

# NINETY-NINE



## News

Monthly Magazine of the  
**International Women Pilots.**  
The Ninety-Nines Inc.  
May 1989

INCOMPARABLE ORIENT! Hazel Jones describes Hong Kong, shopping, China, shopping, Bangkok, and a little shopping  
USPFT: Back in business, tryouts comin' up  
AE Scholarship judges introduced



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## LETTERS

**Good reading everywhere**

Congratulations on your new look, the Jan / Feb 1989 edition. I really enjoyed reading it, and not only because much of the material was on Australia.

I am interested in what flying is like in other countries, and learned a lot about flying in America by the comparisons made with the way things are done here. I hope we can get more people in other places to write similar articles. Keep up the good work.

Marcia Hremeviuc  
Alice Springs, Australia

**On the other hand ...**

I am terribly distressed with the new format of the *NINETY-NINE News* and feel I must let you know.

I enjoyed reading the "old" format where each chapter had a small paragraph describing their activities for the month. You could readily scan each chapter for those that might particularly interest you. As it is now, you must read through each section's write up, then not every chapter is included! If a chapter takes the time to send in an activity report for a month, some mention, no matter how small, should be included in the *NINETY-NINE News*. Each chapter's activities are important. The chapters are active and involved and that involvement should be reported and available for all Ninety-Nines members.

The *NINETY-NINE News* is becoming a billboard for advertising and special interest and less of a viable source of news for all Ninety-Nines members.

Darla Gerlach  
Greater Kansas City chapter

I am writing to express my concern for the information received through the *NINETY-NINE News*. One of my favorite pastimes was to read the chapter activities throughout the magazine. Now it seems as though chapter activities are not important. They are lumped together in one article, are very shallow and do not give a good comparison on activity. The old article was a good way to share ideas for meetings, fundraisers

# NINETY-NINE News



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**COVER**—Meet Ruthie Blankenship, shown here atop Ole' Red, the Stearman her husband Bob pilots for them in airshows across the U.S. Ruthie is also a new member of the Arkansa chapter. Story on page 11.



and assorted activities.

I hope this organization does not get so involved in profit and politics that we forget those members who cannot afford the luxuries but rather provide the blood, sweat, and tears that make us work!

Mary McBurney  
Greater Kansas City chapter

**Correction on CAN**

I was so very pleased to see the article on Corporate Angel Network (CAN) in the March 1989 *NINETY-NINE News* that came yesterday.

There is, however, one rather important misconception in the piece that I'd be very grateful to see corrected if possible. The statement that there are eight major cancer treatment centers should read "27".

I'm enclosing a recent newsletter of CAN's as well one of our brochures which I hope will interest you.

Many thanks for your interest in CAN and for highlighting us in "What's going on—".

Priscilla Blum, President  
Corporate Angel Network  
Greater New York chapter

See LETTERS page 5.



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## PRESIDENT'S MESSAGE

**"All Ninety-Nines are teachers ... the most important thing we teach is by example to girls ... that a job in aviation (or anything labeled man's work) is attainable ... Our reward is seeing that girls don't even know we've done anything for them."**

*by Gene Nora Jessen*



It only seems a previous life ago that I flew to the heartland to dispense aviation knowledge at a summer teachers' workshop. Now, this was Parks College of St. Louis University, a Catholic school and the word had spread among the nuns that acquiring credits while learning about aviation was novel and fun. This was the olden days, as my teenagers would say, and the nuns in my class were garbed in full black habit with winged veil.

Class graduation came with a reward—an airplane ride, and the nuns chose en masse, no pun intended, to ride with the lady pilot. I vowed to show these cloistered sisters a smooth ride with flat turns and miniscule descent rates. St. Louis had just completed their architectural wonder, the Arch, and the plan was to take off from Parks, fly by the Arch for photos and cruise along the Mississippi River. As we strapped into the Bonanza, the co-pilot nun, with adventure in her eye ... this woman I had labeled unworldly ... asked, "Could we fly through the Arch?"

I returned to St. Louis last week and this

time arrived with a more realistic assessment of the mindset of teachers attending the National Congress of Aviation and Space Education. Some 70 Ninety-Nines participated, I would guess about half being classroom teachers. All Ninety-Nines there were teachers, though, for that's the nature of the beast.

Our numbers encompass those who teach adults to conquer their fears of flying on airlines — and Fran Grant was honored by the FAA for her excellence in that very field. Other Ninety-Nines teachers coach flyers' companions to enjoy flight in light airplanes, instruct people how to fly themselves and introduce young people for careers in aviation. Two Ninety-Nines were honored with the prestigious FAA Administrator's Championship Award for Excellence in Aviation Education. They were Pat Church of Bakersfield, California and Dr. Peggy Baty of Embry-Riddle Aeronautical University in Prescott, Arizona. Iris Harris' Aerospace curriculum guide developed for teachers in Alabama was applauded as the first implemented in a statewide school curriculum. Jan Draper's Air Bear program introduced to The Ninety-Nines by Rosemary Jones and Ruth Rockcastle elicited interest from the FAA and wider development was considered at the meeting.

All Ninety-Nines are teachers, the majority of us as volunteers rather than vocationally; teaching is what our organization is all about. But the most important thing we teach is by example to girls. We show them that a job in aviation (or anything labeled man's work) is attainable. Our responsibility is great—as individuals and as an organization. Our reward is seeing that girls don't even know we've done anything for them. They know that they can land on a carrier deck or captain a Falcon 50. Ninety-Nines teachers, don't ever let up.

It happened again last week. A Ninety-Nine mentioned how much she had enjoyed a vacation in Idaho last summer with a charter flight in a Cessna 206 out of Boise to the Primitive Area to float the Middle Fork of the Salmon River. Almost all of those flights by a variety of charter operators launch from our FBO, Boise Air Service, and it kills me to miss Ninety-Nines passing through. Guess I need to put a big sign on the ramp-side door: 99 OFFICES HERE — STOP IN AND SAY HELLO TO GENE NORA. Stop in, hear?



## Tree time again

# Renowned guests to grace Forest festivities

by Fay Gillis Wells and Joe Carrigan, co-General Chairmen, International Forest of Friendship

It's tree time again in Atchison. The years keep rolling around, the trees get bigger and more beautiful, Memory Lane gets longer and old acquaintances keep coming back to add new links to their chain of flying friendships. It's as cozy as an old slipper.

