pictured above l. to r. are Fee Gertraud, guest, Dr. Sunila Bhajekar, Ute Toelke, Leena Mukadam, Rabia Futehally. Seated are Saudamini Deshmukh and Mohini Shroff.

Vicki Karnes, a pilot for Delta, visited India and was the guest of Captain Saudamini Deshmukh during her two day visit.

During her visit Vicki was privileged to meet Mr. Vihaypath Singhania, who was felicitated, according to Mohini, by the Aeronautical Society of India on his recent world record flight in a microlight from London to Brazil.

This time the safari's FOR REAL

Reservations for 99s aviation/education exchange to Africa will be accepted beginning February 1. No deposit required at present. Tentative plans are: 17 day trip in mid-October 1989. Cost approximately \$4250 per person, all inclusive. Further details coming. Send reservations to Marie Christensen, 1636 Sunset Ridge Rd., Northbrook IL 60062.

What's going on—

Robbie Taylor, member of the international board and the Vancouver Island, B.C. Canada chapter gave an aviation careers workshop for delegates at the National Conference of Women in Trades and Technologies late last year. The workshop focused on entry to non-traditional careers for women, including all the aviation pursuits. Western Canada section reporter Barbara Meredith says Robbie's presentation was actually a synopsis of a six week course she had taught earlier for 60 female secondary school students. Still, the week long version was apparently well-rounded, with hands-on projects in a repair shop, airport tours and simulator flight time.

Alberta chapter participated in The Women's World Convention in Edmonton and Calgary. Again focusing on opportunities for women, a display

SECTION NEWS

was set up at both locations. Rosella Bjornsen and Karen Rutledge were speakers.

Joyce Young, Wendy Baskin, Yvonne Coates and Nancy Rand went to the CASARA Spotter and Medical Training Sessions in Calgary, only to be informed at a wee hour of the night that their training had become an actual search. Yvonne and Nancy spent the next two days, 12 hours a

day, flying ridges and shooting valleys to Fairmont Hot Springs in B.C., and back.

News of East Canada section's fall meeting was received late last year, and reveals that a new writing of the section bylaws was approved, clearing the way for the section to incorporate.

The Ninety-Nines Canadian

Award in Aviation went to the Commonwealth Air Training Plan Museum in Brandon, Manitoba. Run entirely by volunteers, the nonprofit museum is dedicated to those who trained and fought for the British Commonwealth during the 1939-45 war.

First Canadian chapter says, "Our energies and activities will be very much driven by the output of the workshop *Flight Into The Future*, which identified our chapter needs and goals as being membership and a team approach, communications, visibility and budget control." Chairmanship passed from Adele Fogle to Joy Blackwood.

The Mission Air Transportation Network is described as a service to patients similar to the U.S.' Corporate Angel Network, which transports sick people needing to travel for their treatments. The Corporate Angel Network arranges for these patients to be donated empty seats on corporate aircraft, and the Canadian's Mission Air schedules them aboard air carriers as well. Sylvia Garratt reported that in its first two years of operation, Mission Air assisted 560 of 624 total requests. Last September alone counted 76 patients transported. Sylvia said this adds up to transportation savings of \$116, 583. Though not a 99 sponsored activity, Pat Lee and Shirley MacDougall have been very actively involved along with Sylvia.

From the same chapter, Rita Rogers spent eight months during 1988 in Australia, and says she enjoyed attending the Australian Women Pilot Assn meeting. Mary Norman recently starred in the CBC TV production *Life of an Instructor*.

Marilyn Buryz, Eastern New England chapter's Aerospace Education Committee chairman, received her second Horace Mann Grant, given by the state to teachers for the development of special programs. Marilyn used her first grant to develop an aerospace research center using special unit computers. She will use the new monies to develop a program to help teachers use aerospace materials and lessons.

CALENDAR

FEBRUARY

- | | | |
|--|----------------------------|-----------------------------|
| 18 | Kansas City KS | Executive Beechcraft |
| Flying Companion Seminar, Greater Kansas City chapter. Call Darla Gerlach, 513 S. Water, Olathe KS 66061. (913)829-9162. | | |
| 21 | Kansas City MO | Richards-Gebaur AFB |
| Flying Safety Seminar, Greater Kansas City chapter. Contact same as above. | | |
| 21-25 | Colorado Springs CO | Broadmoor Hotel |
| "Highlights of Aviation History", 4 day seminar by the Smithsonian Air and Space Museum. Contact Betsy Sinnott (202)357-1350, or write Lecture and Seminar Program, 1100 Jefferson Dr. SW, Room 3045, Washington D.C. 20560. | | |

MARCH

- | | | |
|---|----------------------|--------------------------------|
| 6-8 | Bismarck ND | Kirkwood Motor Inn |
| Upper Midwest Aviation Symposium. Contact Gregory Haug, Box 1306, Williston ND 58802-1306. (701)774-8594. | | |
| 8-12 | Stuart FL | Indian River Plantation |
| Lawyer-Pilots Bar Assn. meeting on Hutchinson Island. Contact David Prewitt, 1845 Walnut St., 21st Floor, Philadelphia PA 19103. (215)751-0500. | | |
| 11 | Wilmington DE | Greater Wilmington Arpt |
| Flying Companion Seminar, Delaware chapter. Contact Marilyn Alderman. | | |
| 18 | Eugene OR | Lane Community College |
| Flying Companion Seminar | | |

APRIL

- | | | |
|---|-----------------------|-------------------------------|
| 1 | Bloomington MN | Sheraton Airport Hotel |
| Minnesota Sport Aviation Conference. Call Donald Goserud (612)296-7285. | | |
| 15 | | Fullerton chapter |
| Shirts and Skirts air race, mystery route. Race kits \$5. Contact June Leach, 1005 Tularose Ave., Orange CA 92666. (714)532-3207. | | |

MAY

- | | | |
|---|------------------------|-------------------------------|
| 5-7 | Breezy Point MN | Breezy Point Resort |
| 10th Annual Minnesota Seaplane Pilots Safety Seminar. Contact Donald Goserud (612)296-7285. | | |
| 6 | Latrobe PA | |
| 13th Allegheny Air Derby, Greater Pittsburgh chapter. Contact Billie Latshaw (412)327-6723. | | |
| 21 | Hagertown MD | Washington County Arpt |
| Pig roast to benefit the Gerda Runhke Scholarship Fund. Contact any member Washington D.C. or Potomac chapters. | | |
| 17-24 | Grand Forks ND | |
| National Intercollegiate Flying Assn competition. Contact Pat Roberts. | | |
| 28 | Breckenridge TX | |
| 12th Annual Airshow with classics, homebuilts, warbirds, West Texas Wing CAF. Call (817)559-9129. | | |

SECTION NEWS

From the "ounce of prevention" community relations department, New York-New Jersey section reporter Shirley Ludington says the Republic Airport Pilot's Association was formed to give the local community a look at the strength of its pilot population. Long Island chapter chairman Jill Hopfenmuller attended the first meeting late last year. Expanded circulation is planned for the Republic Airport Newsletter, which reports on developments at the airport and within the surrounding community that may affect the airport.

Joann Lynn is a librarian in the Long Island area of New York state who became interested in aviation after researching *The Ninety-Nines*. Local 99s received a copy of the book "Evolving a Sense of Place", covering Long Island history and including the fruit of Joann's labors, a chapter on early aviation at Valley Stream. Having thus far experienced a balloon flight, Joann looks forward to furthering her newfound interest with a first airplane flight.

Central New York chapter, along with over 100 others, attended a "pilot town meeting" to hear a host of bureaucrats give presentations and field questions. Officials included Congressman Sherwood Boehlert of the House aviation subcommittee, Clarence Cook, director of aviation for New York, Tom Arcadi, FAA Regional Flight Standards Manager, Nick Abatini, deputy to Arcadi, Charles O'Neill, Albany Flight Standards District Office (FSDO), Jim Cook of Utica Tower, Russ Shedd, Syracuse Tower, and Bill Deere and Bob Wilke, both of the Aircraft Owners and Pilots Assn. (AOPA). Boehlert stated his recognition of the importance and significance of general aviation.

