

# NINETY-NINE



## News

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

**MEMBERSHIP MATTERS!** Chairman Stacy Hamm's tips on section improvement  
East Canada science fairs bring out the best young minds  
'Going home' to a splendid & special house



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## LETTERS

**No connection at all**

I was very concerned to read on the front cover of the December '88 issue of the *NINETY-NINE News* that the Australian Women Pilots' Association (A.W.P.A.) and 99 meetings are held jointly.

This is not so! In no way is any business of the 99s Australian section ever conducted at an A.W.P.A. meeting.

For convenience, the 99s annual meeting is held during the A.W.P.A. annual conference week, but it is quite separate in time and even place (room or function center), from the A.G.M. of the A.W.P.A.

This misstatement was possibly due to the ambiguous wording on page 3: "The 99s section meeting is also held at this time", as it appears to refer to 'the annual general meeting'. It should have read, "For convenience of members, the 99s section meeting is also held during the A.W.P.A. Conference week."

Mollie Dinham,  
AIRNEWS Editor  
Western Australia

# NINETY-NINE News



Monthly Magazine of the  
International Women Pilots,  
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**COVER**—*Yep, that's our international president, Gene Nora Jessen, at the controls of that terribly cute Avid Flyer homebuilt. The sweepstakes is on, and the push more fervent than ever to unlock by matching them the funds awarded The Ninety-Nines for the AE House restoration. For a complete update, and a serenely written look at the house through the eyes of aviation writer LeRoy Cook, see page 17.*



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## PRESIDENT'S MESSAGE

***"In the very next sentence she said, 'We've got a CAP activity in Baker. Do we have any 99s over there I could stay with?' She saw no connection between a 99's hospitality and a benefit of membership."***

by Gene Nora Jessen



My chapter member often had complained that she didn't "get her money's worth" out of her Ninety-Nines membership dollars. She didn't like meetings and usually came only to our mountain flying course in which she taught and was compensated. Teaching mountain flying is her business and she's good at it. Though she's no longer a member, I refer students to her even today.

One day she entered my office to announce that she did not intend to renew her 99s membership because she "just didn't get her money's worth out of it." In the VERY NEXT SENTENCE she said, "We've got a CAP activity in Baker next weekend. Do we have any 99s over there I could stay with?" She saw no connection between a 99's hospitality and a benefit of membership.

Why do women pilots join our organization? Some do it for a free hotel room, for sure, but they're the exception. Our survey told us most join for the camaraderie with others who share an addiction to flight. Perhaps we need to remember to emphasize to new members that we are a service organization. Those expecting to "get their money's worth" may well be disappointed. Our purpose is to serve: to raise funds for scholarships, to airmark airports for the convenience of other pilots, to introduce school children to jobs at the airport, to volunteer as judges in collegiate competition, to sponsor pilot educational seminars, and to fly blood and donor organs. We manage to have a lot of fun along the way. A woman flying a corporate Falcon 50 attended her first Idaho Chapter meeting the day we had an aviation costume fly-in (I came as a five and a half

foot kite!). She said she'd never met such fun women and signed up on the spot.

I wonder if those who question the cost of 99s membership have *given* anything to the organization and the aviation community. Usually one must prime the pump before *getting* anything out.

Lots of things are going on as we head into our 60th birthday celebration in NYC. The great news is that the Green Sheet says, "General Aviation sales are up for the first time in a decade." The GAME Plan is popping up everywhere and June is "Learn to Fly Month" in the USA.

Chapter and Section newsletters do an excellent job of disseminating safety and legislative information. I love Indiana Dunes' witty 49 1/2er column by L.J. Mattingly. Board members appreciate chapters including them on your mailing list. Your invitations to functions will rustle up a board member whenever possible. Ask the Washington, D.C., chapter about their Flunkbusters program for youth.

You'll be seeing continuing announcements of 99s-sponsored travel — an example of expanding membership benefits.

Amelia Earhart research groups are popping up with increasing frequency. The mystery of her disappearance still fires passionate allegiance to some logical and also some pretty bizarre theories.

The board cannot disregard its responsibility to merchandise items for sale as a revenue source for our organization's programs. Use of the logo and name will in the future be held exclusively by the international organization with chapter use to be gradually phased out over a five-year period.

Bravo to the life members who continue to pay annual dues. Some of the early life members know that their original fee doesn't generate a sustaining fund, so they generously continue dues.

In the interest of efficiency in the dissemination of information at convention, IT IS STRONGLY URGED that all delegates participate in the pre-business-meeting communications session.