Memory Lane proves indeed that "what's past is prologue". Clyde Ice

will be at the Forest June 17 to prove that age is a state of mind and his one hundred years and 40,000 hours of high flying are just a prologue to his latest accolade as an honoree in Memory Lane. He will be joined by the spirits of adventure of Martin and Osa Johnson, the world's first flying explorers; 99 charter member Lady Mary Heath, who thought nothing of flying from England to Africa in her Tiger Moth; Dick Rookaid, who devoted his life to the gamut of general aviation; and Phoebe Omlie, America's first woman transport pilot, with the prophetic license #199. Three past presidents complete Memory Lane's honor roll of the 99s' International Presidents as we celebrate our 60th anniversary.

Then there are the wonderful likes of Page Shamburger, NC, Glenn

Messer — ALA President George Bush — naval aviator and member of the Caterpillar Club, The White House, Dottie Birdsong, FL, Marian Koob, CA, Robert H. Daniels, Jr., NY and Vijaypat Singhania of India. Vijaypat recently set a world distance record in a microlight of 6000 miles from Biggin Hill, England to New Delhi, in 23 days. He will join Clyde Ice in Atchison for the celebration, along with many others of the 1989 honorees.

The deadline for new honorees is May 20. The \$300 tax deductible check should be made out to The International Forest of Friendship and sent to P. O. Box 99 AE, Atchison KS 66002. The tax deductible number for the Forest is (501)4873-0-87k. Also please enclose a picture, a bio and the exact way you want the name

## NINETY-NINE News

Magazine of the International Women Pilots

May 1989 Vol. 15, No. 4

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Editor: Robyn Sclair

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The 99 NEWS is published monthly by The Ninety-Nines, Inc. at PO Box 98497, Tacoma WA 98498-0654. (206)588-1743.

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

Non-member subscriptions are available for \$12 per year. Please send changes of address to:

Loretta Gagg, Executive Director

The Ninety-Nines, Inc.

PO Box 59965

Will Rogers World Airport

Oklahoma City OK 73159

(405)685-7969

### Letters

Continued from page 3.

### Smile, covergirls

Regarding your March issue, I was pleasantly surprised to see myself and "Swamp Angel" on the cover. Cameron Park chapter, Nancy, and I were delighted. Thank you!

Doris Lockness

Cameron Park chapter

### Thoughts on change

I would like to comment on Barbara Vickers' "elitist" letter (Jan / Feb, 1989 issue).

The aviation environment has changed considerably during the past 20 years. This progression has also changed the culture surrounding pilots and their selection of organizations. Whatever their beliefs when joining, changing trends do affect people and organizations. To not change is to be archaic.

I was in total support of Mrs. Vickers' letter.

Barbara Harper

Tucson chapter

### Paris bound

I am going to the Paris Air Show! Not only am I thrilled to be fulfilling a longterm dream of visiting Paris, but I shall also be covering the show for at least one aviation publication.

I have made my airline reservations but have no place to stay. I have written to the two 99 members in France listed in the '89 directory.

So, I'm hoping you could run a mention of my travel plans in the next 99 publication. There must be other 99s going to the show and perhaps we could link up to save money on hotels or just to say hello.

If you know of anyone going that way, or if you have any thoughts, comments and ideas, I'd appreciate hearing them.

January Riddle

El Cajon Valley chapter

**Tryouts for USPFT national championship are June 21-24, 1989 in DeQueen, Arkansas. Five winners will be eligible to represent the USA at the 8th World Precision Flying Championship in Skiev, Denmark August 13-19, 1989. Contact Jan Maxwell, Texas Dogwood chapter. Endorsed by The Ninety-Nines.**

engraved on the plaque, because the charge to change it is \$50.

Those of you who, in the beginning, endured the dirty, dusty road to the Forest, then watched it develop into a black top as we grew will have another fun surprise on the road when you come back to Atchison in June. You might even be a part of the ceremony if you get there early enough.

We are hoping to have a dinner cruise down the Missouri, past Amelia Earhart's home on Friday night, June 16. But if that doesn't work out we have a great alternative plan.

Debbie and Diane are arranging an exciting program for the children. It begins Saturday morning at 9 am, in the Forest, with Woodsy Owl, Smokey the Bear and Spunky the Squirrel. The colorful parade of the flags begins at 10:15 am, followed by the ceremony for the honorees. The gala banquet in the cafeteria on north campus is at 7 pm.

You have a choice of three places to stay:

Comfort Inn, \$37.80 single; 39.90 double. (800)228-5150.

Best Western, \$29.40 single, \$39.80 double (800)528-1234.

Dorm, North Campus, Benedictine College, single \$20 first night or \$35 for two nights; double \$36 first night or \$42 for two nights. (Every two rooms in the dorm share a connecting shower.) Please send reservations to P.O. Box 99 AE, Atchison KS 66002 with names of the people in each room. Please make your own reservations directly with the motels, but be sure to tell them you are coming for the International Forest of Friendship ceremonies and copy us so we know where you are and we don't duplicate reservations. Also, please enclose your travel plans — airline, flight number, arrival time and number of people. As usual the wonderful Zontians will meet all planes at both Kansas City International Airport (43 miles

southwest of Atchison) and the Amelia Earhart Airport, but they have to know who, when and where. However, you may want to rent a car at KCI and drive yourself. There are no cars to rent in Atchison. We provide all necessary transportation for the functions June 16, 17, and 18.

With trees representing countries from all over the world where there are 99s, the Forest spreads over the gentle slopes of Lake Warnock. Its roots deeply entwined in the rich Kansas soil are symbols of the 99s' motto "World Friendship through Flying." The Forest is a living, growing memorial to the histories of aviation and aerospace. Memory Lane, embedded with the plaques honoring those who have, or still are contributing to all facets of aviation and aerospace, winds through the trees, tying it all together.

We are looking forward to the pleasure of welcoming you to Atchison, Amelia Earhart's hometown.

# ALEXIS EWANCHEW

## *for International Board*



**\*Past SE Section Governor**

**\*Past Chapter Chairman**

**\*Director Fla. Race Pilots Assoc.**

**\*Past Director, President, Vice-President, & Secretary All Women's International Air Race**

**\*Past Judge NIFA**

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the 99s  
since 1976.***



# SECTION News

May 1989



## Incomparable Orient

by Hazel Jones

Can you imagine what happened when the fantastic Ninety-Nines descended upon the incomparable Orient? Can you visualize the frenzied feeding time of the piranhas? That is a mild comparison to the Ninety-Nines in Hong Kong, Bangkok and Singapore. It was a fabulous trip and I wouldn't have missed it for the world. The shopping was unbelievable, the food superb, the company outstanding, and all and all one whale of a way to spend two weeks.

