

NINETY-NINE News



Monthly Magazine of the
International Women Pilots,
The Ninety-Nines Inc.
March 1989

NEW YORK! NEW YORK! Convention
registration inside
Monaco on the need for a letter from you
German 99s: San Antonio member
finds splendid welcome abroad



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LETTERS

Aaaaahh, New York

I've just returned from New York City and wanted to let you know how excited I am about the convention being held there. I was born and raised in the City, so for me it will be like coming home.

I went to the Marriott Marquis and all I can say is that it is ELEGANT. It is all marble and magnificent views, and everyone seemed so friendly. Our rate, without a doubt, is superb, as the average room goes for \$175 to \$225 per day. I mentioned to my brother that the banquet tickets were going to cost around \$100, which he said was reasonable for New York City, mainly because hotels there are very unionized and all the food is trucked in. (Vegetables don't grow well in concrete.)

The location is perfect for theatre-going, and there are many restaurants around in all price ranges — from McDonalds upward. Of course, I love to eat at the delis. Went to the Carnegie and ordered a reuben. The corned beef was two inches thick. Although it cost \$11.95, it was more than enough for two people.

New York is so easy to get around in. Walking is really the best mode as, on the average, there are 20 blocks to a mile. I walked three blocks from the hotel over to Fifth Avenue, which is one of the most elegant shopping areas in the world. Turning north, three blocks later I was at Rockefeller Center where I used to ice skate.

The group working on the convention has done a great job of site selection, and I'm really looking forward to "coming home".

Pat Forbes
International Treasurer

A word on the new look

Just a word of praise for the Jan/Feb issue of NINETY-NINE News. The new format looks great; keep up the good work!

H. Glenn Buffington
El Dorado, AR

More on Aussie award

I read with interest the December, 1988 edition of the 99 News, with so much about Australia. I

Please see LETTERS page 5.

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Cover—Cameron Park chapter's Doris Lockness entered the Forest of Friendship last year. The substantial pride of her fellow chapter members is felt in their account of her flying career on page 17.



THE GREAT NORTHWEST AIR RALLY

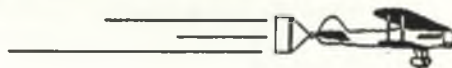
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For more details, or to register, contact:

Anita Lewis (208) 384-5376

P.O. Box 15651, Boise, Idaho 83715
Sponsored by the Northwest Section 99s

PRESIDENT'S MESSAGE

"Past boards have looked at the out-of-balance sizes of the various sections and naively suggested 'corrections'."

by Gene Nora Jessen



Structure is neatness; it brings order from chaos. Our leadership structure consists of a president who presides over the board of directors, a governor who leads the section and a chairman directing the chapter. That's tidy. In querying the dictionary on the word "governor", I got hung up on "an automatic device that controls the supply of power, and keeps a machine going at a certain speed." Delete the word "automatic" and change "machine" to "organization" and you've defined The Ninety-Nines governors.

As in many organizations, The Ninety-Nines is structured geographically — where the pilots are. We have a section in Africa with five members. And we have a section in the United States which contains a quarter of the members of the entire organization. We have sections encompassing huge territory and others small in territory though large in cities.

The governors are just as diverse and they adapt their job description to their own section's needs. In Australia, in which the section comprises the entire country, all of the section officers come from the same general area, which this year is Darwin. It works quite well, and enables the leadership to meet and plan despite the section's membership being so widespread. Many governors try to meet with each chapter of their section at least once during their term. That's an awesome task in the southwest section, in which there are 57 chapters. Most sections unify their memberships through a section newsletter. I've just received the North Central section's *Waypoint* which is 44 pages long, a bigger publication than our international *Ninety-Nine News*. That section has determined that communication is important to fund and has a member (Charlene Falkenberg) willing to put long hours into the publication. Virtually all governors communicate in some regular way with the section's members. Incidentally, the international officers

greatly appreciate receiving the section bulletins.

Sometimes a governor takes on jobs for the international organization in addition to her section duties. Pam Collings of New Zealand has undertaken a search project to locate all the women pilots' groups around the world in the hope of forming some type of world federation of these groups. Wouldn't it be wonderful to have contact with women who are flying in countries about whom we know nothing now? Just as all women do in any position of leadership, governors juggle their own job, family commitments, and other obligations along with managing the projects of a group of women pilots supporting the aviation community. It's logical that often the international leadership of the organization comes out of the section leadership.

Past boards have looked at the out-of-balance sizes of the various sections and naively suggested "corrections". If the leadership ever wants to test attention paid to what they're saying, suggest that a section split, or two merge — as we have in the past for the Southwest section and the New England and New York-New Jersey sections. The southwest may fuss among itself on occasion over an issue or two, but whisper of a split and they rally 'round the flag! Try to merge two small sections into a seemingly more effective force and they suddenly place great value on their own identity. The board has learned not even to suggest what those involved don't want. It's the perfect example of the old adage, "If it ain't broke, don't fix it."

Distance can be a great problem as exemplified in Australia and India and Canada. My own chapter is 300 miles across and our section spreads from the Dakotas to Alaska. We see only a sprinkling of Alaskans at section meetings, just as does the Southwest section its Hawaiian members due to distance and cost. It's interesting how many of us wanted to go see them when they each hosted an international convention. Two of the largest and most popular conventions we've ever held were in Honolulu and Anchorage. Members tell us to plan conventions at the less expensive places and yet Honolulu and Anchorage were both expensive and tremendously popular. But that's an entirely different topic!

Governors are the backbone, the leadership strength of the organization. The international board of directors approves the programs and direction of the organization, and manages the business operation and staff. Governors are in direct contact with the

chapter chairmen and members, and are the link to their direction and advice. As volunteers, they invest huge amounts of hours and often their own money to support the goals and programs of this organization. Once in a while they get a little applause, such as this column, but they serve largely quietly and unsung. How about taking a minute to get acquainted with your governor and maybe even to offer up some of your hidden talents toward a Ninety-Nines project? She's just one of us; one who has risked stepping into the firing line of criticism as she supports us and prods us into action. Take the time to let her know what her dedication means to you and your favorite project. Twenty-one cheers for the governor!

NINETY-NINE News

Magazine of the International Women Pilots

March 1989 Vol. 15, No. 2

Editorial Director: Marie Christensen
Editor: Robyn Sclair

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The Ninety-Nines, Inc.
PO Box 59965
Will Rogers World Airport
Oklahoma City OK 73159
(405)685-7969

LETTERS

LETTERS ... Continued from page 3.
thought maybe you would like to add one item to the news in this issue.

The Nancy-Bird Award was mentioned. This is an annual trophy for the whole of Australia, for a most noteworthy contribution to aviation, by a woman of Australasia. The prize is a silver tray donated by Nancy-Bird, and it is given out at the annual general meeting in March. Last year, 1988 I won the Nancy-Bird award. I am sending to you a copy of the citation submitted by N.S.W., and which was selected for this award. I have been a Ninety-Nine for many years, since the 1970s, and I was most honoured to receive the Nancy-Bird award.

Glenda Philpott
N.S.W. Australia

Editor's note: Yet another impressive 99, Glenda's citation gives much information about her, including that she holds a Bachelor's degree in

economics from Sydney University, and another in education. She is a secondary school teacher who began flying in 1972, later ferried an aircraft to the U.S. and has nearly 1000 logged multiengine hours. Glenda spearheaded 19 Fear of Flying Clinics and has devoted much time to counselling fearful flyers, as well as some public speaking. Glenda is the mother of two children, aged 9 and 12.