HEADQUARTERS & RESOURCE CENTER MOST WANTED LIST

- fax machine
- file cabinet
- computer programming
- chair recovering
- museum display case
- library table

Lifetime dream fulfilled

On November 8, 1988, Pat Rockwell fulfilled her lifetime dream of aircraft ownership. She now shares a Cessna 172 with five others, all men.

On the day her youngest son accepted a fellowship for graduate school, there by leaving pat off the hook for another five years of schooling, she started canvassing the area for a 1975 Cessna 172. Six months later THE ad showed up in a local paper. She made an exploratory flight in the craft, then papers were OK'd and signed, and suddenly Pat is the proud owner of a dream.

As AE Scholarship chairman of the Long Island chapter and a 1980 CFII winner of the award, Pat likes to encourage anyone with aviation aspirations, but lacking supportive funds, to apply for the AE Scholarship. She estimates ten years as how far she would be from her goal of instructing and owning an airplane without the blessing of the scholarship.

Fellow chapter member and reporter Bozena Syska says Pat intends to continue instructing, as she has from the beginning: in a relaxed, low profit manner. Others also struggling with financial hurdles can learn "in the old fashioned, enjoyable, no rush manner of the past where each student counted as an individual, and each flight was an adventure for both student and instructor."



A happy trio—L. to r. are Carolinas chapter chairman Reva Carpenter, Page Shamburger, and Evelyn Brooks as Page receives the certificate of honor informing her of membership in the International Forest of Friendship.

From the Carolinas chapter, Susan Dusenbury plans to commemorate the 60th anniversary of the 1929 First Women's Air Derby, in August of this year, by flying the route in a restored Beech Travelaire. Louise Thaden, who won that original race from Santa Monica, California to Cleveland, Ohio, also flew a Travelaire. Meeting jointly with the Kitty Hawk chapter, both groups got a good look at the composite homebuilt Venture, manufactured in kit form by a firm called Questair. Chief among the Questair designers is the man who

also designed the Piper Malibu, an impressive single engine, pressurized, cabin class aircraft.

Seems everything ever accomplished is slowly becoming available by how-to videotape. Add airmarking to that list, as the Florida Spaceport chapter demonstrates drawing and painting of a compass rose on tape available for other chapters who would like to undertake such a task. Forty volunteers met at Valkaria for the airmarking, including 99s, 49 1/2s, the FIT Flight Team and the Embry Riddle 99s. The compass

SECTION NEWS

rose was laid out by Carol and Alec Gosling and Norma and Mac Reynolds.

Activities that educate the young are a continuing devotion of a number of North Central section chapters. Chicago Area's Donna Karp treated 32 high school students to tours of Rose Bonomo's Cessna 172 and the Omni-Flight Helicopter charter service facilities. Donna noted that the 15 girls in the class appeared more interested in the presentations than did the boys. Ellen O'Hara took 29 kids to Glenview Naval Air Station, and reports their awe at the KC130 refueling tankers and helicopters there.

This chapter has also been busy with Scouts. Beverlee Greenhill showed eight Cub Scouts their way around her Cessna 172RG and Aerostar 700P. Highlight of the tour was the Alberto-Culver Company's hangar, in which Chief Pilot Robert Fash showed the group through the facilities and the Falcon 50 jet. Marge Sundmacher and Clara and Karl Ganey have also been involved in similar tours for groups of both boy and girl scouts, along with the help of corporate pilots who have welcomed various group into their hangars to see the impressive jets living there.

A new Aerospace Education subcommittee consists of Marge, Ruth Rockcastle, Cynthia Madsen, Barb Muehlausen and Donna Karp, who are distributing to local high schools copies of the video *Women in Aviation—Aviation Careers*. They offer speakers also.

In the Greater Detroit Area chapter, aerospace education chairman Dorothy Gillis is enthusiastic about the McCreary Flying Program, which gives a high school student the opportunity to learn to fly. Dorothy found added benefit in response to her letters to area high schools when she, Carol Landefeld, Cindy Fischer, and Gini Southerland were able to speak to Benedictine High School students on career day, to encourage consideration of all aspects of flying.

Carolyn Kloth, of the Greater Kansas City chapter, will transfer to the Convective Sigmet Unit at the National Severe Storm Forecast Center. Darla Gerhach has been



Outstanding Alabama 99—Nadine Rose was named to this honor. Presenting the trophy is last year's recipient **Iris Harris**, an aerospace specialist.



The smile of determination—Amy Thompson, a new North Georgia 99 and freshman at Auburn Univ., wants to become a professional aviator. She is 18 and ready: a private license, a new instrument rating, and a new T34A. The North Georgia chapter wishes to be on the record as 100% behind Amy's endeavors.

The word "(deceased)" printed to right of member name in roster refers to husband's death. —Virginia Oualline, headquarters archivist

Bylaw revisions and changes are due to bylaw committee chairman Harriet Fuller before March 1, 1989.

selected for a post as an Airspace and Procedure Specialist for the FAA at the Kansas City Center.

Greater St. Louis chapter is extremely proud, according to section reporter Martha Norman, of Adela Scharr's election to the board of directors for the St. Louis Aviation

Western Washington and Greater Seattle chapters are busily joining forces to plan and implement one of the section's meetings in 1990, which will also coincide with the 50th anniversary of the Western Washington chapter.

Aloha chapter members have been travelling. Nona Meinen went to Brisbane, Australia and while there made a premiere flight in a deHavilland Tiger Moth. Amy Hughes, in college in Papua, New Guinea discovered an airport there run by the Missionary Aviation Fellowship, and is now working toward her private license. Marijane Evans flew several sightseeing trips over the jungles of Venezuela to view Angel Falls and the countryside entire.

Frankie Clemens, of El Cajon Valley chapter, participated in the drawing for the FAA's zero Accident Month by sorting through 467 pounds of mail—an estimated 25,500 entries, according to section reporter Mary MacDonald.

Newly formed chapter Sedona Red Rockettes held a charter party with 40 in attendance, including the town mayor who, unbeknownst to the chapter when issuing invites, is a pilot.

Palomar chapter's Ami Erickson was named section pilot of the year - professional category, and Fresno chapter's Lynn Ahrens earned runner-up for the same award.

Lake Tahoe chapter awarded its 6th annual \$1000 scholarship to Denise Mansberger, a Reno Area 99. Denise says she will use the monies to forward her goal of being an attack / lead pilot for the U.S. Forest Service.

Phoenix chapter reports winners of the 21st Kachina Doll Air Rally were Marty Pearce / P.B. Morini in 1st place, Nancy Rogers / Richard Le May in 2nd, and Molly and Ed Gentry in 3rd. The course was 369 miles, with a stop at Bullhead City, Arizona.

SECTION NEWS

Outer space, the stars ... 99s have no limits as gift gem travels into space

The shuttle flight of the Discovery will always have a special memory for Oklahoma chapter



member Diana Burton. Astronaut Mike Lounge carried aboard the space shuttle a gold ring designed by Diana, which he gave to his wife, Kitty, for her birthday.

Mrs. Lounge had seen the ring among a line of 99s jewelry designed by Diana and told her husband how much she liked it. After contact was made and secrecy sworn between Diana and the astronaut, the ring was carried on the 1.68 million mile space journey, making it a treasured gift.

For Diana, who still cannot believe he wanted one of her rings, Mike presented an autographed color photo saying, "To Diana, thanks for designing such a beautiful space flight memento." The photo shown here of Diana holding the autographed picture of Lounge also graced the front page of the Ardmore, Oklahoma *Daily Ardmoreite*.