New Zealand and the U.S. 99s are selecting Precision Flying Teams for the World Championships in Denmark in August. New Zealand 99s Governor Pam Collings is awaiting ratification as an international judge.

A potential Israeli Section can be seen on the horizon.



# NINETY-NINE News

Monthly Magazine of the  
International Women Pilots

June 1989 Vol. 15, No. 5

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## COMMITTEE REPORT

# Membership matters: Creating the ideal section

by Stacy Hamm

*International Membership Chairman*

Most of our members come into 99s to achieve some definite purpose. Some want to make their contribution to the aviation industry, while others find assistance in acquiring a new job, a new rating or a scholarship, or improvement of their safety skills. Many simply want to find encouragement among fellow pilots. After achieving her underlying purpose, or in the event she is unable to satisfy her goals through 99s, a member is likely to drop out unless the leadership of the section or chapter has been awakened to the realization of further possibilities for her.

Dwight D. Eisenhower, whose credentials as a leader included five-star general of the Army, president of Columbia University and President of the United States, often used a piece of string to demonstrate the art of leadership. He would place the string on a table and ask members of his staff to first push it and then pull it. Then he asked what they noticed. Pushing the string took more energy, and it didn't seem to go anywhere. Pulling the string took a minimum of energy and it went wherever you wanted. Eisenhower explained that the method works the same way when it comes to motivating people.

Officers in particular must work constantly to ensure that standards of excellence are maintained. Your section and chapter must look like it knows what it is doing. Guests and potential new members can only judge a group by what they see and hear at meetings they attend. If the meeting is disorganized and unfriendly, the visitor will never find any reason for joining.

How can we become an ideal section or chapter?

• **Carry out the purpose of the 99s organization.** Provide an environment that includes educational

## Membership by Section as of May 1, 1989

<i>Australian</i>	<i>51</i>
<i>East Canada</i>	<i>120</i>
<i>Chilean</i>	<i>7</i>
<i>Africa South</i>	<i>12</i>
<i>New York/New Jersey</i>	<i>309</i>
<i>Southeast</i>	<i>683</i>
<i>South Central</i>	<i>1072</i>
<i>Southwest</i>	<i>1851</i>
<i>East African</i>	<i>4</i>
<i>Caribbean</i>	<i>14</i>
<i>Charter</i>	<i>13</i>
<i>British</i>	<i>8</i>
<i>Western Canada</i>	<i>98</i>
<i>Finnish</i>	<i>7</i>
<i>New England</i>	<i>215</i>
<i>Middle East</i>	<i>448</i>
<i>North Central</i>	<i>1175</i>
<i>Northwest</i>	<i>547</i>
<i>New Zealand</i>	<i>10</i>
<i>India</i>	<i>15</i>
<i>Members at Large</i>	<i>38</i>
<b>TOTAL</b>	<b>6697</b>

materials and programs, opportunities for community service and an open, friendly, enthusiastic environment. Accept all prospective and new members at face value, without judgment.

• **Monitor members' evolving needs.** Plan programs that stimulate both involvement and enjoyment.

• **Challenge members to go beyond their immediate needs to realize their potential.** We have a responsibility to our members, present and future, to share with them a vision of aviation as a whole and the 99s' role in it.

• **Develop a sense of pride to make the section greater than the sum of its members.** Members of

See IDEAL SECTION next page.

# U.N.D. wins Safecon prize among 24 schools

Top female pilot of the 41st National Intercollegiate Flying Assn. Safecon was Karin Maneke of Ohio State University. Top male honors went home to Purdue University with Dale Campbell. Awards also went to Joanne Julius, Embry Riddle Prescott, for women's achievement and to Rodney Jones, Oklahoma State University for men's achievement. Coach of the Year was awarded to Ken Lovelace from the University of North Dakota.

The Loening Trophy was earned by Embry Riddle Aeronautical University Prescott. This award is presented annually to the school which during the past year has been outstanding as a team in competition performance and air safety as well as other factors reflecting the total aviation activity on the campus and in the community.

The National Championship Trophy is sponsored by the Airline Pilots Assn. and was awarded to the University of North Dakota, with second place going to Ohio State University, and third to Embry Riddle Prescott.

The young pilots competing at this year's Safecon did so partly for Hazel Jones, our past international president, to whom the contest was dedicated. The Safecon was held May 16 through 20 at the University of North Dakota in Grand Forks, North Dakota. Schools competing numbered 24, including Auburn, Broward Community College, Delaware Technical Community College, Delta State U., Dowling College, Embry Riddle Aeronautical Daytona Beach and Prescott, Iowa Central

Community College, Metropolitan State College, Nicholls State U., Northwest State U. of Louisiana, Oklahoma State U., Ohio State U., Purdue, St. Cloud State U., San Jose State U., Southeast Oklahoma State U., Texas State Technical Institute, University of Dubuque, University of Illinois, University of North Dakota, U.S. Air Force Academy, and Western Michigan U.