The Editor has a new box

A bigger one. And suddenly the postmaster likes me again. New number is P.O. Box 98497, Tacoma WA 98498.

If it's gotta be here yesterday, please use my street address for Federal Express and other services. That one is 8415 Steilacoom Blvd. SW, Tacoma WA 98498.

Thanks!



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Santa Clara Valley Chapter

MARION BARNICK MEMORIAL SCHOLARSHIP APPLICATION

1. Name _____ SS # _____
Last/First/Middle

2. Address _____
Number/Street/City/State/ZIP

3. Phone _____ 4. Are you a Ninety-Nine? ____ Chapter _____
Residence/Business (Area Code)

5. EDUCATIONAL BACKGROUND: List all educational institutions attended to the present. Begin with high school

<u>School</u>	<u>Address</u>	<u>Dates Attended</u>	<u>Degree Rec'd</u>
---------------	----------------	-----------------------	---------------------

6. AVIATION BACKGROUND: Total Hours: _____
 Certificate or rating held _____ Date _____ Principal types flown: _____

Use separate sheets for the following:

7. Indicate the aviation, educational and employment accomplishments you feel should be considered in the selection process.
8. List activities in which you participate and organizations to which you belong, not necessarily aviation - oriented.
9. Write a statement of your educational purposes and/or aviation goals. Tell us about yourself, your goals, and why you chose aviation, including any special qualifications you may have. Indicate what you hope to obtain from your further training or studies. College transcripts may be requested from finalists.
10. How will this scholarship award help you pursue your aviation goal?

SUBMIT APPLICATION MATERIALS TO: Dee Blum Ramachandran
Marion Barnick Scholarship Committee
160 Bonsen Ct., Woodside, CA 94062

DEADLINE: Postmarked not later than June 10.

THE MARION BARNICK MEMORIAL SCHOLARSHIP FUND AMOUNT: \$1,000

CRITERIA FOR SELECTING THE RECIPIENT:

- A. Must be female with at least a Private Pilot Certificate.
- B.
 - 1) Any qualified member of the Ninety-Nines, or
 - 2) A student attending San Jose State University, Gavilan College, Foothill College or West Valley College.

SELECTION OF SCHOLARSHIP RECIPIENT(S):

Applications will be screened by the Marion Barnick Scholarship Committee and final selection will be made by independent judges. Decision of the Scholarship Committee is final. If no qualified recipient applies, the Scholarship Committee reserves the right to withhold the scholarship.

REQUIREMENTS FOR APPLYING:

- A. Completed application form postmarked no later than June 10.
- B. Include letters of recommendation from two of the following categories:
 - 1) a college faculty member, 2) a Ninety-Nines Chapter Chairman, 3) a person knowledgeable of her work in aviation.
- C. Include description of how the award will be used.
- D. Include copies of current medical and pilot certificates.

DISBURSEMENT OF FUNDS:

A check will be presented at the Santa Clara Valley Chapter Annual Awards Banquet in September.

RECIPIENTS ACCOUNTABILITY:

The time to acquire rating or certificate is limited to two years after receipt of the scholarship. The recipient must submit a quarterly written progress report to the Santa Clara Valley Chapter of the Ninety-Nines.

SECTION News

March 1989

99s always have a good laugh when they get together— At the meeting of the Vereinigung Deutscher Pilotinnen near Minden are l. to r. Gisela Volkner, San Antonio 99 Margaret Cosby, and Hanna Hubner-Kunath.



German 99s warm and friendly ... and lifesaving

Dear 99 News Editor:

It was late last summer when I flew to Germany on one of America's finest airlines. Standing at the gate, I thought, what a strange way to check the fuel sumps. Fuel was pouring out the left wing of the aircraft I was to fly aboard. Servicemen gallantly attempted to close the fuel cock and eventually they succeeded. Fire trucks were called to the scene and poured gallons of water over the area to flush away ponds of fuel and fumes. I wondered whether this was a sign of things to come. Fortunately, we were only delayed about an hour, and off we flew into the wild blue yonder, without further problems.

After landing at Frankfurt, West Germany, happily there were no baggage problems; customs was a breeze. Even my son, Captain Michael G. Cosby, was right on hand to greet me. The trip was made especially to visit Mike, an F-16 pilot and an avid supporter of The Ninety-Nines.

At the last moment before leaving home, I had written to several of our at-large members in Germany. I had given them Mike's home phone and address.

We learned of the airshow at Ramstein Air Force Base and planned to attend the following weekend, but one night Hanna Hubner Kunath, the oldest licensed woman pilot in

Please see GERMAN 99s page 15.

BEG, PRAY, CHALLENGE, PROMISES ...

These are some of the ways to ask for money. We got your attention at the convention and section. You told us you liked the idea of the video. We have had some big contributions. We are on our way ... BUT ... we have a long way to go.

The Ninety-Nines AE video project needs your help now! It's time for the many to meet the challenge.

We are 7000 members worldwide. Sister, can you spare a fiver? If just one quarter of our members respond to this request we will be over the top.

Please don't let us down. Send your tax deductible check for \$5 to:

AEMS Video Project, c/o Thon Griffith, 1901 Leeward Lane, Newport Beach CA 92660.

What's going on—

New York-New Jersey section's Priscilla (Pat) Blum and her Corporate Angel Network received great treatment in The New Yorker's "The Talk of the Town" column, December 5, 1988 issue. In a piece that ran about 25 inches, Pat mentioned that the United States' eight cancer treatment centers each have distinct areas of expertise that can lead to a long distance travel nightmare if a patient's cancer happens not to match that of the closest facility. The article explained how the existence of this problem led to formation of the Corporate Angel Network (CAN). After noticing a number of corporate aircraft departing a local airport with empty seats, Pat began to wonder whether they could be filled with patients needing to go the same direction for cancer treatment. The article wound its way through descriptions of Pat and Jay Weinberg, both recov-

CALENDAR

APRIL

- 1** **Bloomington MN** **Sheraton Airport Hotel**
Minnesota Sport Aviation Conference. Call Donald Goserud (612)296-7285.
- 7** **Arlington VA** **Army-Navy Country Club**
Fashion show and dinner to benefit the Gerda Ruhnke Memorial Flight Instructor Scholarship. Call (703)560-0371 for more info.
- 8** **Van Nuys CA**
Valley Air Derby, proficiency rally VNY to Minter Field. Sponsored by San Fernando Valley 99s. Contact VAD, Box 1084, Studio City CA 91604. Bertie Duffy (818)769-2894 or Monie Pease 994-1055.
- 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.
- 21-23** **Monroe LA** **Northeast LA University**
CFI revalidation clinic. More info: (318)342-2148.
- 22** **Orange County CA** **Orange Coast College**
Flying Companion Seminar by Orange County 99s. Jan Pederson (714)846-3100.

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** **Westmoreland Cty Arpt**
13th Allegheny Air Derby, Greater Pittsburgh chapter. Contact Billie Latshaw (412)327-6723.
- 8-10** **Eau Claire WI** **Civic Center Inn**
1989 Wisconsin Aviation Conference with presentations, workshops, speaker Don Engen. Contact Bureau of Aeronautics (608)266-3351.
- 21** **Hagertown MD** **Washington County Arpt**
Pig roast to benefit the Gerda Ruhnke 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.
- 29-31** **Lincolnshire IL** **Marriott Resort**
International Flying Nurses 14th annual convention. Contact Patricia Schwolow, 2214 Orchard Beach Rd, McHenry IL 60050. (815)344-1272.