GENERAL COUNSEL

Matters of money and tax exemption

by Sylvia Paoli

I am quite frequently contacted by chapters and sections wanting to know about their expenditures, accumulations, and other monetary matters. Expenditures are controlled primarily by the wishes of the chapter members or section board of directors, with certain limitations affecting U.S. chapters who are tax exempt. Those include a prohibition against giving chapter funds to individuals (except for duly processed scholarship awards) or to non-exempt organizations. An exception to the latter can be made when the chapter specifically designates its donations to the non-exempt organization for a safety or educational or other purpose that brings it within the exempt purposes of The Ninety-Nines, Inc. Chapter funds also cannot be used to support political activities or candidates.

There are no specific written limitations on accumulations of money by chapters or sections. The IRS regulations make reference to such accumulations in general language indicating that large funds may be questionable unless set aside for a specific purpose that falls within the organization's exempt purposes. For example, a large fund could be designated for scholarships, or to support college aviation programs. There is no longer any reason for chapters and/or sections to accumulate large amounts of money to put on an international convention, since conventions are now handled entirely by the board of directors. That includes both financial and non-financial aspects of the convention. While individual chapter members may be used as volunteers at the convention, there is no monetary commitment at all by their section or chapter.

If you have questions as to whether or not a proposed expenditure or accumulation is proper, please drop me a note or call me.

MEETINGS

MARCH

29-4/1 WAE0 Board, St. Louis MO
Julie Zumwalt

APRIL

6-9 BoD, Oklahoma City OK
Gene Nora Jessen
14-15 NY-NJ section, Hightstown NJ
contact Pat Valdata
14-16 South Central section,
Longview TX, Jerry Jurenka
15-16 Middle East section, LaTrobe
PA, Alice Foeh
21-23 Southeast section, Ashboro
NC, Mary Fletcher
28-29 New England section, TBA
Alexandra Taylor
28-30 North Central section,
Milwaukee WI, Kathy Mayr

MAY

5-7 Southwest section, San Jose
CA, K. Walton / L. O'Keef
12-13 East Canada section, Toronto
Canada, Isabelle Pepler

JUNE

16-18 Forest of Friendship, Atchison
KS, Fay Wells

JULY

4-9 International Convention, New
York City NY, Mary Helfrick
21-28 WAE0 Congress, Amman,
Jordan, Chanda Budhabhatti

NEW HORIZONS

NEW ENGLAND SECTION

Eleanor Horn, Northern New England, died suddenly in November. A memorial fly-by over the Great Lakes Region Airport was made in her tribute by warbird flying friends.

SOUTHEAST SECTION

Harry Hilton, Florida Panhandle, 49 1/2 of Billie, died November 3, 1988 after a long illness.

NORTH CENTRAL SECTION

Rema and Harman Lowrie, Chicago Area, were killed in a plane crash in Ludington, Michigan on October 23, 1988. Rema was an enthusiastic new member of our chapter. She enjoyed working with the children in our Air Bear school program. We will miss her.

Ludwig A. Majneri, Indiana Dunes, was the 49 1/2 of Muriel. He passed to new horizons in Columbus, Ohio.

Ray Kokesh, Chicago Area, 49 1/2 of Louise, passed away September 30, 1988. Said Louise, "He just loved flying."

SOUTH CENTRAL SECTION

Lydia R. Dismukes, Tulsa passed away August 1988, at the age of 58, from cancer.

NORTHWEST SECTION

Bob Byrd, Columbia Cascade, 49 1/2 of Iris Byrd, a very special 99 who attained her private license at 75, died in November after a long illness. Bob was a pilot for 60 years, a builder and racer of midget racers in the 1930s, mechanic and inspector for CAA and FAA. He retired in 1967 from the FAA Maintenance Section. He was a member of QBs, OX-5, NWAAC, Oregon Pilots Assn.

Charlotte Dodson, Columbia Cascade, passed away in December. She was a member of the former Oregon chapter.

SOUTHWEST SECTION

Virginia Hash and Wilma Bland, Phoenix both recently passed away. Wilma, not an active member recently, served the chapter well in its formative years.

Virginia was a Phoenix attorney and our chapter's legal counsel for years.



BRITISH SECTION

Sheila Scott, O.B.E.

Section Governor Gwen Bellew sent word of the death of Sheila, saying the following:

Sheila Scott died in London on October 20, 1988 after a long battle with lung cancer. She amassed a remarkable collection of over 100 light aircraft class world records including three flights around the world, one being the longest solo flight ever made in a single engine aircraft.

At 16, during WWII, Sheila joined the Royal Navy Section of the V.A.D. and served until the end of the war, when she left to become an actress. Born Sheila Christine Hopkins, her stage name became Sheila Scott. At 18 she married, but it did not last. Sheila continued acting and modeling until aged 32 when she took flying lessons and the great love of her life began.

Having gained her pilot license, Sheila quickly went on to competing in numerous light aircraft races, gaining useful publicity for herself and her aircraft. She was invited to the Cessna plant in Wichita, Kansas U.S.A. and while there gained a commercial license. Back in the U.K. she was loaned a U.S. registered Piper Comanche 400 single engine plane and made numerous record flights including ten European records all within 36 hours. Each flight was to and from Northolt Airport from where she flew out and back to the Hague, Brussels, Paris, Dublin and Belfast.

On 18th May 1966 Sheila set out in her Piper Comanche 260 to fly 31,000 miles with 32 stops around the world and back to London—a great and remarkable achievement, as at that time she had relatively few flying hours.

From then on Sheila set record after record, including one for flying equator to equator over the North Pole. By 1971 sponsors for light aircraft flights were hard to find so Sheila began lecture tours and the writing of her books, *I Must Fly*, *Top of the World*, and *Barefeet in the Sky*. At the time of her death she was writing yet another book.

In 1968 Sheila was awarded The Order of the British Empire and later that year the Royal Aero Club's Britannia Trophy. 1964 saw Sheila enjoying the founding of the British Section of the 99s, in which she was to take such keen interest until her death.

Toward the end, supported by her many friends, she bore with great courage and good humor the long months of illness.

Sheila was a legend in her lifetime and will be most sadly missed.

INTENT TO SEEK ELECTION

Office sought _____

Name _____ Phone _____

Deadline March 1, 1989**Attach resume**

The chairman's signature signifies that the candidate's own chapter is endorsing her. Otherwise, the candidate must have two other chapters endorse her. If no chapter exists, endorsement of the section governor is acceptable.

Send one copy of this form and your resume to International Headquarters, The Ninety-Nines, Inc., P.O. Box 59965, Oklahoma City OK 73159. (405)685-7969.

Send original and four copies of the form and resume; two copies of airman certificate, current medical, biennial flight review, summary of your resume; one black and white photograph to International Nominating Chairman, Verna West, 2190 Mills Avenue, Menlo Park, CA 94025. (415)854-6349.

Mary Fletcher
Clara Johansen
Billie Latshaw
Rose LePore

Chapter _____ Section _____

Endorsement by own chapter signifies chapter approval. Or by two other chapters (or section governors).

Chairman's signature _____ Chairman's signature _____

99 member since _____ Classification _____

date-class medical _____ total hours _____

date biennial _____ total hours last two years _____

ratings _____

chapter service, offices, committees _____

section _____

international _____

number of conventions attended _____ section meetings _____

special aviation-related awards _____

membership in aviation-oriented organizations, offices held _____

specific training and/or experience related to office sought (attach resume) _____

occupation _____

I desire to be considered for nomination to _____

This notice constitutes authority to so advise Ninety-Nine chapters and sections.

I understand I must meet all eligibility requirements at the time of my election.

date _____ Candidate's signature _____

Qualifications for Board of Directors Candidates:

All board members must meet the requirements as outlined in Article VIII Section 2 C. Each person considering running for the board should also be familiar with Article X of the bylaws. Other specific duties are found in the Board Policy Book and special manuals. Bylaws are printed in the membership directory.