With uncooperative weather, a

portion of the navigation event was cancelled. The landing events were rescheduled and even on Saturday there was a change of runway during the short field precision landing event. Approximately 40 judges volunteered their time, along with many Ninety-Nines. Cyndi Brown from Avemco, President Gene Nora Jessen, and Treasurer Pat Forbes were all on hand as judges for the women's achievement award. **-Pat Forbes**

## Observers sought for balloon championships

*by Pat Ward, Vice Governor South Central Section, Competition Events Coordinator US National Hot Air Balloon Championships*

American Championship Ballooning, Inc., is inviting 99s to participate as observer officials at the U.S. National Hot Air Balloon Championships. This prestigious aviation event will be held at Baton Rouge, Louisiana from August 4-13, and for two years after.

Observer officials must be certified by the Balloon Federation of America, the sanctioning organization of competition among licensed hot air balloonists in the United States. A certification course will be held at Baton Rouge August 2-3 prior to the beginning of the championship competition on August 4.

Certified observer officials are responsible for observing competition balloonists as they fly tasks assigned by the balloonmeister during competition. They then report their

observations to the judging staff for scoring and penalty purposes.

The top 100 balloonists in the country, determined by points accumulated over the past two years at local and regional BFA sanctioned balloon competitions, earn an invitation to compete for the title of U.S. National Champion. The top 10 competitors will earn the right to represent the U.S. at the World Hot Air Balloon Competition in Canada in 1990. Another 100 balloonists will compete for exquisite prizes such as "Lagnaipe" flyers. Prize money totaling \$63,750 will be awarded in the championship competition in addition to merchandise prizes.

Members of the 99s interested in becoming involved in the championship event as officials may obtain more information about certification and participation at this level from Pat Ward. Write P.O. Box 45053, Baton Rouge, Louisiana 70895.

## IDEAL SECTION

Continued from page 5.

highly successful sections seem to develop a spirit of loyalty and devotion to each other, their section and its purposes.

- **Recognize the achievements of your members.** Use ceremonies, newsletters and verbal applause to show appreciation for individual and group accomplishments.

- **Encourage members to get**

**involved in outside activities.**

Members gain information, insight and new experiences by visiting other chapters, attending section and international meetings and becoming involved with other aviation groups.

- **Let teamwork boost your section toward excellence.**

Recognize that you are part of a larger team and give every member of your section the opportunity to develop her unique talents.

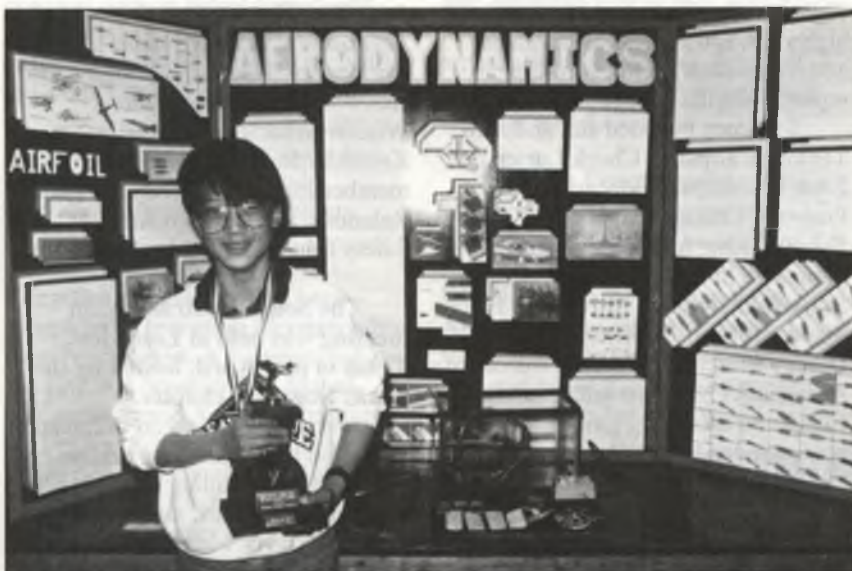
Women have firmly established

their place in aviation. As long as we continue to work together for quality, aviation safety, scientific development and aerospace education for ourselves and our aspiring young leaders, we will never again find ourselves in the battle positions of our founders. But there will be new challenges. Through growth in numbers and the personal growth we can provide our members, we will continue to meet those challenges in our own ideal way.