JUNE

- 2-4** **Rockford IL**
Ill-I-Nines Air Derby. Contact Linda Schumm, RR1, Box 275 A, Mackinaw IL 61755 (309)359-4121.
- 17-19** **Toledo OH**
Buckeye Air Rally. Contact Elinor Kline, 259 Northview Rd., Dayton OH35419 (513)294-6280.
- 23-25** **Baton Rouge LA** **TBA**
CFI revalidation clinic, sponsored by aviation dept of Northeast LA Univ. For more info: (318)342-2148.
- 26-29** **Sacramento CA to Philadelphia PA**
Air Race Classic kits \$5. Write Air Race Classic Ltd., International Airport, 318 International Dr., Corpus Christi TX 78410. (512)289-1101.
- June, 1989** **East Africa**
The Flt. Lt. Chevallier Preston Commemorative Air Rally begins in Kenya and continues to Victoria Falls via all stops made on the 1929 flight. Prizes. Write Captain Dick Knight, Preston Rally Chairman, P.O. Box 40813, Nairobi, Kenya, East Africa. Telex 22991 CABRO.

ered cancer patients, and the inner workings of CAN, ending by saying the program has become a meaningful endeavor for many participating companies, as well as the patients they help.

Making it happen on the other side of the country recently were Southwest section members and Angel Flight pilots Beverly Niquette and Marikay Lindstrom, who flew a couple trips to transport a young girl for leukemia treatments.

Also of New York-New Jersey section, Dolores Bonard, 49 1/2 Vincente and their 99 daughter Debora flew their Cessna 182 through Florida and to the Dominican Republic enroute to Angel Falls in Venezuela. Dolores suffered a broken left arm during the return trip when she tripped over a wheel while pre-flying the plane and they say FLYING is dangerous. Nevertheless, according to Dolores, the trip was worth it all.

Middle East section governor Ruby Foeh, Linda Hollowell and Linda Bangert joined Kitty Hawk 99s late last year for a ceremony inducting charter 99s Blanche Noyes and Louise Thaden into the "First Flight Shrine" at the Wright Memorial Museum. Blanche and Louise teamed up in 1936 to become the first women to win the Bendix Air Race. Louise was also the first winner of the Women's Air Derby in 1929, and established several altitude and speed records during the 1920s and 1930s.

Others involved with awards and honors are Nancy Henry and Carmen Van Dijken, both of the Middle East section. Nancy is the winner of a \$250 scholarship to be used toward an instrument rating. Carmen received \$250 in monies toward her flight engineer rating. Astri Jarrett and Sharon Peters, also of Middle East, have become volunteer FAA accident prevention counselors.

Lady McReynolds, Southeast section, received the "Contribution to Career Aviation Award" given by the Tennessee Aeronautics Commission for her accomplishments in promoting aviation. Lady has served on the Knoxville Airport Authority and the FAA National Women's Advisory

SECTION NEWS

Commission. Pat Leahy, also of Southeast, is this year's recipient of the Les and Martha Griner Memorial Scholarship of \$500. Pat intends to use the award to obtain her commercial license.

In the North Central Section, a group of Greater Detroit Area chapter members joined Lake Michigan chapter at a retirement dinner honoring Mary Creason, who is retiring from the Michigan Aeronautics Commission with 11 years of service behind her.

Ann Black accepted chairmanship of the International Program Committee, and is looking for assistance to compile a directory of colleges offering classes in aviation.

Dodie Jewett, vice governor of the North Central section, was named pilot of the year for the second time at a January 7 banquet hosted by other past recipients of the award.

Southwest section's Kathy Davis was recently appointed an airport commissioner for the San Bernardino county in California. Kay Brick received an Alumni Award for Distinguished Public Service from Boston University. Kay is a former WASP and was international president of The Ninety-Nines in 1950. Aerobatic performer Julie Clark was voted favorite female performer and favorite overall airshow performer in the *Western Flyer* newspaper's Reader's Choice awards for 1988. Julie is also a captain for Northwest Airlines.

SPECIAL NOTE: Maryland chapter charter member Ada Mitchell Barrett lost everything when her trailer was destroyed by fire. In her 80s, Ada is a widow with no children, active in aviation most of her life. She started an FBI flight school while employed there, and has done much for aviation and women in aviation. Donations on Ada's behalf may be sent to The Barrett Fund, c/o Bebe Owen, 525 Lakeview Circle, Severna Park, MD 21146.

Word was received that Jerrie Cobb has been forced to leave the South American Amazon. Apparently the danger of guerilla capture in that area has brought her back to the States. Jerrie expects to

leave soon for Central America, however, where she plans to work with people of the Mosquito Indian tribe. They will be relocating in Nicaragua from refugee centers in Honduras and Mexico.

As for educational endeavors, the Minnesota Air Bear has gone to college. Northwestern College's students of social studies methods received a demonstration of the program, to which they responded with feedback and tips on method. Scioto Valley chapter sponsored a "Project Aware" program for non-pilots in conjunction with an FAA safety seminar. Fifteen students were instructed by Amy Versavich, Janie McIntire, Charma Cooper, and Paula Sonntag.

The South Central section is promoting females in aviation with the Arkansas chapter co-hosting "The Great Buffalo Bash", a major event honoring members of the 77th general assembly. About 500 legislators, state officials including Governor Bill Clinton, lobbyists and their spouses dined on buffalo meat.

Aviation safety is exemplified with the Kansas and Oklahoma chapters conducting flying companion seminars, Oklahoma's safety meeting on aviation meteorology, Omaha Area's program on balloons, Pikes Peak chapter's FAA briefing on the forthcoming Colorado Springs ARSA and attendance at an IFR refresher course, Purple Sage receiving a Flight Safety Award for participation in the "Back to Basics" program, and Tulsa's "Ballooning at Albuquerque" program.

Houston 99s celebrated 30 years Sunday, January 15 with an open house at West Houston Airport. An evening banquet was also held, with charter 99 Fay Gillis Wells as guest speaker.

This one from our "stop the world I wanna get off" file: December is always such a busy month that the North Dakota chapter met January 21 for its Christmas In January party. But seriously, these 99s are distributing 3500 billfold sized cards listing telephone numbers for automated flight service stations,

instructions on menu usage and pertinent frequencies for North Dakota airports and VORs.

Southwest section's San Fernando Valley chapter swept the Salinas Great Pumpkin Classic race with Lorrie Bleck in 1st place, Mary Rawlings 2nd, Judith Runyon 4th, and Jeanne Fennimore in 5th.

Several chapters or their members have hosted events jointly with Zonta clubs. Sacramento Valley combined with the local Zontas for an annual dinner. Ann Newcombe and Lillian Brewer of Phoenix chapter attended a Zonta meeting to present a slide show. All-area San Diego chapters had over 200 at a luncheon celebrating the 50th anniversary of the establishment of the Zonta Amelia Earhart Fellowship program.

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
28-30 North Central section,
Milwaukee WI, Kathy Mayr

MAY

5-6 New England, North Hampton
MA, Alexandra Taylor
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

The Ninety-Nines has lost one of its strongest supporters in Oklahoma City with the passing of Clarence E. Page. Mr. Page was the founder of the Air and Space Museum, and a friend to everyone in the aviation community.

Memorials may be sent to the Clarence E. Page Foundation, Inc., P.O. Box 18487, Oklahoma City OK 73154.

Word received this month of the death of early member Marguerite P. DREW Vedler, 90, of Alexandria, Virginia. She died in September 1988.