Not all of the folks on our tour were members of The Ninety-Nines, but we were all soon best friends and that's all that matters. Pat Mlady and Kurdian Travel really outdid themselves to make this an incomparable time in an incomparable place.

Hong Kong was our first port of call. A densely populated island city, the first thing a pilot notices is the approach to the airport. You come right down over the city, seemingly between the houses and when the panels on

See INCOMPARABLE ORIENT page 15.

## What's going on—

*Barb Rohde, of the Washington D.C. chapter, pulled off another minor miracle, turning her Capitol Hill connections into pure gold — read green — for the Gerda Ruhnke Scholarship Fund while also providing a service of value to the aviation community. Barb hastily arranged for the General Aviation Manufactureres Assn. (GAMA) to invite representatives of aviation groups ranging from airlines to EAA for a meeting with Jim Oberstar, Congressman from Minnesota and new chairman of the House Aviation Subcommittee. At \$250 each.*

*The setting was lunch in a private room at La Colline, resplendent with a tree-framed view of the Capitol.*

*Oberstar lived up to his billing. A Rhodes scholar who speaks five or six languages, he was warm, charming, witty and extremely well-versed in aviation matters, including the*

## SECTION NEWS

matter of women in aviation. He began his talk with a brief survey of the history of women and flight. Then Oberstar discussed items on his laundry list of aviation issues he plans to pursue in committee. The lengthy list contains equal access, an independent FAA, restructuring FAA without the regional layer, revamping FAA's personnel and procurement policies, airspace, ATC and safety, releasing the Aviation Trust Fund, and positioning the U.S. industry to compete on the world stage, to name a few. Little was left for the audience to remind him of.

On behalf of the chapter, the congressman was presented a specially-framed print of barnstormers, including an engraved plaque. The print, titled "Scaring the Cows: Navy F4B-4s" by Craig Koderia, won first place in the 1984 Air and Space Museum Aviation Art Competition.

-Evie Washington

**Following are highlights of how some 99s are achieving the diligent education of the world's youngsters that is the crux of this month's "President's Message."**

Central New York chapter's Marilyn Kamp recently hosted a group of nine, ten and eleven year old youngsters from Nancy Kobryn's six week "Kids Study Space" course at Utica College. These future airmen (airwomen? airpersons?) were treated to a tour of the Kamp Air facilities, and a film on women in aviation and opportunities available to them. Uncooperative weather cancelled the promised plane ride, but the kids did get a thorough ground ride with instructor Dave Keck. Reports of the kids' eagerness may foretell of some new pilots on the way.

**"Stalking the Wild Enthusiast"** was the title of a recent article in the *Weekly Messenger* featuring Joan Stalk, Middle East Washington D.C. chapter. Describing a picture of Joan, the piece read "It seems as if she is intent upon introducing aviation to 'little knee biters'."

"She is shown here visiting a kindergarten class at Dumfries Elementary School as part of their community helpers unit. Joan took her extensive collection of instruments to class for a unique 'show and tell' session. She plans to infiltrate the first and second grades soon. What will she think of next?"

**Space Camp students at the** Titusville Airport continue to draw valuable insight from Southeast Section Florida Spaceport members in the areas of preflight, instruments, communications, flight planning and other aspects of general aviation. The young students were also shown an Aeronca Champ and a B-17 to further round out their aeronautical experiences.

**In the southwest, intercollegiate** flying competitions were staffed by many chapter members participating as judges and workers for the events. Phoenix chapter helped at a practice meet involving three Arizona teams. The meet was co-chaired by Kathleen Browne and Kitty Pope. Fullerton has four members assisting as judges at

# Re-elect Roberta Taylor

**Roberta has strong leadership and communication skills - we need her**



**Keep a Canadian 99 on the board**

- ★ Past Governor, Western Canada Section
- ★ 1987-89 International Safety Education Chair
- ★ Previous Amelia Earhart Scholarship Winner
- ★ Active Commercial Pilot - 2000 hrs. T.T.
- ★ Past Pres. Air Charter/Sales Company
- ★ College Instructor, Womens Programs
- ★ Strong advocate for needs of grassroots membership and non-U.S.A. members

- ★ Past Member, International Convention Committee

## RE-ELECT ROBERTA TAYLOR!



## SECTION NEWS

the PCIFA Safecon, the regional competition at Hollister Airport, California. Jan Nievesky, NIFA / 99 liaison and section NIFA Committee chairman presented the Top Female Pilot trophy, awarded each year by Fullerton. Long Beach, at this same event, gave the Top Female Rookie Pilot award.

**Lake Tahoe chapter took aloft** four Sierra Mountain Middle School students who'd won an airplane ride as their good student awards. The hour-long flight included flying over much of the surrounding countryside, plus an airport tour.

**Joyce Malkmes, Long Island** chapter, has located one of the chapter's founders, Ellie Odorico, wintering in Vero Beach, Florida. Ellie is apparently retired from her paying job of executive assistant to the Vero Beach city manager, and plans to spend her newfound free time

flying her Cherokee 140, "Schatzy". Ellie is also reportedly at work on a children's book about flying, places to visit, things to see, and the like.

**Several North Central Section** chapters welcomed spring with the American Cancer Society by participating in the Daffodil Day flower drop. Daffodil Day is one of the prime yearly fundraising events of the Society. To participate, businesses and organizations buy live, cut daffodil flowers from the American Cancer Society, and thanks to these civic minded groups and the transportation efforts of The Ninety-Nines, the flowers then brighten trays in hospitals and desks in offices in the middle of March, when all are still mostly seeing the grays of winter.

Daffodil drops are coordinated between the state organization of the American Cancer Society and the 99 chapters. Flowers, still in buds, are

trucked under refrigeration to a central state location from the west coast. Ninety-Nines from their respective chapters airlift the flowers from the hub to outstate Society chapters. The flowers at this stage are quite perishable and must be delivered quickly.

Spring weather is always volatile, and surprises have been numerous throughout the years. Daffodils arrived several days late in St. Louis one year because the truck slid off icy roads in Kansas. Another year, the flowers were flown to the U.S. from Holland because the weather was so cloudy and wet on the west coast that the flowers were a month late in blooming. This year the west coast has been unusually cold. The daffodils were a week or so late because they froze, some twice.

Flying weather is uncertain in mid-March, too. While we always plan to fly, says reporter Martha

*Cast your vote for:*

- Experience
- Continuity
- Enthusiasm

**Joyce Wells**  
International Director



## CALENDAR

### JUNE

#### 2-4 Rockford IL

Ill-I-Nines Air Derby. Contact Linda Schumm, RR1, Box 275 A, Mackinaw IL 61755 (309)359-4121.