# SECTION News

June 1989



## Science fairs are a favorite event for East Canada

### LOOKS COMPLETE, DOESN'T IT?—

*Shown above is Benji Ho standing in front of his prize-winning display at the York Regional Science Fair.*

*from Donna Deaken,  
East Canada Section news reporter*

Spring in East Canada section means science fairs. It's judging, chatting to young and enthusiastic inventors, experimenters, and potential aviators and aeronautical engineers. 99s love to look at the exhibits and quiz the students, and sometimes learn something new in their determination to choose the most outstanding exhibits. For the third year, the section has awarded a prize for the best exhibit in the aviation / aerospace field at the Canada-wide science fair, held this year in St. John's, Newfoundland.

The Eastern Ontario chapter presented, at the Ottawa Regional Science Fair, two awards for exhibits which best demonstrated a study and understanding of an aspect of the physics of flight. Junior division students, grades seven and eight, given prizes were Michel Campbell and Jayme Querry (both Air Cadets) from Ecole Pauline Vanier for their presentation "La Theorie de Vol: La Portance" in which they demonstrated the principle of flight. In the intermediate division, for students in grades nine through 11, the prize was given to Larry Kelly and Craig Kack from

See SCIENCE FAIRS next page.

## What's going on—

*Spring section meeting reports include the Middle East, North Central, and South Central sections. All accounts tell of nothing but good fun, fellowship, and highly informative sessions.*

*About 20 airplanes were flown in for the Middle East Spring Section meeting hosted by the Western Pennsylvania chapter, in Latrobe, Pennsylvania. Anne Shields, Eastern Pennsylvania chapter, revealed a talent for splitting her personality when she was forced to be two guest speakers, as speaker Helen Sheffer became ill shortly before the meeting. Anne was Anne for her own speech, and then switched personalities to become Helen for Helen's speech. She did it all without skipping a beat, though reportedly caused "a lot of excitement".*

*Anne talked about how she began flying in*



## SECTION NEWS

1942 at the Flying Dutchman Air Service in Philadelphia, Pennsylvania, then in March 1943 became a WASP, serving until December 1944. Anne was also an Army flight instructor for 17 years, before becoming a civilian CFI. She recently retired from the FAA after 28 years of work as an air traffic controller.

Anne as Helen B. Sheffer talked about starting to fly in 1938 at the Locomotive Flying Motors Club in Williamsport, Pennsylvania. She acquired private, commercial, and instructor ratings prior to becoming a WASP in 1941. Anne also talked about how she and Helen had met and become friends.

A continental breakfast and weather briefing Sunday morning completed a hospitable section meeting.

**Highlight of the North Central section's meeting was a luncheon titled "Piper Indians".** It featured well known author and Piper-sponsored speaker Frank Kingston Smith. His works include *Weekend Pilot*, *Flight of Fancy*, *I'd Rather Be Flying*, *Legacy of Wings*, and *Weekend Wings*. An active pilot of 34 years, Smith recounted his flying experiences as aviation technology

has grown.

The meeting was held April 28 through 30 in Milwaukee, Wisconsin. The Wisconsin chapter, led by Cathie Mayr, hosted. Members and 49 1/2s were met at Waukesha Airport with red carpets, and though instrument flight weather forced many to use highways, spirits were all sunshine and enthusiasm inside, according to reporter Martha Norman.

Seminars included Jim and Jean Taylor on airparks, Chuck Larsen on EAA's Aerospace Education Program, Connie Troyer on the latest Bendix / King technology and Jeff Parnua on Ioran use. Jimmy Szajkovic from the Milwaukee Flight Standards District Office and John Dorsey from the Wisconsin Bureau of Aeronautics held two safety seminars. Charlene Falkenberg gave presentations titled "How to Fly an Air Race", and How to Teach Flying Companion Seminars".

The day culminated with the Aviatrix Affair banquet, to which all came dressed as their favorite personalities. Award winners included Carol Landefeld, who was presented the AE Scholarship Medal by Mearl Frame, and Melba Smith, of Greater Detroit Area chapter, who received the Governor's Service Award. The

Traveling Attendance Trophy went home with the Aux Plaines chapter. For the first time this year, certificates of recognition were awarded to the outstanding 49 1/2 of each chapter. Committee awards were presented to All-Ohio chapter for Aviation Activities, Greater Detroit Area for Aerospace Education, Minnesota, the Joy Harvey Airmarking Trophy, to Aux Plaines for Legislation, Wisconsin for 99 membership, Kentucky Blue Grass for 66 membership, Three Rivers for Public Relations, and Chicago Area for Safety Education and for Scrapbook.