Ninety-Nines will remember

Marguerite from her article entitled, "Flying Lessons at Waikiki", which appeared in the 99 News April 27, 1930. The editor's footnote designates Marguerite as Hawaii's first and only woman pilot. The article was reprinted in the May, 1986 issue *The 99 News* in conjunction with the international convention held in Hawaii that year.

An obituary clipped from the local newspaper where Marguerite lived reports she was born in Rochester, New York, and later moved to Philadelphia. She attended Swarthmore College, and was graduated with high honors. Mar-

guerite later went to Stanford University to study political science, finally moving to Hawaii to teach, and became director of educational programs at Honolulu High School. While in Hawaii she earned her pilot's license. During WWII she joined the Navy and served as officer in charge of WAVES quarters in Washington, D.C., and later as women's representative at the Naval Gun Factory in Washington. She retired as a lieutenant commander in 1946.

-Virginia Oualline, Archives

GENERAL COUNSEL

Rules of the road for fundraising

by Sylvia Paoli

Chapters and international, and sometimes sections, are very active in exhibiting and /or assisting in various ways at trade shows, industry exhibits, airport days, airshows, and with similar activities.

Sometimes a conflict arises when an individual with a private business wants to sell her items in the Ninety-Nines' booth; I have received many calls and letters on the subject. The Board of Directors has an established policy regarding such activities at trade shows and exhibits represented on the international level. At such shows, there can be NO sales other than of those items sold by headquarters — including chapter sales items — UNLESS Board approval is received prior to the show. In cases where Board approval is given for outside commercial businesses to sell their products, 15% of the gross sales made by the business must be donated to international. In addition, the commercial business must be clearly designated as such, so that the public does not believe it is buying from a non-profit, deductible organization when it is not.

I would suggest that chapters and sections adopt a similar policy. That would avoid any conflicts because the policy would be clear and anyone wanting to sell items at a Ninety-Nines' booth or function would know the requirements ahead of time.

• • • • •

Our organization has been involved in a variety of fundraising activities since its inception. For the most part, those activities have been relatively small and local. As our size, importance, and educational and charitable activities increase, however, the fund-raisers are taking on larger proportions.

Please be aware that if you use any professional fundraiser, there is certain information that must be given in our annual IRS reports. Should you use such a fundraiser, be sure to let your section tax chairman know when you turn in your financial report at the end of the fiscal year.

In some states, you are liable for collecting and paying sales taxes on all items sold to which a sales tax applies. Check your local requirements before undertaking a big sales project.

When you sell tickets to an event or a meal function, the only portion of the purchase price deductible to the purchaser is that amount OVER the value of the event or meal itself. So be careful about advertising such a purchase as a "deductible contribution".

In most U.S. states and some other countries gambling is illegal; raffles, lotteries and sweepstakes are all considered gambling if they meet the definition of that term. Be sure to seek advice, therefore, before engaging in such activities to make sure you have complied with requirements to keep you out of the "gambling" category. If you wish to call me on this or other questions, please do so during my office hours, 9 to 5 California time, at (714)731-4041.

NEW ENGLAND SECTION

Melva Doyle Gray, Eastern New England chapter and life member, WASP 43-W-3 class.

SOUTHEAST

Mariann Booher Smith, Florida Gulf Stream chapter, passed away January 21, 1989. Mariann was a registered nurse and held a multiengine pilot license, with which she actively flew her Baron N99BG.

SOUTH CENTRAL

Jill Sutton McCormick, El Paso chapter, 99 life member, and WASP 43-W-5 class died January 8, 1989. She had experience in the P51, P47, P39 and many others. After WWII Jill did some commercial flying in France, then returned to the U.S. to become an instructor at Purdue University, where she organized the school's complete flight training course through commercial and instrument. She was a charter member of the Indiana chapter, and later a member of the El Paso chapter.

Anne Theresa Murney, a flight instructor and member of the Houston chapter, was killed in the crash of the light single in which she was instructing December 3, 1988. Just 30, Murney was a geophysicist, but had quit her job last August to pursue flying full-time, in hopes of becoming a commercial pilot. Says Charlene Davis, section news reporter, "Although she is physically no longer with us, her spirit and love of flying has touched many people. All of us will remember her quiet and shy ways in public, but those who flew with her will always remember her strong voice, commanding "More right rudder!"

Please see **New Horizons** page 18.

Private Lic. #11337

The Ninety-Nines Inc., International Convention

Sparkle & Shine in New York — July 4-9, 1989

New York City and the New York Marriott Marquis will be the site of the Ninety-Nines International Convention, July 4-9, 1989. The Marriott Marquis is one of the new hotels in New York and has become a landmark for visitors and New Yorkers alike. An extraordinary place to stay — beautiful and conveniently located.

The 1989 Convention will be a celebration. And, what a celebration it will be from the JULY FOURTH DINNER CRUISE on



the East River to view the magnificent skyline and Independence Day fireworks to the Gala Banquet and Tribute to Charter Members on Saturday evening. This is surely a time to be proud and to celebrate the 60th Anniversary of The Ninety-Nines, Inc.

Get set to enjoy a Ninety-Nine "STAR SPANGLED PICNIC IN THE PARK BIRTHDAY LUNCHEON" on Wednesday, July 5. By the way, please bring a child's gift wrapped in red, white or blue. These gifts will not only help decorate the room, but will be given to a local organization to be distributed to children living in homeless family shelters and to other childcare programs. On Thursday, there'll be a BREAKFAST ON BROADWAY to start another busy day of activities.

Scholarships will be awarded at the AMELIA EARHART LUNCHEON Friday after the Annual Business Meeting. An optional AFTER-GLOW PARTY in the Vista Restaurant at the top of the Marriott Marquis will make an elegant ending to other evening activities. Add to all this the Gala Banquet with Cliff Robertson as the Master of Ceremonies and it will be quite a week. (The complete schedule is on the next page).

EDUCATIONAL SEMINARS to improve flying skills will abound throughout the convention. A workshop on Ninety-Nine activities will make members, chapters and sections more effective. There will be a JOB OPPORTUNITIES SEMINAR together with a session on WRITING RESUMES for those seeking airline and other aviation-related positions. Along with these activities the business of the organization will be conducted.

Time has been allotted for exploring and savoring New York City's many interesting attractions, museums, restaurants, stores, or theater offerings. Check the registration form for group tour and theater opportunities.

Teterboro Airport, Teterboro, New Jersey, will be the official airport for those flying their own airplanes to convention. Parking will be available at both Atlantic Aviation and Teterboro Air Service. Convenient shuttle service will be available at a reasonable cost. The airlines serve JFK, LaGuardia and Newark Airports — transportation into Manhattan is readily available.

The 1989 convention is under the direction of the
International 99s Board of Directors
and

Mary Helfrick, Convention Chairman
22 S. Lakeview Drive, Jackson, NJ 08527, (201) 928-0473
and

Pat Mlady, Convention Coordinator, Registrations and Travel
16 Via Verde, Wichita, Kansas 67230, (800) 835-0206 (days), (316) 733-2933 (eve)

WATCH YOUR MAIL — more detailed information is on the way. But, if you don't want to wait to make your plans,

SEND IN YOUR REGISTRATION TODAY!!!

Sparkle & Shine in New York — 1989 International Convention

— SCHEDULE OF EVENTS —

Tuesday, July 4, 1989

All Day
 10:00 am - 6:00 pm
 6:30 pm - 7:30 pm
 7:30 pm - 11:00 pm

Arrival (Hotel check-in 3:00 pm)
 Convention Registration
 Transfer to Pier and to sightseeing yacht
 Cocktails, Dinner, Fourth of July fireworks on yacht.