#### 3 San Fernando Valley chapter

Flying Companion Seminar. Call Jaye Howes, (818)989-0081.

#### 3 Santa Clara Valley chapter

Poker Flight. Call Deborah Cunningham (408)354-4674.

#### 3-4 Leadville CO

#### Lake County Airport

Mountain Flying Techniques Seminar and Practical Lab. Call (719)486-2627.

#### 9-10 Hot Springs AR

#### Lake Hamilton Resort

Arkansas Air Derby. For info contact Marlon Doucet (501)661-1888.

#### 10 Garden State chapter

Garden State 300.

#### 14

#### Kansas City KS

Greater Kansas City chapter Royals Baseball Night. Darla Gerlach, 513 S. Water Olathe KS 66061

#### 16-18 Toledo OH

#### Toledo Suburban Airport

Buckeye Air Rally. Kits from B.A.R., 6455 Longfellow Rd., Sylvania OH 43560.

#### 16-18

#### Speculator NY

Seaplane seminar.

#### 23-25 Baton Rouge LA

#### TBA

CFI revalidation clinic, sponsored by aviation dept of Northeast LA Univ. For more info: (318)342-2148.

#### 24 Rhinebeck NY

Fly-in, Greater New York chapter. Contact Denise Lamneck.

#### 24 South Bend IN

#### South Bend Library

Flying Clinic. Contact Courtney Bargerhuff, Box 276, Rolling Prairie IN 46371

#### 28

#### Tweed-New Haven Arpt

Air rally sponsored by 99s ad C170 club. Call Sandy McDonough.

#### 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. Preston Commemorative Air Rally. Write Captain Dick Knight, Preston Rally Chairman, P.O. Box 40813, Nairobi, Kenya, East Africa. Telex 22991 CABRO.

### JULY

#### 4-9

#### New York City NY

International Convention.

#### 4

#### Monmouth IL

#### Monmouth Airport

Annual Fourth of July fly-in, drive-in, walk-in breakfast. Info from Bill Caslin, Monmouth Arpt., RR #2, Monmouth IL 61462. (309)734-3411.

#### 8-9

#### Fulton NY

#### Oswego County Airport

Airshow.

#### 12-16

#### Mackinac Island MI

#### The Grand Hotel

Lawyer-Pilots Bar Assn meeting. Contact David Prewitt, 1845 Walnut St., 21st Floor, Philadelphia PA 19103. (215)751-0500.

#### 15-29 Daytona Beach FL

#### Embry-Riddle Univ.

Sun Seminar '89, a 15 day workshop for ages 16-21 with aviation interest. Includes all aspects of aircraft and flying, also 14 hours dual. Call Helen Riger (904)672-7033.

#### 28-8/4

#### Oshkosh WI

#### Wittman Field

EAA Annual Fly-in and convention.

### AUGUST

#### 5

#### Valparaiso IN

#### Porter County Airport

Airshow. Contact Diana Austin, 1854 Divison, Valparaiso IN 46383.

Norman, we always make alternative plans. Minnesota chapter flew their flowers, but it was a long project, accomplished in two portions. Over half the flowers arrived and were delivered on Monday, March 27; the rest arrived to be delivered Friday, March 31. Indiana and Indiana Dunes chapters, for the most part, took to the roads; three Indiana chapter members did fly, however. March 28 and 29 were greeted by high winds and incoming storms. Greater Kansas City chapter cancelled flying and finally drove on April 1 because of 35-45 knot wind gusts.

In all ways, a lot of daffodils were delivered. Minnesota chapter took 3000 boxes — 500 to a box — to 45 communities. It is a challenge, but all agree that there is a great feeling of satisfaction in doing such a beneficial job. Debbie Sorrenson, Minnesota chapter, says, "Daffodil Days are one of our most fun and most challenging activities." Recent statistics from the American Cancer Society indicate that the 99s' participation in the event has probably saved the Society at least \$100,000 a year in transportation costs — quite a contribution toward the Society's research programs.

**San Fernando Valley chapter**, Southwest Section, has also been busy, having completed its once-postponed DRI flight. Eight planes and 15 people delivered several loads of eyeglasses collected by local Kiwanians.

**Albuquerque chapter in the** South Central Section shared a slice of aviation history with glider designer George Applebay, whose record setting Zuni glider is on display at the Smithsonian.

**Shreveport 99 Ray Hardy** has just completed rebuilding her fourth airplane, christened "Willie Keep it". The '46 Aeronca, refinished in the original factory paint job, is said to be even more beautiful than her previous re-creation "Willie Fly".

**Colorado chapter's Mile High** Air Derby is September 8-10 this year. Race route is not disclosed until a Friday night pre-race briefing, thereby subjecting all entrants to an equal test of flight planning and speed management skills, according to a



release sent out by the chapter.

Entry in the stock category is limited to production model aircraft between 140 and 570 hp. Cash prizes of \$1000, \$500, and \$200 will be awarded to the first three finishers, along with trophies and leg prizes. Non-stock entrants will compete for sport, fun and secret prizes. Any airplane with a documented speed may be entered, except for restricted or experimental aircraft.

The Derby will be a round robin, starting and ending at Front Range Airport in Watkins, Colorado. Although intermediate checkpoints will not be announced until the race, the course will be approximately 450 sm over non-mountainous terrain. Scoring will be based on cumulative times and aircraft handicaps. See the calendar for how to get entry materials.

**Awards, honors, and achievements** this month include Florida Goldcoast member Joanne Calabrese, in ground school with Chalk's Airlines of Miami, the oldest commercial seaplane operation in the U.S., with several trips to the Bahamas daily.

North Georgia's Anne Mitchell has been accepted for flight officer employment by United Airlines.

San Fernando Valley chapter, Southwest Section welcomed its 99th and 100th members. They are Cindee Overland and Linda Martin respectively. Bay Cities and Borrego Springs celebrated chapter anniversaries recently.

Jean Tinsley, Bay Cities chapter, has been appointed the Chief U.S. Judge of the World Helicopter Championship to be in Paris, France in September. Jean will, prior to competition, act as a judge for the U.S. National Fly-Off. Lorraine Newhouse, Tucson, received the Melba Beard Memorial Award presented by the Antique Aircraft Association, which honored her as the "Arizona Lady Antiquer of the Year". Shamrock Air Derby results include Wyn Hayward, Tucson, in third place and Lori Bleck, San Fernando Valley, in fifth. Jo Peterson, Phoenix, won her very first aerobatic contest in competition with five men and flying a 100 hp clipped wing Cub. She was required to perform a spin, loop, slow roll, and a 180 with the maneuvers

## Meet Ruthie and 'Ole Red

Ever met a farmer, pilot, wing-walker, airshow performer, school teacher and model all in one person? Meet Ruthie Blankenship, Arkansas chapter's newest member.