All board members must attend three board meetings per year. Two of these sessions are held in Oklahoma City, Oklahoma USA and require at least four days of the member's time; the other meeting is held at the site of the annual international convention and requires members to arrive one or two days early. Air fare and expenses are paid to the meetings in Oklahoma City; a \$125 stipend is available for the extra day(s) at convention. An expense account is allowed for the president.

Serving as a member of the board requires substantial time and constant communication with other members, and with the membership in general. Each member of the board must possess excellent communication skills and should have access to secretarial support and equipment. Typing

skills are a must, as the board member will be expected to write reports to all other board members after representing the president at a section meeting or other meetings she may be required to attend. Additionally, each director acts as an additional liaison with one or more sections and international committees of The Ninety-Nines, and is expected to attend as many section meetings as possible.

The non-officer directors are just as vital to the board as the officers. They must be capable of organizing and following through with special projects. They serve on any or all of the board committees at the request of the president. They frequently represent the president at a section meeting and should be accorded the amenities normally accorded the president. Each non-officer board member should become familiar with the functions of the officers and the headquarters staff, and should be willing to move into an officer slot should one become vacant. They are vital to the orderly and progressive function of this organization.

These job descriptions were prepared by an ad hoc committee in Baltimore, Maryland USA in 1985, and revised by the board of directors November, 1988.

Two new members for the international board of directors will be elected by ballot by the delegates during the 1989 convention in New York City, New York.

The Intent to Seek Election form serves as our means of discovering those who wish to be considered for the position.

The qualifications for director are printed in this issue of The Ninety-Nine News and are according to the bylaws voted upon at the 1988 convention in Shangri-La, Oklahoma. Bylaws are printed in the directory under Article VIII, Section 2. Check them carefully before submitting your "Intent" form.

1. Complete Intent to seek election form.

2. Secure endorsement of your chapter and have the form signed by the chairman.

3. Prepare a resume. Include statement of goals and letters of recommendation, if appropriate.

4. Make six (6) copies of form and resume. Keep one (1) for your files.

5. Make two (2) photocopies of your airman certificate, current medical and biennial flight review.

6. Write a summary of your resume, not to exceed 100 words (it will be edited to conform), as you wish it to appear in the May issue, the *Ninety-Nine News*. Make two (2) copies.

7. Secure one (1) recent black and white photo (passport type preferred).

8. Send one (1) copy of this form and resume to headquarters in Oklahoma City, Oklahoma USA.

9. Send remaining items to Verna West, postmarked by March 1, 1989.

Convention is in July, 1989. Please respond as soon as possible!

COMMITTEE REPORT

By Ruth Rockcastle

*International Aerospace Education
Chairman*

These are just two of the many letters that have been written after participation in the program "Air Bear Goes to the Classroom". Over 3000 children from kindergarten, first and second grades have been part of an imaginary trip to Disneyland, Florida.

The premise of the program is that children in this age group are especially receptive to stimuli to which they are exposed. It is felt that if we want to have maximum impact in familiarizing future citizens with aviation we should introduce it in the schools to this age group. This is especially true if we want to excite children about aviation and encourage more of them to ultimately choose an aviation related career.

The Aerospace Education program is an important function for us, and is resulting in The Ninety-Nines being a positive influence on young people across the country.

Some youth are lucky to be part of a Young Astronaut program, which seeks to stimulate youngsters using the excitement of the space program to improve their competence in science, mathematics, technology and related subjects so that they may actively participate in, contribute to and profit from the society of the future. The Young Astronauts program is the largest space-related educational organization in the world.

Other youth benefit when the 99s give introductory flights, act as consultants and lecture on aviation topics and personal aviation experiences. Participation in Career Day programs is an excellent way to get high school students interested in aviation related careers. Civil Air

"Thank you for giving us the jobs and thank you for coming to our room. I liked being a flight attendant. I liked passing out raisins and I like putting kids in there seats and showing kids how to buckle there seat pelts."
Love, Stacey

"Thank you for my job. Maybe I will be a pilot. I want to be a pilot like you."

Patrol, Civil Defense, National Aerospace Education Association, the Accident Prevention program and the National Intercollegiate Flying Association (NIFA) give 99s the opportunity to assist with national youth education and aerospace education groups.

Our organization's Air Age Education Program is ever-increasing in importance and is continually being expanded to help meet today's need to

educate the non-flying public on the impact aviation and space has on our daily lives and to encourage the interest and participation of youth in aviation.

Our challenge as 99s is to be role models and to create opportunities for our future leaders to participate in aviation oriented activities that will bring out their creative ability and instill a sense of enthusiasm into the learning process.

May 3 - 7 1989

The Great Southern Air Race/ International Air Race

\$20,000 Cash, plus Prizes and Trophies!!

A 1,000 nm VFR cross-country handicap race through Florida, Georgia, & Upper Bahamas. Sanford, FL to Freeport, Bahamas.

Open to pilots w/private license or higher. Min. 200 hours w/100 cross-country. Instrument rating not required.

Single or twin, fixed-wing, stock or modified aircraft, 100-600 HP eligible. No home-builts.

Entry Fee \$260.00 (Pilot only) Full-throttle or 80% power categories available. No experience necessary to place well!

ENTRIES CLOSE APRIL 15TH! ORDER KIT NOW!

Send \$5.00 to: Florida Race Pilots Assn., Inc., 1130 S.R. 434, Winter Springs, FL 32708. Includes rules and entry forms.

Sponsored by Sanford Chamber of Commerce, Bahamas Ministry of Tourism, AWIAR, and Fla. Race Pilots Assn., Inc.

AE Restoration Year

1989 has been declared Restoration Year for the Amelia Earhart Birthplace by the international board of directors. Many fundraising projects will be underway during the year. Please help support this important project. Let's preserve this part of aviation history for everyone to see and enjoy.

Flying, Down Under

By Peter Lert

New Zealand and Australia are great places to fly — nothing's the same but the language (if that)!

The two great English-speaking countries of the South Pacific, Australia and New Zealand, are probably the most air-minded countries, with the largest and most active general aviation populations, after the US and Canada. We have, after all, a great deal in common, including the English language (although the commonality can get stretched a bit, particularly in Australia!), a relatively young and energetic population with a history of colonization and enterprise, and, last but far from least, fairly small populations in fairly large countries, often without any other means of transportation in the more remote areas.

Both Australia and New Zealand are fascinating, beautiful countries, and a light aircraft is an ideal way to explore them. Indeed, it seems odd—and a bit unfortunate—that so few foreigners take advantage of the flying possibilities during a vacation “Down Under.” Sure, it’s something of an adventure, but it’s not nearly so unattainable as you might think. During the course of a recent ferry flight delivering a SIAI-Marchetti SF260 from New Zealand “westabout” to the US via Australia, Indonesia, India, the Middle East, Europe, and the North Atlantic (but that’s a different story), I had the chance to reacquaint myself with these interesting and exciting countries and their remarkably varied general aviation scene.

Getting There

For the purposes of this article, we’ll assume that you’re going to visit the South Pacific by “conventional” means, i.e. sitting in a big kerosene-burning mailing tube and sipping a cool one while the hired help drives, then rent, beg, or borrow (of which more later) a suitable local aircraft. Bear in mind, however, that things have become much simpler since Amelia’s days, and while a “fun ferry flight” to Australia or New Zealand, via either Europe/MidEast/Asia or the Pacific, is an ambitious and fairly expensive project, it’s certainly within the capabilities of almost any competent and reasonably experienced pilot and any well-maintained and equipped medium single to light twin. All it takes is preparation and, unfortunately, money. During the last few years of international ferrying, I’ve often been surprised to meet itinerant lightplanes on pleasure flights in all kinds of seemingly exotic and inhospitable places; for example, three years ago I met a nice young English couple on their way to Aussie from England in a single-engine wooden Robin (a popular French lightplane), and we shared a very friendly dinner—in Kathmandu! We will, however, touch on flying between Australia and New Zealand or vice versa, something consid-

ered “medium range” flying, toward the end of this article.