Wednesday, July 5, 1989

A. M.
 8:00 am - 9:30 pm
 9:00 am - 10:00 am
 9:45 am - 12 Noon

Breakfast on your own
 Board of Directors, Governors, Charter Members, Past Presidents Breakfast
 New Members/First Convention Orientation
 Aviation Seminars
 Dr. Robert Lash, FAA, Oklahoma City — Aircraft Accidents
 Dr. John K. Lauber, Psychologist, NTSB — Human Factors in Flying
 Amelia Earhart Board of the Trustees Meeting
 Star Spangled Picnic in the Park Birthday Luncheon — (Bring child's gift.)
 Speakers: Kathryn Havens — 99 and Project Engineer, NASA.
 John M. Lounge, Astronaut and Crew member of the Discovery Return-to-Space Shuttle.
 Entertainment.

10:00 am
 12:30 pm - 3:00 pm

3:00 pm - 5:00 pm
 3:00 pm - 4:00 pm
 4:00 pm - 6:00 pm
 4:00 pm - 6:00 pm
 P.M.

99 Broadway Boutique Fly Market
 How to Write a Resume for the Airlines; Don Mortenson, Owner, Bill Phelps Airline Ground School
 Job Opportunities Seminar & Reception
 AWTAR/WASP/Other Special Interest Get-Togethers
 Dinner on your own
 Optional Tours (both include meal):
 Take Me Out to the Ballgame - Yankee Stadium (includes food)
 Champagne Twilight City Tour

Thursday, July 6, 1989

7:30 am - 9:00 am
 9:15 am - 10:15 am
 10:30 am - 12:30 pm
 12:30 pm
 2:00 pm - 6:00 pm

Breakfast on Broadway (Special tables for Under 35 Breakfast)
 Improving Air-to-Ground Communications seminar by professionals in their fields
 Pre-Business Meeting Communication Session
 Lunch on your Own
 Optional Sightseeing Tours:
 Lower Manhattan & Statue of Liberty
 Walking Tour—Backstage Tour at Radio City Music Hall
 BFR Ground School Review — Madeline Monaco
 Dinner on your own
 Theater Options: Phantom of the Opera — Majestic Theater
 Les Miserables — Broadway Theater
 "No Fueling" — Fuel Management & Monitoring
 Leslie Highman, Former AE Scholarship Winner & Accident Prevention Counselor

2:00 pm - 5:00 pm
 P.M.
 8:00 pm

8:00 pm - 9:00 pm

Friday, July 7, 1989

A.M.
 8:00 am - 12 Noon
 8:30 am - 12 Noon
 12:30 pm - 3:00 pm
 3:00 pm - 3:30 pm
 3:30 pm -

Breakfast on Your Own
 International Business Meeting
 49-1/2 and Guest Option: Tour to New York Stock Exchange & Gold Vaults
 Amelia Earhart Scholarship Luncheon
 Scholarship Winners Reception (Invited Guests)
 Continuation of Business Meeting, if required
 Free Time
 Board of Directors Meeting
 Dinner on Your Own
 Theater Option: Me and My Girl — Marquis Theater
 Soaring Competition in Australia — Pat Valdata
 Entertaining Aviation Antedotes — Amy Laboda, Feature Writer, FLYING
 Option: After Glow Party at View Restaurant (Dessert & coffee at the top of the Marquis)

4:30 pm - 5:30 pm
 P.M.
 8:00 pm
 8:00 - 10:00 pm

10:30 pm

Saturday, July 8, 1989

A.M.
 9:00 am - 11:30 am

9:15 am - 4:00 pm

Noon
 Afternoon
 4:00 pm - 6:00 pm
 7:00 pm - 8:00 pm
 8:00 pm -

Breakfast on Your Own
 Ninety-Nines Projects Workshop including Newsletter & 99 News, Aviation
 Activities, Legislation and Public Relations.
 Optional Tour to EAA Cradle of Aviation Museum, Garden City, N.Y and to Valley Stream
 (site of the founding of the Ninety Nines.)
 Lunch on your own
 Free time for exploring New York's many attractions
 President's Open House
 Reception (Cash Bar)
 Gala Banquet and Tribute to Charter Members
 Master of Ceremonies: Cliff Robertson
 Entertainment

Sunday, July 9, 1989

7:00 am - 8:30 am

Weather Briefing
 Departure

Note: Registration, Credentials, Broadway Boutique, Hospitality Room and Media Theater will be open at appropriate times.



THE NINETY NINES, INC. 1989 INTERNATIONAL CONVENTION
SPARKLE AND SHINE IN '89
The Marriott Marquis, New York, New York
July 4 - 9, 1989
REGISTRATION

Complete and mail this form with all checks and monies to:

Pat Mlady/Convention Coordinator
16 Via Verde/Wichita, Kansas 67230

NINETY-NINE INFORMATION:

Please print clearly:

First Name or Nickname for Badge: _____

Full Name: _____

Address: _____

City: _____ State/Province/Country: _____ Zip Code: _____

Phone: Home: (____) _____ Bus.: (____) _____

PERSONAL GUEST INFORMATION:

First Name or Nickname for Badge: _____

Guest Full Name: _____

City: _____ State/Province/Country: _____

Section: _____

Chapter: _____

Check all that apply:

- ☐ Charter Member
- ☐ International Board
- ☐ Past Int'l President
- ☐ Section Governor
- ☐ Int'l Committee Chairman
- ☐ AE Board of Trustees
- ☐ Chapter Chairman
- ☐ New Member
- ☐ First Convention
- ☐ Under 35 Years Old
- ☐ WASP
- ☐ AWTAR Alumni
- ☐ Former AE Scholarship Winner

SPECIAL CONVENTION AIRFARES

To book special convention airfares on American Airlines or to obtain information on other airlines, contact Pat Mlady at (800) 835-0206 (days) or (316) 733-2933 (evenings).

ARRIVAL /DEPARTURE INFORMATION

By Commercial Airlines: Arrival Date _____ Airline _____ Flt _____ Airport _____
 Departure Date _____ Airline _____ Flt _____ Airport _____

(Public transportation to hotel)

By Private Airplane at Teterboro Airport:

Arrival Date _____ ETA _____ Type Aircraft _____ N# _____
 Departure Date _____ ETD _____

(Shuttles to hotel - see Convention Registration on reverse side.)

Arrival by Other Means: Date _____

HOTEL RESERVATION

Convention rates are applicable from June 29 through July 14, 1989; however, all reservations must be received by June 12, 1989 in order to qualify for the special rates. Reservations received after June 12, 1989 will be filled on a space available basis at regular hotel rates (starting at \$235 for a single room). Check-in time 3:00 p.m. Check-out time 12:00 Noon.

Arrival Date: _____

Departure Date: _____

No. Of Rooms	Room Type	Rate	Sharing Room With
	Single - 1 person	\$111	
	Double - 2 persons, 1 bed	\$111	
	Double - 2 person, 2 beds	\$111	
	Triple — 3 person, 2 beds	\$138	
	Quad — 4 persons, 2 beds	\$164	

Special Requests: _____

All reservations must be guaranteed by first night's deposit with check or credit card.