Ruthie will perform for her fourth year at the EAA Convention in Oshkosh this summer as "Wonder Woman of the Skies," wingwalker atop Ole Red, the 450 horsepower Stearman Special flown by Ruthie's 49 1/2, Bob. The two perform between 20 and 25 shows each year, coast to coast.

As a pilot, Ruthie ferries Ole Red to shows, flies her V-tail Bonanza for personal use and as a commuter to keep Bob, an airline pilot, on schedule, uses her J-3 Cub extensively as

the manager of a cotton, rice and soybean farm, and has a Breezy and a Maule at her disposal besides. All these planes are housed in Ruthie's well-kept hangar at Grider Field in Pine Bluff, Arkansas.

Ruthie's standards for safety and performance are such that she attends Beechcraft's Bonanza maintenance school each year, in addition to safety seminars. She is lovingly and respectfully called "According to..." by close flying friends.

Whether you need a resource speaker for a classroom, an exhilarating ride in a Breezy, a model in a style show, or even an experienced hand bell ringer in a church program, just call Ruthie. *-Mary Jo Mead*

being repeated back across the aerobatic "box". Hazel Hohn, Reno Area, along with 90 of her fellow WWII WASPs will hold a reunion during this year's Reno Air Races. Jerrie Cobb, Mission Bay, is again flying, after being forced to leave the Amazon after 25 years of service there. Jerrie will help in the relocation of the Mesquito Indian Tribe of Central America from refugee centers in Honduras and Mexico to their homelands along the Atlantic coast of Nicaragua.

**Closely related to all that just above is the work behind the awards and honors which mean so much.** Several chapters in Southwest Section are sponsoring scholarships for future pilots or additional ratings, reports Mary MacDonald. The Tweet Coleman Aviation Career Scholarship, Aloha chapter, is a local one for any female living in Hawaii who desires to be a pilot. Reno Area will award a \$1000 chapter scholarship in mid-May and the Marion Barnick Scholarship, administered by Santa Clara Valley, is presented to a qualified 99 or a female student attending any of several local colleges and possessing at least a private pilot license. El Cajon Valley member Frankie Clemens has a unique way of raising funds for the Amelia Earhart

## MEETINGS

### JUNE

- 16-18 Forest of Friendship, Atchison KS, Fay Wells
- 24-29 Air Race Classic, Sacramento CA to Philadelphia PA

### JULY

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

### SEPTEMBER

- 29-10/1 Southeast section, Cocoa Beach FL, Mary Fletcher
- 29-10/1 Southwest section, Lake Arrow Head CA, Kathy Walton
- 22-24 North Central section, Indianapolis IN, Clara Johansen
- 22-24 Northwest section, Bend OR, Pegge Blinco

### OCTOBER

- 5-8 Int'l BoD/ tntv, Oklahoma City OK, Gene Nora Jessen
- 13-14 South Central section, Las Cruces NM, Anne Degler
- 13-14 New England section, Connecticut chapter, Alexandra Taylor
- 14-15 NY-NJ section, NY Capital District chptr, Harriet Bregman

### 1990

- 3/22-24 NCASW Education Congress, Reno NV, Julie Zumwalt
- 7/18-22 Int'l Convention, Las Vegas NV, Stacy Hamm

See SECTION NEWS page 14.



## A E M S F

# 1989 Amelia Earhart Scholarship Judges

Edward Stinson, Henry Newman, Barbara Vucanovich, Leonard 'Jack' Horner

Edward A. Stinson III was born in Detroit, Michigan on April 29, 1927. His father, Jack Beaver Stinson worked with his brother, Edward, at Stinson Field teaching flying and building the Stinson airplane. Eddie was the only son in a family with an older half sister, another older sister and two younger sisters. The family moved to Connecticut when Eddie was a few months old, and Jack worked at Sikorsky Helicopter.

Several years later the family moved to Santa Fe, New Mexico where the family split up and Eddie stayed with his mother and sisters. They later moved to California, where Eddie graduated from Twenty Nine Palms High School and joined the Navy, serving in the Pacific Theater aboard the USS Gerard. He was present at the signing of the peace agreement.

Back in California, he went to Ontario Junior College then enlisted in the Air Force as a cadet in 1947. He graduated from Nellis Air Force Base in Nevada in 1948 and was sent to Japan in 1950 with the Fifth Air Force, the 40th



*Edward A. Stinson III*

Fighter Squadron. He fought in Korea flying F80s and F51s and was shot down while flying his thirteenth mission. Stinson returned stateside in 1952 to attend the Squadron Officer's Course at the Air War College at Maxwell Air Force Base in Montgomery, Alabama. It was here that he met a fellow Air Force pilot and curriculum specialist Isabel Fenton, whom he married.

Injury in an auto accident caused

Stinson's disability discharge. He eventually earned a Bachelor's degree in accounting from American International College in Springfield, Massachusetts, then a teaching degree.

He began teaching in Springfield in 1955, continuing on to earn a Master's degree in education. The family moved to Amherst, Massachusetts where Stinson taught college courses to teachers in the summer and fifth and sixth grade math and English during the school year, by then also studying toward his doctorate degree.

Stinson taught for many years in an inner city school in Hartford, Connecticut until he suffered a debilitating stroke at age 52. At that time his course requirements for a PhD had been completed except for the reading of his thesis. Although he was unable to continue teaching due to effects of the stroke, he is still a feared opponent in a game of Trivial Pursuit.

Stinson and his wife enjoy travelling from Hawaii to Massachusetts to visit their four children and grandchildren whenever they are able.

*Henry L. Newman*



I retired in 1979 as Director of the Southwest Region of FAA, headquartered in Texas after 33 years with the original CAA and FAA. I started with CAA in Washington and then went to Alaska for ten years. In 1956 I went to the Eastern Region in New York where I served for two years as the Executive Officer. From 1958 to 1965 I was the Deputy Assistant Administrator in Kansas City before transferring to Fort Worth as Director of the Region.