A Different Kind Of Flying, A Different Kind Of Pilot

One thing becomes immediately evident when you first visit either Australia or New Zealand, perhaps moreso in the latter country. People seem to approach lightplane flying quite differently from the way it’s done in the US.

True, there is a large “essential” part of general aviation: small charter and feeder operators, crop sprayers (including a particularly hair-raising operation called “top dressing,” which involves spraying very heavy loads of mineral fertilizers onto sloping, mountainous fields, while operating from postage-stamp-sized impromptu farm strips), medical transport including Australia’s world-famous “Flying Doctor” service, and the like. But what we might call casual or recreational flying takes on an entirely different aspect, more like that found in Europe. North Americans enjoy the world’s friendliest flying environment, both in terms of regulatory freedom and by being comparatively affluent. In other countries, most emphatically including Australia and New Zealand, the regulatory climate is more restrictive. Even more important is the fact that while flying “Down Under” is considerably more expensive than in the U.S., personal discretionary income is also lower, so an hour aloft takes a disproportionately larger bite out of an Aussie’s or a Kiwi’s paycheck.

The result is that our southern friends seem to me to savor their flying that much more than we, at least we Americans, do. Here, we can take a flight pretty much for granted; there, it’s much more of a special event. Frankly, I don’t think that this is at all a bad thing; every time I’m lucky enough to fly down there, I come away with a heightened appreciation for the passion for flying that we all share.

Like their European counterparts, Aussie and Kiwi flyers also seem, in general, to be somewhat more proficient than the run-of-the-mill American private pilot. Obviously, there are notable exceptions, at both extremes, on both sides of the Pacific. Even so, it seems to me that when it’s that much harder (in terms of effort and financial commitment) to get a license (excuse me: licence!), people put that much more into it, and get that much more out of it.

End of sermon. I must add, however, that one of the results of this situation is that the infrastructure of general aviation “Down Under” is a bit different - to my mind, very pleasantly so. While both New Zealand and Australia have a number of major FBOs, these - such as, for example, Hawker

Pacific - correspond roughly to what we might call "regional distributors" or "super FBOs" over here - big outfits, such as Atlantic Aviation or Combs Gates, generally located on large airline and/or international airports. What you'll find in Australia or New Zealand instead of the small local FBO, however, is that wonderfully British institution, the Aero Club.

Aero Clubs fulfill the functions we've come to expect from FBOs back home: aircraft rental, flying instruction, maintenance, fuelling, and so forth. They go considerably further, however: remember that we're dealing here with a very "clubbable" British heritage, so the Aero Clubs are just that: clubs, with an emphasis on the social aspects of the word. Most offer, in addition to their FBO amenities, very comfortable facilities, almost invariably including a well-stocked bar, and in addition to a plethora of aviation-related club events - fly-ins, group flights to interesting destinations, tough proficiency competitions, and the like - there are often

"...a 'fun ferry flight' to Australia or New Zealand, via either Europe/MidEast/Asia or the Pacific is an ambitious and fairly expensive project, and certainly within the capabilities of almost any competent pilot ..."

also dinners, dances, and similar gatherings. Moreover, members often drop in at the club even if they're not planning an imminent flight. During my most recent visit, for example, I had to spend three weeks at Wellington preparing the Marchetti for the ferry flight (and, more importantly, meeting the very stringent restrictions of the New Zealand Civil Aviation Department, since the aircraft was in New Zealand's "ZK" registration and I was flying under a temporary New Zealand pilot license). Every evening after the work was done, it became my habit to repair to the historic building of the Wellington Aero Club, where the snug upstairs lounge offers a panoramic view of the airport second only to that of the control tower, there to sip a pint or two with fellow members while snidely critiquing the landings of lightplane and airline pilots alike.

Journalistic License

Not having needed an Australian license or validation on this most recent trip, I can't speak accurately about those requirements; however, given the general similarity of Aussie and Kiwi regulations (both are ICAO contracting nations, and both have regulatory structures that descend very directly from England's), I feel safe in assuming that they're quite similar.

Basically, what you'll need to do on arrival in New Zealand (or by mail beforehand) is present your American or Canadian credentials, including license, medical certificate, and radio license, as well as a logbook substantiating your



Jenny Houghton— member Australian section 99s.

experience in various applicable aircraft types. Depending on what sort of flying you plan to do, you may also have to take a written exam, particularly if you contemplate instrument flying. Last time I went "whole hog" was some five years ago, and at the time the written exam was fairly simple, covering mainly the differences between New Zealand's instrument rules and those of other countries. On this particular visit and ferry flight, I didn't take the written exam, and my temporary New Zealand validation (of an American ATP) was restricted to VFR as long as I was within New Zealand, although I could (and often had to) fly IFR after leaving the country. (I gather that part of the restriction was also linked to the fact that I'd be flying an airplane operating under a waiver of its normal certificate of airworthiness, due to the extra ferry tanks, gross weight increase, etc.)

Note that New Zealand licenses are also subdivided into more classes than our "single engine" and "multiengine;" for example, separate certification is required for complex aircraft, those above a certain weight, taildraggers, and so forth. As long as you can show logbook evidence of sufficient experience in the types you intend to fly, the NZ (or Australian) license should be forthcoming with no difficulties. In New Zealand, you can take care of the formalities at either Auckland or the head office of the Civil Aviation Department in Wellington, the capital; I'm told that in Australia you can handle it via the Civil Aviation Department in Canberra or its various offices at the larger airports.

Of course, you only need a local license if you're going to fly a locally-registered aircraft (as, of course, would be the case if you come from overseas and rent an airplane). If you've arrived via your own airplane, with American or Canadian registration corresponding to your license, you don't need any validation at all. (In fact, on my most recent ferry flight, both my own certification and that of the airplane would have been far easier if I'd had the ship placed on the American registration, and issued an N-number, before leaving New Zealand; however, the prospect of flying a small ex-military airplane, unfortunately painted in all-over camouflage, up the Persian Gulf on my way home suggested that retaining its ZK-MUR registration might be more, shall we say, "politic.")

Charting A Course

Here's another area in which you'll find local cus-

World today

Family must learn to fly — or lose fortune

LONDON: Relatives of a dead man must follow a series of unusual conditions if they wish to inherit his \$898 480 fortune.

Hensley Nankivell blamed his relatives for grounding his lifelong ambition to be an airline pilot.

And he is seeking revenge from the grave.

He banned all his relatives, except his mother, from his funeral.

And he insists they train as airline pilots if they wanted to inherit.

He said if they could not do that, they had to pass eight exams ranging from aeronautical engineering to typewriting.

"I don't think wreaking revenge is the only conclusion which could be drawn from the will," Nankivell's solicitor, Alan Keddie said.

"He could be saying to one branch of the family 'Here you have the opportunity of a training which I was unable to have'."

Nankivell was 52 when he died in January.

Mrs Sylvia Nankivell, speaking through a solicitor, said her son always wanted to be an airline pilot and was unable to do so because of family reasons.

toms - in this case, the type and number of navigational publications you'll need to acquire - quite different from at home. I'll restrict myself to VFR charts, assuming that those of you contemplating IFR will most likely have brought your own Jepps from home. If not, the local equivalent of NOS charts looks, not surprisingly, very like them.

As far as VFR charts are concerned, we here in the States don't know how good we have it: although we sometimes complain about the clutter on our sectionals and WACs, what with VOR roses, airway courses, multitudinous frequencies for every airport, and the like, the Down Under versions tend toward the opposite extreme. Large-scale navigation charts tend to be little more than the (admittedly excellent) "general public" topographic maps, overprinted with a minimum of aeronautical information such as airports (or "aerodromes," as they're called here) and the location and frequency of nav aids. No inbound and outbound courses, no handy compass roses; that's left as an exercise for the navigator.