_____ Guaranteed by first night's deposit (make check payable to Kurdian Travel)

_____ Guaranteed by credit card (American Express, Visa or Mastercard)

Credit Card # _____ Exp. Date _____

Signature _____

CONVENTION REGISTRATION FEES

Full convention registration includes:

Fourth of July Dinner Cruise
 Star Spangled Birthday Luncheon
 Broadway Breakfast
 Amelia Earhart Luncheon
 Gala Banquet & Salute to Charter Members
 Live Music
 Entertainment
 Celebrity Guests
 Job Opportunities Seminar
 Educational Seminars with Speakers
 Hospitality Suite Refreshments
 Registration and Other Printed Materials

PLEASE NOTE:

1. Payment must accompany registration form.
2. Forms may be copied.
3. No telephone registration can be accepted.
4. Registration cancellation fees:
 Up to June 15, 1989 — \$25
 From June 15 to June 30, 1989 — \$100
 After June 30, 1989 — No refund
5. No refunds on theater or ballgame tickets.
 All sales are final.
6. No refunds on other options after June 30, 1989.

REGISTRATION FEES: Registrations must be received by June 26, 1989.

No. Required	Early Registrant Discount Before June 1	Registration After June 1	
_____ Arrival Tuesday, July 4, 1989	US \$340	US \$375	US\$ _____
_____ Arrival Wednesday, July 5, 1989	\$300	\$335	_____
_____ Arrival Thursday, July 6, 1989	\$275	\$305	_____
EXTRA TICKETS:			
_____ Fourth of July Dinner Cruise July 4, 1989			@ \$125.00 ea \$ _____
_____ Star Spangled Luncheon July 5, 1989			@ \$50.00 ea \$ _____
_____ Amelia Earhart Luncheon July 7, 1989			@ \$50.00 ea \$ _____
_____ Gala Banquet July 8, 1989			@ \$100.00 ea \$ _____
Total Registration Fees			US\$ _____

CONVENTION OPTIONS:

No. Required	Wednesday, July 5, 1989	
_____	Night at Yankee Stadium Ballgame — Yankees vs. Detroit Tigers, Food included. Maximum 45 people.	@ \$52.00 ea. \$ _____
_____	Champagne Twilight City Tour	@ \$28.00 ea. \$ _____
_____	Thursday, July 6, 1989	
_____	Lower Manhattan & Statue of Liberty Tour (4 hours)	@ \$28.00 ea. \$ _____
_____	Backstage Tour at Radio City Music Hall (Walking tour to Music Hall with guides)	@ \$18.00 ea. \$ _____
SOLD OUT	Theatre Tickets — Phantom of the Opera	@ \$51.50 ea. \$SOLD OUT
_____	Theater Tickets — Les Miserables — Orchestra Seats	@ \$50.00 ea. \$ _____
_____	Friday, July 7, 1989	
_____	49½ and Guest Option — New York Stock Exchange and Gold Vault	@ \$26.00 ea. \$ _____
_____	Theater Tickets — Me and My Girl — Orchestra Seats	@ \$50.00 ea. \$ _____
_____	— Rear Mezzanine Seats	@ \$37.50 ea. \$ _____
_____	After Glow Party — Dessert and coffee/tea at the top of Marquis in the View Restaurant after theater and other events.	@ \$17.50 ea. \$ _____
_____	Saturday, July 8, 1989	
_____	Cradle of Aviation Museum and Valley Stream (site of 99s founding) tour. (Minimum 40 people required)	@ \$41.00 ea. \$ _____

Total Options

US\$ _____

GROUND TRANSPORTATION FROM TETERBORO AIRPORT

July 4, 1989 — Teterboro Airport to Marriot Marquis (Transportation between 11:30 a.m. and 5:00 p.m.)	\$ _____
No. Required _____ @ \$17.50 per person	
July 9, 1989 — Marriott Marquis to Teterboro Airport. (Schedule to be announced)	\$ _____
No. Required _____ @ \$17.50 per person	

Total Ground Transportation

US \$ _____

Total Registration Options, & Transportation.

US\$ _____

FORM OF PAYMENT

Fees are payable to the Ninety-Nines, Inc. by check, Visa or MasterCard. Fees must accompany this form or registration will not be processed.

☐ Check Enclosed ☐ Visa ☐ MasterCard

Credit Card No. _____ Expiration Date _____ Signature _____

Remember, mail this form to: Pat Mlady, 16 Via Verde, Wichita, Kansas 67230



Flying, German style—At left "Rosie" Zantow demonstrates proper seated position in a high performance glider at the Uelzen flying club. Rosie was a 99 in the U.S. while her husband was here on business. Above, l. to r. are champion German skydiver Waltraut Breschke, 99 Gisela Volkner, and hostess Christel Peschke.

GERMAN 99s ... Continued from page 7.

Germany, called. She lives about an hour south of Bremen by autobahn — many hours journey from the little dorf (village) of Mengerscheid where my son lives.

Although Hanna speaks beautiful English, she apologized for it. She invited me to attend a meeting of the Vereinigung Deutscher Pilotinnen (German Pilot Association) the following Saturday at Porto Westfalica, just west of Hanover. There I was, armed only with the handbook from a Berlitz tape course and a few words of German left over from my grandparents many years ago.

Hanna politely advised me that Mr. Manfred Peschke spoke very good English. And that he did, advising me to take the train to Minden. When I replied to Hanna that I would be coming, she had already arranged for others in the group to escort and entertain me. In the interim, I had a letter from Gisela Volkner, another 99, inviting me to be her house guest, and asking how we could meet.

It was exciting. I couldn't believe their hospitality ... me, a complete stranger ... but a 99 and a pilot.

I felt proud of myself travelling from Frankfurt to Hanover. I successfully used the telephone at the station and Manfred was there in minutes to take me home to a lovely residence of several stories and balconies on which was barbecued the most magnificent assortment of chicken, ribs, steak and wurst, and a basketful of the most delicious breads, with excellent wine and beverages to top it off.

Some 25 couples were present, some flying in marginal VFR conditions. Most spoke more English than I did German, so we communicated rather well. From the balcony we watched as gliders soared all afternoon off a hill, and in late afternoon a balloon floated nearby. A game of skill was played, and one of the ladies won a bear pilot with a checklist in his pouch and a coin for a phone call.

I met Gisela Volkner and her husband, Olaf. She advised that she would pick me up Sunday afternoon from

Waltraut Breschke's home near Hanover.

Waltraut is a little redhead who just happens to be the outstanding woman parachute jumper in West Germany. Her charming country home is full of trophies almost as tall as she is, and her garden was abloom with all sorts of fruits and vegetables. She arranged for me to stay at a gast haus a few minutes down the road. It was a charming spot, and the first time I'd slept on a featherbed with the toilette down the hall. I enjoyed a typical German breakfast, and need it or not, ate most of it.

"Wally" then took Bradley, her exchange student, and me on a tour of Hanover and through the gorgeous William Busch Gardens. The weather was perfect, the flowers still in full bloom, the chamber music echoing from an arbor, and the shouts of youngsters in the labyrinth in the garden gave one an opportunity for much reflection. So much beauty in such a small country.

The Volkners arrived for lunch and after many "dankes" and "auf wiedersehens", we headed north toward their home in Munster. I accused Gisela of being a grand prix driver, making the two hour drive in much less time.

That night the Volkners invited two couples who spoke English well. Rosemarie and Joachim Zantow had lived in Maryland for a while and at that time Rosie was a 99, now a flight instructor at their club's private airport. It was this evening that we learned of the terrible disaster of the Italian flight team at Ramstein and viewed German television coverage.