**The South Central section meeting was held at Longview, Texas in mid-April, hosted by the Texas Dogwood chapter.**

It was a full weekend of fun and education amid blooming azaleas and dogwood in the rolling hills and pine forest of East Texas, says reporter Charlene Davis. Members and guests visited Barksdale Air Force Base, lunched at the Officers' Club with an "Air Force Women in Aviation" panel, toured Jefferson with its House of the Seasons, built in 1872, rode the river on the Bayou Queen, took street car rides around the historic buildings and homes, and had roast pig and cajun dishes on the bank of the Big Cypress Bayou.

Saturday's agenda included the fly market and business meeting with a noon awards banquet featuring Dr. C. David Campbell as guest speaker.

Safety seminars were "How to Fly and Stay Alive", by Wally Funk, "U.S. Customs Air Interdiction" by Dean Springer, and "General Aviation Manufacturing" by Bob Kroomer.

The East Texas hangar party featured catfish. Entertainment was provided by Barn Door Stompers, a clogging group. Dr. Bill Bussey provided a balloon clinic complete with tethered rides. Finally, Mooney rides and a CAF display rounded out the great weekend.

### SCIENCE FAIRS ... Continued from page 7.

Immaculate High School for their presentation on wind tunnels. Lorna deBlinckuy, Suzanne Frogley, Gisella Hum and Isabel Pepler acted as judges on behalf of the chapter to select the winners.

The First Canadian chapter presented awards at the Toronto, York and Peel regional science fairs. The recipient of the 99 trophy in York was Benji Ho from William Berczy Public School for his project "Aerodynamics". Lyn Shinn judged the entries at the Toronto Fair and selected grade 12 student Michael Kirby as the winner with his project "Camber Height vs. Lift". Michael had built a wind tunnel and designed and built innovative wings having a variety of cambers and camber designs. These he tested, comparing their performance to standard wing designs.

This year the Maple Leaf chapter has expanded their participation to three regional science fairs in London, Chatham and Windsor. In Windsor, Nancy O'Neil Holden presented the 99 award to Michael Shewchuk, a 12 year old sixth grader. Suzanne Wilkins judged at the Chatham Fair, selecting the "Aerodynamics" exhibit of Renee Maule the winner. We're not sure which one, Suzanne or Renee, was more taken with the other. In London, a crowd of judges was on hand, as any 99 who has gotten involved in the science fair just can't bear to be left out of the fun. Peggy Smith, Pat Crocker, Karin Williamson, Cheryl Wheatley, Grace Morfitt and Suzanne Crocker selected as their award recipient Scott Lee, a 13 year old from St. David's Separate School in Dorchester.



## SECTION NEWS

**In East Canada section, the Maple Leaf chapter's Careers Day presentation originally presented in November has really "taken off".**

Grace Morfitt, Suzanne Crocker and Pat Crocker have fine-tuned their presentation to 25 minutes of as much practical data on flying careers and aviation-related occupations as their eager audiences can absorb, according to Donna Deaken. Since their first presentation, they have done three more, all loaded with questions and enthusiasm. Requests come in monthly for further presentations.

**Incorporation of the First Canadian chapter having been completed, Operation Skywatch has been reactivated.** A communications meeting was organized by Margo McCutcheon and Anna Pangrassi at the Ontario Science Centre to further interaction between the 99s and the Ministry of the Environment. A highlight of the evening was the awarding of plaques to all pilots who had flown for the program since its inception, and medallions were given to those who have donated substantial hours at the controls.

The First Canadian Cup Challenge was the first, and a new, flying event held this spring. Designed by Mary Norman, the competition was a mini air rally and spot landing hosted by Adele Fogle at Guelph Airpark. The first name on the trophy is Margo McCutcheon.

Chapter members and friends also toured the deHavilland plant where Karen Bowyer's husband, Steve, provided an entertaining and informative talk during the walk-through. DeHavilland is producing five Dash 8s each month, and reports that orders continue to pour in.

**In the Middle East, Delaware learned about yet another variation on the theme of what one can do with a pilot's license from Louise Heite, owner of an archaeological consulting firm.** Louise combines flying with archaeology and brought pictures to illustrate the point that archaeological features which are not visible from the ground frequently

can be seen from the air. She also explained that her family will move to Iceland soon, where general aviation is quite strong, though pictures she showed revealed its extreme terrain make flying a challenge. Louise's move also presents an opportunity for any interested parties who would like to take on piloting duties for an archaeologist she knows. Reporter Evie Washington can put any takers in touch with Louise.