After retirement I went to work immediately for Aircraft Owners and

Pilots Assn. (AOPA), coming to Fort Worth just in time to be involved in the planning for Dallas - Fort Worth Airport. My wife, Louise, and I own a 1975 Cherokee Arrow and have made five trips to Anchorage, Alaska since 1977. We are still flying and enjoying it more than ever.

Last year I was honored to receive the AOPA Sharples Award, shared with my counterpart from California, Joe Crotti. I represent AOPA in six states: Colorado, New Mexico, Oklahoma, Arkansas, Texas and Louisiana.



## A E M S F



*The Honorable Barbara F. Vucanovich*

—Member of the United States House of Representatives in Nevada's 2nd District, making up most of the State of Nevada, with the exception of the southern tip and downtown Las Vegas.

—Married to George Vucanovich of Reno, Nevada, with five grown children, 15 grandchildren and one great grandson.

—Attended Manhattanville College of the Sacred Heart, New York, New York.

—Moved to Nevada in 1949.

—Business experience: 1965 - opened

Evelyn Wood Reading Dynamics School. 1968 - opened Welcome Aboard Travel Agency. Both businesses in Reno.

—1974 to 1982: Northern Nevada Representative, Senator Paul Laxalt.

—First elected in 1982, now serving fourth term. Principal legislative initiatives include nuclear waste regulation, national defense issues, multiple use of public lands, federal wilderness and national parks, and conservative social policy.

President, Bell Helicopter Textron Inc. Joined the company in 1974 as vice president - Operations, Horner received his present appointment in July 1983.

A native of West Hartford, Connecticut, Horner is a graduate of Yale University with a B.S. in Industrial Administration.

Following his graduation in 1951, he was commissioned a lieutenant in the U.S. Marines. Horner won four Air Medals in Korea as an infantry officer and aerial observer. Prior to his release from active duty with the rank of captain in 1956, he completed pilot training in both helicopter and fixed wing. As an FAA qualified helicopter pilot, Horner flies the company JetRanger to Bell's various plants located in the Fort Worth, Texas area.

From 1956 to 1974, Horner was associated with the Sikorsky Division

of United Technologies, where he attained the position of vice president before joining Bell Helicopter.

In addition to being involved in various civic and charity organizations, Horner has been active in the Junior Achievement Program for Tarrant County. He is past president of the Fort Worth Chapter of the Association of the United States Army (AUSA) and also has served as vice president of the chapter and former member of the Council of Trustees for AUSA. Horner was president of the American Helicopter Society and is a member of the Vertical Flight Foundation. Horner is the 1987-1989 Chairman of the North Texas District Export Council, appointed by the Secretary of Commerce. He is also on the Board of Directors of the Marine Corps Historical Foundation, and is active in the Marine Corps Aviation As-

*Leonard M. (Jack) Horner*



sociation.

He and his wife, Patricia, are the parents of a son and two daughters. The Horners live in Fort Worth.

## *USPFT back with support for world team*

*by Hazel Jones*

Sadly, in 1987 The Ninety-Nines notified the National Aeronautic Assn. (NAA) that it could not continue to support the United States Precision Flight Team (USPFT).

Many of our members and friends felt that an alternative should be sought to allow us to continue our supporting efforts.

The 8th Annual World Precision

Flying Competition in Denmark is approaching. Hazel Jones has been asked to serve on the jury (a first). Two judges from the U.S. and an advisor to help with the running of the competition have also been requested. Lastly, it was hoped the U.S. would field a team. NAA was contacted and the result was a promise of funding help for the U.S. Nationals if The Ninety-Nines would run the competition.

We are back in business. The U.S. Nationals for precision flying will be held in DeQueen, Arkansas, June 21-24, thanks to the generous financial contributions of the NAA,

Aircraft Owners and Pilots Assn. (AOPA), Air Safety Foundation, and the Experimental Aircraft Assn. (EAA). The outcome will be five team members selected to represent the U.S. in a world competition in Denmark this August.

Continuing support from the aforementioned organizations will ensure the U.S. will have a team ready for the world competitions biannually.

If you are interested in trying out for the U.S. team, contact Jan Maxwell, 805 Kingsbury Ct., Longview, Texas 75604. She's in the Texas Dogwood Chapter, South Central Section.



## BOARD of DIRECTORS

*Budget and bylaw review**Submitted by Joyce Wells*

With all members present, the Board met at headquarters in Oklahoma City for the annual budget and bylaw review session and to address the recommendations of the ad hoc committee.

The docent program, recommended by the ad hoc committee is now organized and training of docents will start soon. Final plans were also made to raise funds by sale of items through headquarters. Negotiations continue for a tenant in part of the unfinished upper level. The board agreed to continue the Blue Page Ad section in the directory and to add a new Yellow Page Ad section for non Ninety-Nines advertisers.

Committee reports from international chairmen were received and reviewed. Convention plans for New York are finalized and future conventions are well along in the planning process.

The Wall of Wings has been completed and was delivered to headquarters while the Board met. It will hang just inside the entrance to the building and is most impressive.



**WALL OF WINGS**—President Gene Nora Jessen with Board member Carole Sue Wheeler, who was in charge of having the Wall made, display the finished creation which was delivered to headquarters in time for the Board meeting.

(Photo by Lu Hollander)

**VISIBILITY IS THE KEY**—Carved wooden signs were hung at two entrances to Truckee by the Lake Tahoe chapter. Along with the seven other local service organizations displayed there, says a note from the chapter, "we are trying to get the word out" about The Ninety-Nines.



## SECTION NEWS

Continued from page 11.

**Memorial Scholarship Fund:** an all-99s barbeque dinner. The nominal charge for the dinner goes to the scholarship fund. Las Vegas Valley takes a different approach to scho-

larships by sponsoring a chapter member to attend the U.S. Space Camp at Huntsville, Alabama. The attendee's registration fees for the three day adult program are paid, while the recipient makes her own arrangements for getting to and from the Space Camp.

## NEW HORIZONS

## SOUTH CENTRAL SECTION

Velma Hummel Woodward, Oklahoma chapter member since 1945, died April 4, 1989. Originally from Oklahoma, she held degrees from Stevens College in Columbia, Missouri and the Oklahoma Christian College. Velma was a charter member of The Ninety-Nines, and a member of the OKC Aviation Club. She flew several Powder Puff Derbies, including the last in 1975, and was a major in the Civil Air Patrol during WWII.

## SOUTHWEST SECTION

Gloria K. Martin, Long Beach, died March 11, 1989 after a year-long battle with brain cancer. Taking time from a busy life in the business world, extensive travel and the rearing of three children, Gloria took up flying at age 51. In rapid succession she obtained commercial, instrument and CFI certifications. She served as treasurer of the Long Beach chapter and was a willing and enthusiastic participant in many chapter activities.