Had it not been for the 99s in Germany, and the invitation of Hanna Hubner Kunath to come to the German Pilot Association meeting, we would have been at Ramstein's airshow. Many of the military personnel from my son's base had attended, and there were apparently many near misses. Fortunately, none of them were injured. The site was said to appear to be a battle zone. Many of the American wives, as nurses, assisted with initial care, while the men helped with evacuation. There but for the

From your mouth to their ears

by Madeleine Monaco

Or more correctly, from your pen to their eyes ... FAA personnel have been instructed to pay attention to the communications received from users of the airspace system in the United States. They have been asked to participate and cooperate with any user groups offering input as to changes in local airspace. They have done exactly that in at least three metropolitan areas this past year, and are doing so now in several more. The letters and telegrams that flooded FAA offices after NPRM 88-2 was issued last year opened many eyes and their ears to what YOU want and need. But if you stop now (or never start), who will they listen to?

Don't you, users of the system, know well what changes can enhance the safety of aviation in your country? Don't all of you in countries other than the USA know what could make flying from one place to another faster, more efficient, more comfortable and safer? I think you do, and that

you should let the appropriate governing body or regulatory agency have your input.

United States resident pilots have been asked to write to the FAA on several occasions in the recent past, and will be asked to do so again. You are told to send three copies of any letter you write, and you should, or your communication will be thrown out. You have been asked to send copies to your government officials in Washington, D.C. and in your home state, and you should so that those who represent you will know what their constituents think and want and need.

Wherever you live and fly, the fact that you are a 99 means that you are concerned about aviation, and should be concerned about its future. But if no one speaks, what is there to listen to?

You *can* have an effect. You *can* make a difference. You *can* improve conditions. Please take a few minutes of your time to do just that ... write a letter.

Lazarsky new WASP president

Barbara Ward Lazarsky, of the Washington, D.C. chapter, was elected National WASP president during the group's Charleston, South Carolina convention. Other officers for 1989-90 are the following:

Jane Straughan, vice president; Phylis Felker, secretary; Marjorie Sizemore, treasurer; Inez Woods, newsletter editor; Doris Tanner immediate past president; Mary Ellen Keil, region I director; Lucille Wise, region II director; Betty Jane Williams, region III director.

Cochran ranch hosts reunion

The WASP Southern California Wing hosted the annual mini-reunion at Jackie Cochran's former ranch the first weekend in December. It is now the Indian Palms Resort and Country Club at Indio.

Numerous WASPs have remained active and maintained their Ninety-Nines memberships over the years. Continued best wishes to this historical group—the Order of Fifinella.
—Glenn Buffington

First Tony Page award goes to a 99

Ninety-Nine Lee Wilkerson was announced winner of the 1989 Tony Page Memorial Scholarship, given for helicopter initial training by The Whirly-Girls, Inc. This was the first year the award was given in honor of the late Tony Page, who was a longtime member of both organizations. She died March 17, 1988.

Lee Wilkerson is a California native, currently working for Pan Am Commuter as a first officer aboard the deHavilland Twin Otter. Lee received her fixed wing private pilot license in 1984, and has since attained multi-engine airplane, instrument, instructor, and commercial certificates. The award of \$4000 will go toward Lee's initial helicopter rating. She hopes eventually to become a helicopter instructor as well, following the path of those whom Lee says were her best flight instructors, women.

The Whirly-Girls' Doris Mullen Scholarship has been awarded annually since 1968, and is a \$4000 prize available strictly to members of The Whirly-Girls for continuing helicopter training. This year's recipient is Adele Conway Budrow.

grace of God go I; don't we pilots pray a lot?

After the initial shock of the disaster and before the evening grew too late, it was arranged for me and Rosie to visit their airport at Uelzen where Gisela's 210 Cessna rocket is hangared.

Rosie came by first thing the next morning. The weather was overcast and misty, not good for too much flying, so she took me to a reserve where there were acres and acres of heather in the Luneburg Heide. We then went on to the club airfield and toured their facilities — control tower, complete club rooms, two huge hangars where they do all their own maintenance and keep their club airplanes, and high performance, motor driven gliders. Rosie teaches in all of them. The motor driven glider was most accessible, and I'd never been in one, so we took that. It had a 60 horsepower engine and squirrely as it was on taxi to takeoff — Rosie did a beautiful job — it was an exceptionally smooth ride. We would've gone on the Danish islands,

but the weather delayed an early enough takeoff to make the roundtrip. We saw the guard towers along the east-west German border and heard a plane having weather difficulty coming in from Helgoland.

I will never forget the warm reception. I only hope I will have the opportunity to welcome them here in Texas, where my story of the German lady pilots' hospitality has inspired our ladies here in the San Antonio chapter to pass on this kindness. What ambassadors of goodwill we all can be as we travel about the world!

I have heard from both Gisela, now traveling to California, and Hanna, who plans to visit the U.S. this year "about the time of Oshkosh". I am also trying to locate some airplane equipment information for Rosie.

This was such an exciting experience, I just had to pass it along to you with hope that you find it interesting enough to pass on to the rest of The Ninety-Nines.

-Margaret Cosby, San Antonio chapter

From International Scrapbook chair Pat Jenkins:

Please make yourself memorable to future generations of 99s by " ... sending to me clippings, photos, news items, and so forth pertaining to aviation ... " and your part in it. Be sure your contributions include dates, places, and names.

"I shall affix them to the pages of the official headquarters scrapbook. I am also building the official president's scrapbook, so any information relating ... should be sent my way."

AE COMMEMORATIVE STAMP, CHARM OR PIN: Duplicate of original 1963 eight cent airmail stamp used in

AEMSF first day covers honoring Amelia Earhart with Lockheed Electra. Red enamel 1.5" X 1". Suitable for awards for 99s and other groups. Available as pendant with loop or as pin. Limited availability — die has been destroyed. Pendant \$10 each, pin \$12 each plus 50cents postage / handling for each. Make checks payable to NY-NJ Section Treasurer Racquel McNeil, 50 Tarrytown Rd., Englishtown NJ 07726.

Author seeks information from 99s holding patents. Please respond to: Anne L. MacDonald, 5606 Mohican Rd., Bethesda MD 20816.

Tribute to a new Forest inductee

A real Jenny-to-jet aviatrix, Doris Lockness started out flying the J-2 Cub, the Waco, a Porterfield, Luscombe, Curtiss Robin and Waco. She began flying in the late 1930s, from a small dirt strip in Wilmington, California. Today, Doris holds a commercial license for multiengine airplane, single engine sea, helicopter, free balloon and glider. She is also a fixed wing and hot air balloon CFI.

Doris went to work for Douglas Aircraft as a C-47 inspector after WWII, and soon upgraded to liaison engineer. In 1943 she trained in Sweetwater, Texas with the WASPs, and in 1963 became the 55th woman in the world to earn a rotorcraft rating. She holds a safe flying record now 40 years old, and works at being active in many organizations, including The Ninety-Nines, The Whirly-Girls, WASPs, OX5 Aviation Pioneers, Confederate Air Force, Air Force Association, Balloon Federation of America, Seaplane Pilots Association, Soaring Society of America, and Twirly Birds among others.

Regional and national recognition has come in recent years through numerous newspaper feature stories, magazine articles and several TV interviews Doris's many years of diverse flying activities. Her biography as an aviatrix is published in *Who's Who in California*. In 1984 Doris received the OX5 Legion of Merit award — the only woman to be so honored.

Doris has logged flight time in the CAF Pacific Wing's Consolidated PB5Y-5A, and serves as CAF Pacific Wing Flight Safety Officer. She has also added an Air and Space 1880 gyrocopter to her credentials.

Last year Doris bought a restored WWII Vultee Stinson L-5 named "Swamp Angel". She flew the 45 year old warbird home to California and plans to fly it to airshows for static display. She flies both her Cessna 172 and the L-5 regularly.