**Eastern Pennsylvania members have kept busy with speaking engagements.** Karen Gauby spoke to Reading, Pennsylvania area high school girls, at the request of the American Assn. of University Women, on the topic of women in non-traditional careers. She spoke on the same topic, but with added

emphasis on the problems of a working mother and a two career family, to a breakfast meeting with other high school girls. A career day program at a third high school rounded out the month.

Adelle Bedrossian took a bus trip to the Smithsonian Garber Facility in Silver Hill, Maryland, and was met by 90 year old Paul Garber, just on his way out to "fly a kite" at a kite contest. Responsible for 350,000 target kites used by the Navy, Garber has long been involved with kite design. He is also one of 11 remaining members of the original 600 Early Birds pilots. Also on hand was Ed Gendron, Commander of the aircraft carrier Enterprise during WWII.

**Few things are as satisfying — or interesting — as showing the**

## GENERAL COUNSEL

### *Pre-convention advice for chapters*

*by Sylvia Paoli*

Delegates to the organization's business meetings — section and international conventions — have frequently inquired as to their voting rights and requirements. As you know, under international bylaws, representatives to the international business meeting are accorded one delegate for every five chapter members, one for every five section members, and one for every five members-at-large, with each delegate having one vote. Sections have differing delegate structures, but the same procedures apply.

Chapters are encouraged to discuss measures to be voted on at business meetings, but to give their delegates the right to make the final decision as to how to vote based on all of the chapter discussion and all of the additional discussion and information presented at the meeting itself. This is because there is much information presented at conventions that is not available to the chapters at the time they have their initial discussion.

Delegates are frequently distressed at their inability to make a decision based on information they receive at the meeting itself, because of instructions by a chapter which had only limited information available. In the interests of a free and *informed* vote, members are urged to allow their delegates to make their decision at the time a vote is taken.

If, however, chapters wish to bind their delegates to vote according to the chapter's preference, then they must do all of the following things: 1) take a vote of their chapter, 2) record in their minutes that two thirds of them members (if bylaw changes) or a simple majority (if other than a bylaw change) present and voting registered an affirmative or negative vote on the issue, and 3) record in the minutes that the delegates are instructed to vote at the international meeting in accordance with the vote taken in the chapter. If these procedures are not complied with, then delegates are assumed to be free to make a choice based on ALL information available — that received at the chapter level and that received at the convention.



## CALENDAR

### JUNE

- 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.
- 15-16 Wilmington DE**  
Aviation Archaeology course. Contact Tighar, 1121 Arundel, Wilmington DE 19808.
- 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

- 4-13 Baton Rouge LA**  
US National Hot Air Balloon Championships. Contact Pat Ward, Box 45053, Baton Rouge LA 70895. (504)924-3303.
- 5 Valparaiso IN Porter County Airport**  
Airshow. Contact Diana Austin, 1854 Divison, Valparaiso IN 46383.
- 5-19 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.
- 12 Saratoga NY**  
Fly-in, Greater New York chapter. Contact Denise Lamneck.
- 12-13 Sikorsky Memorial Arpt**  
Celebration of 100th anniversary of Sikorsky's birth, 60th anniversary of the airport, 50th anniversary of the first helo flight, and 350th anniversary of the town of Stratford. Lynn Liscek, airshow coordinator is a member of Connecticut 99s.

### SEPTEMBER

- 8-10 Watkins CO Front Range Airport**  
Colorado Mile High Air Derby, sponsored by Colorado chapter. Round robin mystery route, open to all pilots. Entry deadline Aug. 1. Send \$3 for race kit to Mile High Air Derby, 14337 W. 32nd Ave., Golden CO 80401-1475.

uninitiated how nice it can be to fly, as members of the Washington D.C. chapter well know. Flunkbusters, students from Herndon High School in Virginia the chapter has been working with, finally flew after being weathered out several times. Six of the ten students were treated to plane rides from Leesburg Airport northward up the Potomac to Harpers Ferry and back. Linda Cain and Bev Sharp were pilots. Here are some student impressions:

"I would like to express my gratitude to the women who allowed the flight to occur. It was a first experience for me and I truly enjoyed it. It is not the same as riding a big plane, but to me, it is more of a challenge. I respect the work of pilots better now, being able to see up close all of their actions. It is obviously not an easy job, but it's very rewarding and interesting. I do not wish to become a pilot, but I plan to fly for the rest of my life. I loved the trip and I truly appreciate the time that was spent on us. We were fortunate." - Thank you, Shauna Moore.