Admittedly, smaller-scale charts offer more information. In New Zealand, for example - again, the area with which I'm currently most familiar, since once out of NZ I flew primarily IFR using my trusty Jepps - you can get several different types of VFR charts. The largest in scale, corresponding to WAC, come in a pair, with one chart each covering the North and South Islands. Next down the scale are a series of four sectional-scale charts, covering the same areas in somewhat more detail. These, however, are somewhat more difficult to unfold and refold in a cramped cockpit, which becomes particularly tiresome on north-south flights. East-west is easy, since the whole country is only one fold across!

Next down the scale come so-called VTCs, or visual terminal charts. These correspond more or less to our TCA charts, and are intended for similar use: navigation in or near controlled airspace. Two of these charts cover New Zealand's four major controlled areas around Auckland, Ohakea (an

RNZAF base), Wellington, and Christchurch; like our TCA charts, these make terrain information secondary while clearly depicting the boundaries and altitudes of various and sundry controlled and restricted areas.

Finally, in New Zealand, with its relatively limited number of airports - excuse me, aerodromes - you get a book of VFR airport diagrams, rather like approach plates, and containing frequency, runway length, and landing pattern information. During the last few years a very commendable project has been underway to replace the line drawings on these aerodrome charts with excellent aerial photographs. These can be immensely helpful, particularly if you're new to the country, since the majority of New Zealand's aerodromes have runways covered with velvety green turf. This is very nice, except that the rest of New Zealand is similarly covered with velvety green turf! When in doubt, the rule of thumb is that the runway is the area with no (or at least fewer) sheep.

Incidentally, while there are few bargains in Down Under flying, at least in New Zealand the required maps and charts are one of them: if you're only going to be in the country a few weeks and don't require the ongoing revision service, the complete "package" of publications, including all the charts, the airport diagrams, all NOTAMS, a couple of snap-ring binders, and a screaming yellow vinyl chart case for the whole schmier, costs NZ\$25 (about \$15.65 in real money), and makes a terrific souvenir.

Play By The Rules

Assuming that you've managed to get to the aerodrome without getting killed - remember, they drive on the left over here! - you're already well aware that the rules of the game may be a bit different. Relax: the basics are the same, only the execution and terminology may be different. Airplanes are the same the world over - to go up, pull back; to go down, pull further back - and, contrary to popular belief, since most lightplanes Down Under are US-made and have American engines, even though we're in the Southern Hemisphere, torque and P-factor still work the same way on takeoff. (Note, however, that if you get the chance to fly a Real Aeroplane - say, a Tiger Moth, of which quite a few are still active Down Under - the engine does run the other way, and you'll have to apply left rudder on takeoff.)

Typically, where you'll find the rules most different is on and around controlled aerodromes, each of which has a sort of mini-TCA buffered by surrounding areas of higher airspace rather like a simplified version of our dreaded "inverted wedding cake." Of course, there are only about half a dozen such areas in all New Zealand, and about twice as many in Aussie, which makes things somewhat simpler - but if you want to make full use of this airspace, you'll be issued a takeoff and departure clearance by the tower, followed by a handoff to a radar controller, rather like Stage III handling back home in the heady pre-ARSA days. Don't worry about the lack of a transponder; while a few fields such as Wellington have radar, it's only primary; in fact, even Auckland, while it can see your transponder, must still ask you for your altitude by voice.

In most cases, though, once out of the immediate airport area (you'll generally be cleared out via specific departure routes based on prominent landmarks, so keep your VTC handy), you'll be below controlled airspace and more or less on your own. Compared to the USA, there are vast tracts of uncontrolled airspace - most of the country at lower levels,

in fact.

Speaking of levels, you'll encounter another difference: in a land of fairly rugged terrain, with stations reporting altimeter settings few and far between, the transition from altitudes to Flight Levels - the altitudes indicated when you set your altimeter to the standard 29.92 in. Hg. or, in New Zealand and Australia, 1013 Hectopascals (the same as Millibars in a more enlightened age) - comes far lower than the 18,000 feet we're used to at home. The so-called "transition level" may be as low as 3,000 feet, and you'll be advised when to change by ATC. You'll also hear the terms QNE, QNH, and QFE. QNE is the "standard" 1013-hPa setting used for flight levels; QNH is the equivalent of our "altimeter setting" at home, such that a properly-calibrated altimeter will read field elevation when you touch down; and QFE is a setting for those unable to do arithmetic, such that a properly-calibrated altimeter will read zero on touchdown.

Flying cross-country you'll come across other differences, both in New Zealand and Australia. Once out of terminal areas, you'll communicate (as long as you're VFR) with an agency called "Information" for a given area - for example, "Wellington Information." These facilities are more or less analogous to FSS, but in addition to taking position reports and passing on weather information, they also manage and relay ATC clearances for VFR traffic. If you're on a VFR flight plan (and you may want to avoid this, for reasons which will soon be made clear), you're expected to make a position report at least every half hour.

Remembered Nav aids, Forgotten Skills

Just as New Zealand and Australia themselves sometimes seem to represent the last vestiges of a gentler and slower-paced age, particularly once you get away from the big cities, so does their nav aid and route structure resemble that of North America a couple of decades ago. True, there are VORs here and there - some even with DME - but those of you who've come to use the ADF primarily to listen to the ball game enroute had better brush up on your inbound and outbound tracking skills. Not only are NDBs used to locate many smaller aerodromes, but they're the primary nav aids for quite a few major airways. In New Zealand, some NDBs also have collocated DMEs; in Australia, quite a few have DME, but it's a special strange kind that operates on a lower frequency than the international standard, and not that many aircraft have it. (Facilities labelled "IDME," for "international DME," will work with the usual 1000-mHz band DMEs we've come to know and love worldwide.)

There are a couple of other skills to brush up on, as well. Remember pilotage - the art of navigating by looking out the window? It'll play a major role here, particularly at low level, and there's no stigma in the old "one finger on the chart" technique. The other is inflight estimating and calculating; very often, a controlling agency will call you and cheerily say something like, "Zulu Kilo, Mike Uniform Romeo: request your estimate for Wagga Wagga." This not only means that you have to know where you are now and how fast you're going, but also that it's time to whip out the old prayer wheel and figure out how long until you get to the requested checkpoint. Relax - these folks know that you're most likely not a lighting calculator, and have probably figured from your accent that you're a Yank unfamiliar with the area as well, and they don't require an instant answer; a simple "stand by one for estimate, please" (pronounced: "

"Relax: Airplanes are the same the world over — to go up, pull back; to go down, pull further back ... you'll find the rules most different around controlled aerodromes, each of which has a sort of mini-TCA"

'ang on a mo, Mate!') is perfectly acceptable.

Learning Experience

Luckily, you don't have to pick up all the skills on your own, or during the first minutes of flight: since any aero club from which you may want to rent an aeroplane will require some kind of checkout, schedule enough time to first convince the instructor that you know how to fly the thing, then spend the rest of the time with him or her showing you both the local area and the unique operating procedures. You'll hear different terminology, too; for example, "join the circuit" means enter the pattern (on downwind leg unless otherwise advised), and "line up" means "taxi into position and hold." Be careful to listen to the entire message, since controllers seem to issue clearances somewhat in advance of the actual fact fairly often. For example, you may be told, "behind the landing 737, line up on runway 34" while said 737 is still a couple of miles out on final.

In fact, the more you can learn from both club instructors and local pilots, the better - and it doesn't need to be formal logged instruction, either. For example, if you're planning a day trip in an airplane with an extra seat, a local pilot will probably not only be more than glad to come along, but may well want to split the rental and fuel costs as well. You can learn plenty just hanging around the aero club, as well; one thing I learned fairly early in the game is that New Zealand and Australian beers generally have a higher alcohol content than their North American counterparts. (Fortunately, unlike their British versions, they're at least served cold.) Moreover, you'll find that not only are Aussies and Kiwis in general very friendly and outgoing folks; those that fly seem to share the camaraderie of the air to a great degree, and if you fly with them you're more than likely to end up invited home for dinner, out to the glider strip next weekend, or something like that.