## Ninety-Nines TRAVEL



**PICTURES OF HONG KONG**—That's what it says on the simple, yet pretty, frame surrounding the picture. Below are those pictured inside it, with trip organizer Pat Mlady shown far left. Photo on page 7 shows Hazel Jones travelling in, ah, regal style aboard a pedal-powered trishaw.

### INCOMPARABLE ORIENT

Continued from page 7.

the hill come together you turn right and land. What a kick. Our first approach was at night and I'm glad, but we did have one approach later by day, so we got the full treatment.

Hong Kong was ceded to Great Britain in 1898. It is near the end of a 99-year lease and will revert back to the Peoples Republic of China on July 1, 1997. We all got T-shirts depicting this historic event. It's a long way to Hong Kong and we had an unscheduled landing in Taipei for fuel due to headwinds. No matter; we ultimately arrived, cleared customs and were soon in bed champing at the bit to get started the next day.

A half-day sightseeing tour included Victoria Peak and other points of interest, and finally a jewelry store in Aberdeen. Wow! Folks were busy all over the store and I will give those folks credit — they plied us with soft drinks, water, or coffee to encourage us to be happy and to buy. I think it is interesting to note that there is no unemployment in Hong Kong. They actually have a labor shortage. Everyone works, and every inch of space is used for something. After our tour we hit the streets and the tailor shops, where I'm sure everyone maxed their credit cards after promising not to.

Day 2 was spent stepping back in time on a one-day tour to China and Macau. We took a very modern hydrofoil ride over to Macau and then went by bus for a full-day tour of China, including Zhuhai and Zhongshan. We visited a typical Chinese commune, saw how Peking ducks are raised, watched buffalos ploughing the fields and had a real Chinese lunch using chopsticks. How adept we were was evident by the mess around our plates. I think the

thing that impressed me most was the women and the heavy loads they were carrying. You would see them walking along the roads with poles over their shoulders and heavy loads on the end of each pole. The men mostly rode bicycles and it appeared that the bicycles doubled as taxis, the passenger balanced carefully on the back and off they would go. We also managed to shop while there and I think we brought home enough mechanical pandas to open a toy shop. It was a long, but fascinating day.

Some of our group even managed a bit of gambling while waiting for the bus to go. At breakfast every morning we got first-hand reports on who bought what and where and what the plans were for the day. Apparently you can buy anything up to and including powdered rhinoceros horn and snake bile, which I hear tell is rejuvenating when laced with Kaoliang, a liquor distilled from sorghum.

On to Bangkok with a whole new bunch of places to spend money. We quickly scoped out a jewelry store and at least two tailors. The Landmark Hotel had three floors of merchandise to buy. Walk out the door and up the street and you could buy anything your heart desired, including genuine imitation Rolex watches. We had three special places to go: the Floating Gardens, the Rose Garden and a fabulous tour to the Royal Grand Palace with a visit to the Emerald Buddha. It was hot, but it was unbelievably beautiful. We were bombarded by people selling things everywhere we went. Our guide warned us against buying and we reluctantly got on the bus. Not to be denied, we managed to help make Bangkok green with our usual contribution. One neat side trip was the Thai dinner and dance show. The women were not only beautiful, but very graceful, and a narrator told us the meaning of the dances.

See INCOMPARABLE ORIENT page 17.



## NIFA



**SAFECON '89 AT U.N.D.**—The newly opened Center for Aerospace Sciences (CAS) computer instruction center will be one of the prime activity locations when the National Intercollegiate Flying Assn. / University Aviation Assn. conducts its annual flying contest at the Univ. of North Dakota in Grand Forks May 14-21. Approximately 300 students from 27 U.S. schools will compete to name the best aviation team in the country, with UND the defending team. The newest of the university's buildings, lower left, houses flight simulators, controller training computers, classrooms and Northwest Airlines DC-10 and 727 simulators, part of a

cooperative arrangement between the university and the airline's parent holding company. The Frasca simulators (top left) are crowded with interested visitors during a recent CAS parents weekend open house.

(Western Flyer staff photos)



## Thanks from NIFA

by Gary Hemphill

Each spring somewhere in the United States young aviators gather for the National Intercollegiate Flying Association (NIFA) National Championship of College Flying. Young men and women have qualified by being the best in their region and now they go to see who is best in the USA. This is truly the blue ribbon event of college flying and these young pilots are the blue ribbon hope of the future in aviation. To wit, each year more and more industry, military and airline personnel attend the nationals to have a chance to get to know these amazing young men and women.

This rite of spring has been going on since 1911 when the airplanes of the day were gliders. NIFA has survived two world wars and several smaller ones. Amazingly enough, one of the first speakers at the "modern day" NIFA was Amelia Earhart in 1929. At this banquet Grover Loening presented the sterling silver trophy to signal leadership in college flying. So

Amelia Earhart is part of NIFA's heritage, and another tie with The Ninety-Nines.

NIFA graduates of today are found in the military services, aircraft manufacturing companies, airlines, aviation associations and sales organizations. One famous alumnus, Neil Armstrong, whose special event was spot landings, demonstrated his skill when he touched down Apollo 11 on the surface of the moon. Your president, Gene Nora Jessen, was the top woman pilot in 1957. Your members, through chapter contributions, provide a large part of the budget for the administering of NIFA. Beyond that, they give of their time and money to serve (without pay) as judges, support staff, council members, and supporters at the regional and national events. Without you, NIFA would not be run as smoothly as it does now, and our financial needs would be far greater than they are.

The objective of NIFA has remained the same through the years: to promote skill, safety, sport, and education in college flying. It aligns very

closely to your own purpose of engaging in strictly educational, charitable, and/or scientific activities.

It would be impossible to say thank you to each and every one of you who have contributed to the support of NIFA and these young people. Please let this be a special way of saying thank you to The Ninety-Nines for all the work and money expended for NIFA.

This year we will gather in Grand Forks, North Dakota to stage the NIFA nationals. For those of you who will be there we will see you there. For those of you who sent money, thanks again. For those of you who want more information, please write me, Gary Hemphill, NIFA National Headquarters, Delta State University, PO Box 3207, Cleveland, Mississippi 39733. For those of you who have never experienced NIFA, try it at the regionals next year or possibly the nationals. You'll work hard and long hours, but the association with these pilots will make it all worthwhile. See you on the landing line.