Doris is the mother of four, grandmother of 13, and great grandmother to 18! In a recent interview she was asked, of her relatively long and varied flying career, what meant the most to her. Doris answered, "Apparently I inspire others to achieve greater success in their aviation endeavors. This above all else is most gratifying to me." — Nancy Martino

COMMITTEE REPORT

Help Wanted

College guide proposed

by Anne Black, Chairman, College Programs Committee

I have recently been appointed chairman of the international college programs committee. I am looking for help from 99s the world over to make this important project a successful reality within the next two years.

I propose to create an international directory listing of colleges and universities in all countries which have current, ongoing aviation/aerospace programs. Its purposes would be three-fold. First, to provide source material for use in answering inquiries from young women interested in good college aviation programs. Secondly, we'd like to stimulate and encourage the formation of new, young member chapters of The Ninety-Nines in areas where none exist. Lastly, we want to be available to Ninety-Nines chapter in all areas wanting to recruit new, young members. Contacts will be made in writing or in person with the colleges and universities cited to inform them of The Ninety-Nines, our purposes and role in the aviation community. This in turn should serve as good public relations as well as being educational and membership-oriented. If it works, it will be a valuable, far reaching project for our organization!

A basic listing of colleges and universities by the International Society of Women Airline Pilots (ISA + 21) is already in hand and will be put to good use in the near future. It needs to be supplemented with the entries from NIFA headquarters and from YOU—the sections and chapters representing The Ninety-Nines around the globe. There will undoubtedly be some duplication and overlapping of information gathered from the many sources tapped, but I believe it is better to be thorough than haphazard. With the exception of the North Central section, solicited separately, chapters in each section are requested to assist in any way possible with the research of available data for their state or area. Section governors will be receiving additional details in the near future, along with a suggested form to be used in compiling the needed data.

To those sections without chapters, I suggest that one or more section members volunteer to do the research in pertinent areas of the section; your best efforts will be sincerely appreciated, and should include names and addresses of institutions with current aviation related programs open to women, and which may also have the membership

COMMITTEE REPORT

potential that would benefit our organization. If possible, a contact person (or department position) should be named, to whom interested inquiries could be directed.

There is no actual time limit to my request, but the information will be gratefully accepted at any time that it is feasible for the researchers. I hope to compile a rough draft of the directory by the time of our international convention in New York City this July. I strive for the most complete coverage possible of all sections and chapters in The Ninety-Nines, so with your help, this goal can be achieved in a reasonable length of time.

While I realize that section and chapter operations and activities must be considered first, your valuable assistance will give impetus toward making this important project a reality, and will earn the sincere gratitude of the international board of directors, and myself ... if successful it will go a long way toward improving The Ninety-Nines' visibility, as well as being instrumental in enlarging our membership all around the world. I am counting on your help to make it go!

Bylaws

Workings of procedure

by *Harriet Fuller, International Bylaws Chairman*

Webster defines bylaw as "a law or regulation made by a public or private corporation or an association or unincorporated society for the regulation of its own local or internal affairs or its dealings with others, or for the government of its members."

Sometimes it seems as if our bylaws come across to us like the saying on the plaque over my desk: "I know you believe you understand what you think I said but I am not sure you realize that what you heard is not what I meant."

Now seriously, our bylaws are very good ones, but as we change, so must the bylaws. How do we do this? A chapter or section may submit a proposed change to the bylaws by quoting the bylaw and stating how it wishes it changed and giving the reasons why. This is sent to the international bylaw chairman before the March 15 deadline. All proposed bylaw changes are reviewed by the chairman and her committee and submitted to the international board of directors before their spring meeting. This year my committee has two very experienced members, Hazel Jones and Bobbie Herbert.

Our president, Gene Nora Jessen, has appointed a committee to review the organization as a whole and come up with ideas for improvement. They will submit their conclusions to the board of directors for the spring board meeting. There will be many bylaw change proposals coming from the board after reviewing the report. They also discuss and give their opinions on proposals I send to them. Finally, all are sent back to me, printed and sent to all chapters at least 60 days before the annual meeting, giving chapters time to discuss the proposed changes and to decide how they want their delegates to vote.

Remember, if you don't like the way the vote goes this year, your chapter can submit a proposal to change the bylaws again next year. Please, just note that there is a deadline of March 15.

NEW RATINGS

Linda Clayberg, Washington, D.C., ground instrument instructor
 Anita Sasser, Tennessee, instrument instructor
 Lori Mycoff, Tennessee, multiengine
 Marilyn Blake, Central Illinois, multiengine, commercial
 Mary Stanley, Indiana, instrument
 Angie Wilkerson, Minnesota, instrument and commercial
 Barb Dolezal, Minnesota, instrument
 Mary Ann Morosky, Greater Detroit Area, CFI
 Kelly Hamilton-Barlow, Pikes Peak, ATP
 Denise Whitman, Tulsa, instrument
 Sherri Demier, Tulsa, instrument
 Kathy Lee, Albuquerque, radar certificate at ABQ tower
 Jenny Beatty, Albuquerque, ATP
 Sara Beykpour, Ft. Worth, multi/instrument
 Susanne Skeeters, Albuquerque, B757 type rating
 Shirley Vidden, Univ. of North Dakota, CFI (Shirley also received a one year internship with Federal Express)
 Marikay Lindstrom, Orange County, commercial
 Margaret Marshall, Phoenix, instrument
 Jan Pederson, Orange County, CFI
 Joan Sotkin, San Fernando, CFI
 Michele Wegener, El Cajon Valley, helicopter, instrument helicopter, CFI
 Monica Embry, Sacramento Valley, MCI/MEC
 Mary Hutchinson, San Luis Obispo, seaplane
 Kris James, Sacramento Valley, multiengine
 Carol Read, Aloha, instrument/commercial, multiengine
 Anna Scott, Hi-Desert, MEI/ATP
 Pat Northrop, Lake Tahoe, instrument and commercial

FORMER 66s

Barbara Dowd, North Georgia
 Carol Keefer, North Georgia
 Lori Huster, North Georgia
 Marcia Lantto, Minnesota
 Beth Michaelis, Minnesota

NEW HORIZONS ... continued from page 10.

SOUTHWEST

Ruth Kitchel Wakeman, a 99 from 1932 until 1989 was a member of Bay Cities chapter. She gained her transport (later commercial) license #18221 in 1930 from the Curtiss-Wright Flying School in Grosse Ile, Michigan. She joined the 99s in 1932 in Detroit, but later moved to northern California, serving terms as chapter chairman in 1935-36 and 1942-45, and was Southwest section governor in 1940-41. Flying her Fairchild, she was an active supporter of Bay Cities chapter.

Archivist Virginia Oualline sends this note, from Ruth's letter to her dated October 6, 1988: "While I never set any records nor participated in races, I did enjoy my 12 years of flying. During that time my mother and I were publishers of a newspaper, 'The Coldwater Daily Reporter,' so I had a weekly 'Up In The Air' column, and covered the Michigan Air Tours. I also did stunting exhibitions at various state fairs."

From Doris Abbate, International Secretary: 8 1/2" X 11" typed, camera-ready annual report to be included in convention packets will be due June 1 this year.

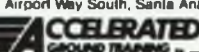
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Marleen Williams (904)246-3687.

AMELIA EARHART researcher making speaking tour mid-west March 1989.
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(404)426-7883.

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(13-\$15)	(14-\$15)	(15-\$15)
(16-\$15)	(17-\$15)	(18-\$15)
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