And Now, The Bad News

As you can tell from the somewhat enthusiastic tone of this article, I enjoy flying Down Under - but it's not an unmitigated pleasure. The major mitigation is that it's relatively expensive in Australia, and damned expensive in New Zealand. Not only does the latter country have to import every last drop of fuel, but it's also in the throes of an economic slump that has resulted in a 10% tax slapped on literally every transaction, from the lowliest hamburger - which, Down Under, can be lowly indeed! - to chartering a Learjet. Renting a light four-place single - a Cherokee or a 172, say - can quite easily cost well over \$100 an hour in US funds, by the time

all the ancillary charges are figured in.

To make matters worse in New Zealand, the entire air traffic control and support system has recently been, if not privatized, at least ordered to pay for itself. This means that every flight now is subject to charges for such things as the use of airways, communications, takeoffs and landings at controlled fields, flight plans, and so forth, and it really rankles. When I was in New Zealand last fall, a grass-roots campaign was being mounted against the new Airways Corporation charges, and it behooves us to watch the process very carefully: while this is being written just before our quadrennial popularity contest ("the finest President money can buy"), the handwriting may be on the wall for future American general aviation regardless of who's elected. It's maddening indeed to be told to hold for 10 minutes in a 172 that may be costing you more than \$100 (US) per hour while knowing that it also cost you \$5 to be told to hold!

The solution being adopted by many flyers and smaller aero clubs is, of course, to use the system as little as possible. Don't file a flight plan, take off from an uncontrolled grass field, stay at low level out of controlled airspace, never ask for weather information on the radio, and land at a similar uncontrolled grass field, and you avoid the exorbitant user charges. Is it as safe as it was before? That's not what we're asking here, is it?

Land Of The Long White Cloud

There's no room for anything more than the very briefest sketch of New Zealand in an article like this, but here are a few very broad brushstrokes:

New Zealand as a whole is about the size and shape of California, and is situated at about the same latitude (except, of course, that it's south rather than north). This means that the north end of the North Island corresponds climatically to Southern California; scenically, it resembles parts of California or Hawaii. By the time you've flown down to the south end of the South Island, the scenery and climate are more like that of Scandinavia. About a third of the way down the North Island is Auckland, New Zealand's largest city. Just south of Auckland is Ardmore, the major general aviation airfield.

Further south in the North Island, the terrain is not only mountainous, but characteristically volcanic. Mt. Ruapehu, highest peak in the North Island at about 9000 ft. MSL) boasts a couple of ski areas, while to the west the slightly lower Mt. Egmont is a perfect cone thought by many to be even more beautiful than Japan's Mt. Fuji. Moving further south toward the capital city of Wellington, at the southern tip of the North Island and boasting what's possibly the world's windiest airport outside the Aleutians, the terrain and climate become more like that of Northern California between San Francisco and Mendocino.

The considerably larger, but less populous, South Island, is of a different character, dominated by rugged nonvolcanic mountain chains - the Kaikouras in the northeast, and the famed Southern Alps running down the west side. The Cook Strait between the two islands is only about 15 miles across, so lightplanes make the jump as a matter of course. About a third of the way down the South Island, Christchurch, New Zealand's second city, is considered "more English than England."

While only about 12,000 feet high at their highest point (Mt. Cook), the Southern Alps are among the most

rugged and glaciated ranges in the world, and are remarkably scenic; unlike ranges like the Rockies, which begin from high plains, the Southern Alps rise right out of the sea. At the southwest end of the Island, they're included in the gorgeous Fjordland National Park, where the famous Milford Sound is served by an airstrip interesting enough to require local knowledge and special authorization; this is one of those places where it can be more than worthwhile to take along a local pilot. You might try dropping in at Queenstown, a publically-available strip on a fjordlike lake midway down the Southern Alps; if you really want to get into the high country, Mt. Cook Airlines' ski-equipped Cessna 185s, Pilatus Porters, and possibly Twin Otters can land you right on the Tasman or Franz Josef glaciers.

The Island Continent—Australia

Australia is not only vastly larger than New Zealand, but vastly less densely populated. Most settlements and cities such as Sydney and Melbourne are concentrated in the relatively benign southeast quadrant of the continent, and along the coasts - but there are considerable stretches of coastline in the southwest that are virtual deserts, while the northern coastal areas are suited primarily for the filming of "Crocodile Dundee" movies. The northeast coast, with the cities of Cairns and Townsville, offers access to the fabulous Barrier Reef.

The interior of the country varies from vast eucalyptus ("gum tree") forests to desert and range reminiscent of west Texas to wastelands of near-lunar desolation suited primarily for the filming of Australia's other major exported myth, the "Mad Max" series of movies. The "Red Centre" or "GAFA," an acronym for "Great Australian (expletive, deleted)-All," (not to be confused with the Great Australian Expletive itself) has a few major towns such as Alice Springs and Mt. Isa; the former is the gateway to the famous Ayers Rock as well as the famous annual "Henley-on-Todd regatta," an event unmarred by the fact that the Todd river has not had an appreciable amount of water in recent recorded history, while the latter offers an airport staffed by very friendly controllers who have their own private pub not far from the tower. Further northwest, the terrain gradually becomes swampy before reaching the tropical coast with towns such as Darwin and, further south, Fremantle.

Flying clear across Australia is an impressive experience. Distances are significant - for example, it's about 700 nm from Brisbane to Mt. Isa, with only a couple of fields enroute, and about the same from Mt. Isa to Darwin - and most of the terrain is sufficiently desolate to make complete survival equipment a sine qua non. Fly away from the coasts, and if you want to go IFR or VFR with what's called "full reporting" - an equivalent of nonradar VFR flight following - you'll need long-range single-sideband HF radio. That's why most airplanes that operate in the Australian interior sport clothesline-like HF antennas festooned about various parts of the airframe. Frankly, unless you have some overriding reason to want to fly in the interior, I'd suggest sticking to the much more welcoming coasts, and no more than a couple of hundred nm inland through the fertile and welcoming south and southeast.

(Incidentally, while the Aussie rules for visual flight aren't particularly different or difficult, the Australian flight plan form can be a pretty daunting document at first glance, particularly if you're flying with "full reporting." It looks

"...a controlling agency will call you and cheerily say something like, 'Zulu Kilo Mike Uniform Romeo: request your estimate for Wagga Wagga.' A simple 'stand by one for estimate, please' (pronounced: " 'ang on a mo, Mate!'" is perfectly acceptable."

something like the international ICAO flight plan form grafted onto a very comprehensive flight-planning log; filling out all the blanks for leg times and fuel burns for a long flight can be fairly time-consuming. On the other hand, once you've completed the exercise, you have a very complete flight log, and when you submit the completed form you get a carbon for your own use in the airplane - one of the best ideas I've seen in a long time.)

And Now, For Something Completely Crazy:

While it may seem overly ambitious, if you're planning a dedicated flying vacation Down Under you might want to consider a real adventure: flying from New Zealand to Australia or vice versa. Once the sole province of adventurers like Kingsford Smith or Sir Francis Chichester (just plain Frank in those days), the flight is well within the capabilities of a properly-equipped medium single or light twin.

The total distance from Auckland to Brisbane - nearest major city in Australia - is some 1300 nm. Even that isn't all that ambitious, considering that grossly overloaded lightplanes fly just about the same distance from Colombia to the southern US many times a day, according to our friends at US Customs. On the other hand, while the nonstop flight can require considerable special tankage, there are a couple of islands that can make the trip considerably more convenient.