"Flying at 2500 feet high and traveling at roughly 150 miles per hour, give you a perspective unlike any other. The plane was incredibly small and flimsy-looking. Just to go into this plane would be a great risk. Truthfully, the plane was pretty sturdy, but I was still worried. It was a spectacle! Everything seemed four times smaller. All the farms, cars, trucks, and people were doll size! Even though I was scared of crashing, or dying, I had a lot of fun. The risk was worth it! I discovered that life would be boring and meaningless without risks." -Dean Nguyen.

Bev Sharp gave another first timer, 14 year old Alice Wilson, her first meaningful look at the world from above. Alice's parents said she had talked of wanting to fly, to be a pilot, for some time, and they wanted to determine how serious Alice really was about the notion. The flight was arranged as a surprise birthday present. Bev said she stayed below a layer of scattered clouds at about 4000 feet, giving Alice a chance to compare the view with the charted representation. She then climbed



above the clouds to give Alice a chance at the controls, and though surprised, she handled the plane gently and smoothly. Alice is now thinking about the Air Force after college, and all have concluded she really is serious about the "notion". Here's what Alice, herself, said in a note to Bev:

"Thank you so much for taking me in the plane with you. If it was not for you I would never have gotten to enjoy the experience of flight. I am now positive I want to be a pilot. I never thought I would love being in an airplane as much as I did. Thank you so much. I hope to see you again soon." -Your admirer, Alice Wilson.

**South Central section 99s met Soviet cosmonaut Valentin Lebedev at an April 23 reception held at the Oklahoma Air Space Museum Kirkpatrick Center in Oklahoma City.** Lebedev, a veteran of a seven month stay in space aboard Salyut 6 was at the museum to promote the English language version of his book *Diary of a Cosmonaut: 211 Days in Space*. Although his book has been published in the United States, it hasn't been printed in the Soviet Union, apparently due to Lebedev's frankness.

Loretta Gragg, Virginia Oualline, Lu Hollander, Carole Sue Wheeler, Sue Halpain, Susie Mitchell, Charlene Davis, Bonnie Robinson, and Leda Hedglon were introduced to the author, who inquired if Soviet women had been contacted for membership. Correspondence has been initiated with the address given.

Dallas Redbird chapter held a "playday" for the sixth grade class of Amelia Earhart Elementary School in Dallas, Texas, with paper airplane contests, the movie "Unchained Goddess", and other activities. The kids displayed much excitement in wanting the chapter to return, and money is now being raised to send them to NASA.

**Two teams from the Northwest section will compete in the thirteenth annual Air Race Classic, starting from Sacramento, California June 26.** Gini Richardson, Intermountain chapter, will fly a

Cessna 172 with Margaret Callaway of Long Beach chapter. Dodie Gann and Phyllis Baer, both Greater Seattle chapter members, will fly Dodie's Wing Derringer in the race.

**Northwest section members in the news also include** Judy Maggiore, who has returned from Amsterdam, where she was training crews on the new Boeing 747-400 for The Boeing Company.

**Safety, education, and service to others has been a big effort of Southwest section chapters recently, says reporter Mary MacDonald.** Fullerton and Reno Area, each in its own way, sponsored Girl Scout programs. Fullerton's was an airport-oriented affair at which attendees working toward their aerospace badges participated in tower tours, lectures and demonstrations on airport structure and maintenance. "Opportunities for Women in Aviation" was the theme of Reno Area's dinner. The event included speakers from CAP, Reno tower, and members Hazel Hohn on the WASPs, Angel Plane pilot Sally Somerfield, and Cheryl Bishop for the 99s. Some 48 Cadette-Senior Girl Scouts, ranging in age from 11 to 17 years of age, attended an informative evening.

With "Women in Aviation" the topic, the past, present and future were presented by Santa Paula chapter. Guest speakers were Susan Oliver, famed author and aviatrix who discussed her solo flight across the Atlantic, NASA's Deputy Project Manager for the F-18 program, and several WASPs.

Fullerton targeted the media and local government officials at its Aviation Awareness Day. Prospective members were also encouraged to attend. Phoenix members Kitty Pope, Ann Newcombe, and Kathleen Browne participated in Arizona Aviation Education Council's Career Day, which focused on aviation, including engineering, maintenance and air traffic control.

Mount Diablo sponsored a density altitude seminar for some 200 pilots, with sales, information, and refreshment tables.

Fundraisers include poker flights

by San Luis Obispo County and Phoenix, and a highly successful airplane wash by Palomar, along with the new Coyote Country chapter.

**Some know no limits on what they'll do to promote the organization** To wit, six Fullerton members dressed up as airplanes to march in the Fullerton Founders Day Parade.

## Directory dates

Officer lists have been requested from chapters and sections for the 1989-90 membership directory. Items for Sale sheets and Yellow Page ads were included in the mailing, sent April 19, 1989. Deadline for their return is June 20 for officer lists and Items for Sale, and July 10 for Blue and Yellow Page ads.