# 1989 International Safety Education Project Competition

**PURPOSE:** This competition has been devised to help us achieve our mandate of education of these groups:

- other (non 99) pilots
- the nonflying public
- ourselves and fellow 99s.

**DESCRIPTION:** The competition gives all chapters the opportunity to share their best safety education project with other members of the organization. The submissions will be judged and the best project in each category will receive an award. Each chapter may submit only one project for consideration. The categories will be:

1. projects aimed at educating other (non 99) pilots on some aspect of aviation safety
2. projects aimed at educating the nonflying public about safety-related aviation matters
3. projects aimed at educating fellow 99s about improving our own safe flying techniques.

*Submissions will be judged using the following criteria.*

**Style of presentation:** Is the project described clearly and thoroughly so that another chapter could implement it?

**Originality:** Does the project involve new, creative ideas?

**Content:** Is the content of the project substantial and in a logical sequence?

**Relevance:** Does the project achieve the objective for the category in which it is entered?

**Practicality:** Is the project designed in a way that it can be easily and inexpensively undertaken by other chapters of varying sizes?

**NOTE:** Projects must be accompanied by official entry form and received by the chairman, international safety education committee no later than June 15, 1989. The winner in each category will be announced at convention and published in the *NINETY-NINE News*. Forms are available from headquarters or committee chairmen.

## NEW RATINGS

Sharon Peters, West Virginia Mountaineers chapter, commercial

Margie Whiteman, West Virginia Mountaineers, instrument

Ellen Albritton, West Virginia Mountaineers, multiengine

Martha "Marty" Goppert, Potomac, ATP

Morgan Hapeman, West Virginia Mountaineers, ATP FE written

Peg Clark, Delaware, commercial

Joanne Calabrese, Florida Goldcoast, ATP

Ann Salvia, Lake Michigan, CFII

Marie Christensen, Greater Kansas City, CFII

Toni Hacker, Albuquerque, multiengine

Kelli Caster, Ft. Worth, airframe/powerplant mechanic

Monica Hackett, South Louisiana, instrument

Ruth Brown, Sacramento Valley, commercial

Debby Cunningham, Santa Clara Valley, Instrument ground instructor

Bertie Duffy, San Fernando Valley, seaplane

Claire Floria, Santa Clara Valley, airframe / powerplant mechanic

Shirley Gage-Autry, Reno Area, flight engineer

Sue Hillman, Aloha, ATP

Suzanne Jablonski, San Fernando Valley, seaplane

Dee Ramachadran, Santa Clara Valley, commercial

## FORMER 66s

Laura Addelia, Phoenix

Michele Woolley, Nevada High Sierra

## INCOMPARABLE ORIENT ... Continued from page 15.

We again used unusual utensils — just a spoon and fork. They lined the food up around the top of the plate and we were instructed on how to eat it. The Thai people do not mix their food as we do.

All too soon it was on to Singapore. We were met by our guide, Bernie, who would get so tickled with himself, and laugh — it was just great. He led his charges down to the place for our trishaw ride, so we rode through the streets of Singapore being peddled by men on bicycles. It was a kick. I would like to have done it again. We had our picture taken and we sent a card to headquarters suggesting that this might be an ideal headquarters car for visiting firemen. The next day we had a harbor cruise on board an authentic Chinese junk. The most fascinating thing was the way it was steered. An old wooden pole connected to the rudder by a series of ropes. The driver used the ropes in one hand and the pole in the other and off we went. It was a crude way to steer a boat, but he did it with the finesse of the finest devices we have. What a great taste of the old mixed with the new. Our visit was all too short and once again we were on our way back to Hong Kong and ultimately home.

Last-minute shopping in Hong Kong included picking up the clothes we'd had made and ordering a few things more. Wow, what a deal. Back to the USA and our traditional hamburger and milk upon arrival. We had a great time and appreciate Pat Mlady for putting together a super tour.

## Forest Service post available

The Forest Service would like to invite applicants to apply for a pilot position flying an Aero Commander 500B (aerial photos) that will be announced in the near future. For more information contact USFS at (801)625-5470. Pilot requirements include 1200 hours total time, 250 PIC, and 100 multiengine.

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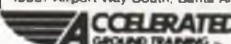
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## The Choice of America's Librarians

(The following quotes are from a book review in the January 1989 issue of *Choice*, reproduced with permission of the American Library Association.)

"One of the most detailed and well-written personal narratives of WW II. . . . With sensitivity and balance, it narrates the struggle of the author and her compatriots to serve in an environment dominated by men and male values. In addition to being a first-rate pilot, Scharr had the instincts of a born historian. [Her] experiences included not only the accomplishments and trials of women pilots, but also the personal rivalries and politics of her branch of the services. Recommended for libraries with an interest in women's studies, air force libraries, and public libraries."

—H. L. Coles, The Ohio State University.

## The Choice of America's Women Pilots

". . . reminded me of the Chinese warlord who marched 1,000 men over a cliff just to show his power. . . . Your book finally brought into sharp focus the reason for our deactivation. . . . I loved it!"

—Florence G. Reynolds, Connellsville, Penna.

"It called to mind many things I'd covered with dust in a corner of my mind—and suddenly they sprang into full bloom again. For all that, thanks."

—Lola Perkins Ricci, Los Angeles, Calif.

"I couldn't put it down—laughed, cried, cursed, and puffed with pride—totally hypnotized!"

—V. Elaine Jones, Kahului, Hawaii

". . . A great legacy for the future!"

—Nanette Hazeltine Fuller, Twain Harte, Calif.

"Well, you've done it again . . . brought back the sights, sounds, and scents of the Ferry Command. When Volume II arrived I put everything else to one side and read it, nonstop, cover to cover."

—Anna Flynn Monkiewicz, The Dalles, Oreg.

". . . a heroic and important piece of history."

—Suzanne Delano Parish, Hickory Corners, Mich.

"If I could make a book required reading for every 99 and every woman in general, your *Sisters in the Sky* would top the list."

—Courtney Deniese Bargerhuff, Rolling Prairie, Ind.

". . . a balance between thorough, definitive facts and a story telling quality that evokes emotions."

—Diane Cozzi, Burbank, Ill.



The author, Adela Riek Scharr, about to ferry a Bell P-39 Airacobra; Buffalo, 1943.

"No one has ever had the courage to write up Jackie Cochran's true part in the whole Ferry Command. *Sisters in the Sky* has captured the true history and all women pilots are indebted to you."

—Nancy Bird Walton, St. Ives, NSW, Australia

A gift of a set of these books to local public, high school, or college libraries will increase public awareness of the Ninety-Nines.

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