One choice might be Lord Howe island, about 400 nm from Brisbane. It should, however, be treated with a certain amount of caution, as its 2,450-foot runway is subject to strong crosswinds and up-and-downdrafts if surface winds exceed about 15 knots. The other, Norfolk Island, is a considerably more congenial spot - in fact, something of a vacation resort for Australians - with an excellent airport that accommodates daily jetliner service to Brisbane. It's about 500 nm from Auckland, and considerably north of the track from Brisbane to Auckland via Lord Howe.

An airplane with a solid 1,000-nm range should have no trouble making the crossing using either of these islands, and during the summer the weather is generally quite suitable. Airplanes with shorter range can still fly across, although covering more distance altogether, by using both islands as refuelling stops, with the longest leg just over 500 nm between Lord Howe and Norfolk. Both islands have powerful NDBs and both airports have instrument approaches. Sound crazy? I don't think so; if you want to get your feet wet - sorry, unfortunate metaphor - in overwater flying, this isn't a bad area in which to do it, with good weather and a benign southern ocean. You will, of course, require overwater survival equipment and HF radio.

You Think That Sounds Crazy? Try This One On For Size...

Admittedly, I'm probably biased: not only do I love exploring strange and wonderful places, but as a ferry pilot I've gotten used to long overwater legs (although in a single I assure you I can still hear each individual cylinder firing as soon as we cross a coastline outbound!) Be this as it may, if you get as far as Darwin, Australia, and look at the next chart westward, it may occur to you that you're only 953 nm from one of the loveliest places in the world: the island of Bali. While the direct leg is fairly long by lightplane standards, it's never 900, or even 450, miles from land, since it runs along the Indonesian archipelago; even at midpoint, land is less than 250 nm to your right. In fact, shorter-range airplanes can go via Timor and/or Kupang along the route, cutting the longest legs to 400 nm or less. Again, this is generally a benign-weather route (although there can be thunderstorms at certain times of year); although it would require, once again, a separate article to discuss overwater flying in detail, basic overwater survival equipment and an HF radio are about all you'd need to reach the island of so many peoples' dreams. Denpasar International, Bali's airport, is a first-rate facility with a long runwaaay and ILS - after all, at certain times of year, 747-loads of package tourists arrive every hour on the hour. Get away from the high season, though, and you'll find the place every bit as lovely, much less crowded, and cheaper.

A' Propos Cheaper, A Modest Proposal

A Down Under flying vacation will always be a fairly major adventure - indeed, for many, the flying experience of a lifetime - but there may be ways of making it more accessible. I'd like to suggest a possible way of reducing the single most significant expense, that of aircraft rental:

Given the international nature of the 99s, and/or of other flying organizations such as AOPA, it might be possible to arrange an "airplane exchange" program similar to those used for vacation homes and the like. For every American 99 interested in flying in Australia or New Zealand, there may well be a counterpart Down Under who'd like to spend a few weeks flying in North America. Given appropriate legal and insurance arrangements, required flight instructor checkouts at both ends, and so forth, it might be possible for owners of similar airplanes to swap their steeds for a few days to a few weeks - either simultaneously or at different times, given that when it's summer here it's winter there and vice versa. It would be a great way to see, and fly, in each other's country - and, based on my experience, a great chance to meet some terrific people who share our freedom of flight and love of flying.

ISA—WOMEN AIRLINE PILOTS

Administrative rapport

By Ginger Mitchell

Nine ISA+21 members met at the FAA building in Washington, D.C. at the invitation of Administrator T. Allan McArtor. We spent a day conversing on a variety of issues with both Mr. McArtor and his deputy administrator, Barbara Barrett.

According to Ms. Barrett, more controllers are being hired and trained. In the past, the hiring process could last up to ten months, but now under revision and with new portable, computerized testing procedures, faster results will mean better hiring practices, according to her. Ms. Barrett also said that the FAA will "probably not rehire the fired controllers" as their "retraining time is comparable to new hire training."

The issue of airport security was raised at separate times with both officials. ISA members questioned Ms. Barrett on the necessity of screening crew members, and were

"Pilots are the pivotal professionals. If everything goes bad (at their airline), the pilots are the ones that can keep the airline together. They are the glue..."

—T. Allan McArtor, FAA Administrator,
November 2, 1988

informed by her that security would become computerized in the next 24 months, with an implementation and testing period after that.

We were joined by Bill Pollard, Associate Administrator for Air Traffic, to talk about staffing within the ATC system. For those who fly the Atlantic, new surveillance systems are being designed for the oceanic routes. The first phase will be a simulated scope giving controllers a better perspective of the activity on the routes. The second phase will incorporate Automatic Dependent Surveillance via satellite with voice communication, and will be positive control for all oceanic routes.

The FAA fully supports legislation having to do with random drug testing. Though cognizant of the problems with false positives and lab mix-ups, Mr. McArtor said we "must have some kind of program" to protect the public, and that there is "intense pressure to resolve the problem." Our members suggested using dual samples and dual labs as a possible solution.

On airport security Mr. McArtor candidly admitted that after the PSA #1771 accident (A disgruntled former PSA employee shot the pilots dead while the aircraft was airborne. His unrelinquished security documents had helped his access onto the airliner.), new security measures were implemented by someone not fully aware of airport security workings. The Administrator is unwilling to compromise with security, however, saying the FAA must "reassess where the threats

NEW RATINGS

Joan Smith, Minnesota and Aspen chapters, commercial single engine land and sea.

Michel Brandt, Hudson Valley, ATP, multiengine CFI
Debbie Bonnard, Long Island, ATP.

Janet Wright, Central Pennsylvania, instrument.

Carol Church, Central Pennsylvania, instrument.

Pam Kell, Central Pennsylvania, CFI.

Linda Clayberg, Washington, DC, instrument.

Carmen VanDijken, West Virginia, multiengine CFI.

Pat Leahy, Florida Goldcoast, instrument and instrument ground instructor.

Jaime Treuting, New Orleans, instrument.

Linda Cram, Florida Goldcoast, instrument.

Beverly Blietz, Chicago Area, instrument.

Helen Zalatorius, Chicago Area, instrument.

Pat Thomas, Chicago Area, commercial.

Nancy Warren, Indiana, instrument.

Gail Schroeder, Indiana Dunes, instrument.

Ann Salvia, Lake Michigan, multiengine.

Wendy Holforty, Lake Michigan, CFII.

Laura Winkkelmann, Greater St. Louis, instrument.

Sherry Byars, Ft. Worth, instrument.

Ann Murney, Houston, CFII.

Emily Howell Warner, 747 captain for UPS.

Charl Aziza, Ft. Worth, commercial.

Ronnie Britton, Ft. Worth, instrument.

Bernadette Cooney, El Paso, instrument.

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Margaret Marshall, Phoenix, instrument.

Laurie Peterson, Tucson, multiengine commercial and CFI

Joyce Carnahan, Santa Maria Valley, multiengine.

Dorothy Friedmann, Los Angeles, instrument.

Jessica Hatfield, Orange County, CFI.

Trudy Leonard, Santa Paula, CFI.

are coming from." Upon learning that several ISA members have experienced discrimination against flight crews at screening checkpoints, he immediately stated, "One of the rules of screening is courteousness, and if excessive and rude screening is experienced, it should immediately be brought to the attention of the airline responsible for security."

Some of the light plane pilots within the ISA contingent brought up the loss of available airspace and added equipment requirements being experienced by general aviation pilots nationwide. McArtor responded with some good news, saying a military "3-D" radar is being tested in the Los Angeles basin that will enable controllers to "see" all aircraft within the span of the scope, including altitude, with or without Mode C transponders. If favorable, the radar may be implemented elsewhere.

The ISA members were able to supply Mr. McArtor with the information that most airlines are not complying with his advisory to eliminate the possibility that low-time (less than 100 hours in type) first officers will fly with low-time captains. The advisory was issued as a result of the Continental Airlines accident in Denver, Colorado (in which control of the aircraft was lost during takeoff by the inexperienced first officer performing takeoff).

This invitation from the FAA to ISA+21 was a very special event that we'll not soon forget.

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