## MEETINGS

### JUNE

24-29 Air Race Classic, Sacramento CA to Philadelphia PA

### JULY

4-9 International Convention, New York City NY, Mary Helfrick  
21-28 WAEQ 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, Bend OR, Pat Washburn

### OCTOBER

5-8 Int'l BoD/ tntv, Oklahoma City OK, Gene Nora Jessen  
13-14 Middle East section, Eastern Pennsylvania  
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



**Lady Nancy Bird Walton, from Australia section, will be the honored guest of the San Diego area chapters June 28.** A cocktail party and dinner are planned for her appearance, which will be part of these chapters' celebration of the sixtieth anniversary of The Ninety-Nines. For more info call Marian Prohett (619)272-7914.

**Award winners, honorees, and overachievers this month include ...** Middle East section member **Joyce Jemo**, Eastern Pennsylvania chapter, who is now an air traffic interviewer of prospective air traffic controllers.

In the Southwest, **Doris Ritchie**, El Cajon Valley, was honored for the second year as Teacher of the Year for her local school district. **Dottie Campbell**, same chapter, won the National Congress on Aerospace Education Award. **Bev Romero**, Mount Shasta, was awarded the Soroptimist Woman of Distinction regional trophy, one of six women in the Sierra region so honored. **Phyllis Cleveland**, Fresno, is in training at United Airlines, and **Jody Hisaw**, Bakersfield, is working weekends at Southwest Air Charter. **Rosalie Pryor**, Jackson Gold Dust, recently won titles for Feminine Class Single Place Absolute Altitude, and for Altitude Gain State Record. In her Pegasus glider, Rosalie soared 33,018 feet and climbed 24,000 feet for a free flight record, all during a competition held at the annual wave camp in Minden, Nevada. **Dottie Sanders**, El Cajon Valley, celebrated the 40th anniversary of attaining her private pilot license.

**Three from the Southwest section are also being honored at the Forest of Friendship ceremonies.** Aloha and Bay Cities are jointly sponsoring **Lindy (Melinda) Boyes**, who jokes that she had to take up flying to match her nickname. She is the founder of the Aloha chapter and prior to that time a member of Bay Cities. Lindy has logged time in the B-36, Hiller 12-B helicopter, and Piper Comanche, flown with the Blue Angels and Thunderbirds, participated in six Powder Puff Derbys, and holds

commercial and CFI ratings. A lifelong writer, Lindy authored the Pilot's Weather Guide and is co-author of Sabres Over Brandywine. Extremely active in all areas of her chapter, she was chairman of the 1986 international convention and has flown and won the Apuepuelele.

**Frankie Clemens and Marian DeLano-Koob are being honored by El Cajon Valley.** A native San Diegan, Frankie grew up under the final approach to Lindbergh Field. After raising a family of four, Frankie took up flying, received her private pilot license in 1979 and immediately became a member of El Cajon Valley chapter. She has been a vigorous supporter of chapter activities as vice chairman, chairman, event start and terminus chairman of the Pacific Air Race, and membership chairman. Frankie is a member of the San Diego Aerospace Museum where she assists in airport tours and the women in aviation exhibit, is a representative on

the California Aviation Council and serves on the aviation committee of the El Cajon Chamber of Commerce. She continues to fly and has participated in the PAR and Palms to Pines race.

Marian DeLano-Koob first discovered aviation through her father, a WWII pilot. She earned her license in 1978, then joined the chapter which honors her in 1981. During her membership she attended many section meetings, became chapter secretary, vice chairman and chaired a myriad of activities including airmarking, poker run, and PAR timing and scoring. As a first time racer, Marian won trophies for best score in the PAR and later was a participant in the Baja-California Air Race. Prior to her death of natural causes, Marian was pursuing her commercial and instrument ratings. This honor is being given posthumously, and an annual scholarship has been established in her memory with El Cajon Valley chapter as administrators.

## NEW HORIZONS

*Elaine DuPont Loening Jones*, wife of air racer and White Lightning designer Nick Jones, was fatally injured in a freak auto accident near Charleston, South Carolina in early March. An overload spring that had fallen off a passing truck bounced through the windshield of her car.

Elaine, a former Ninety-Nine of the Bay Cities chapter, entered the AWTAR 1960-67, usually in a Comanche 250. She finished third in 1963 and fourth in 1966. She later flew with the National Women's Pylon Racing Association in a Meyers 200 at various race sites, turning in good performances.

-Glenn Buffington

*Dolores Guinther Waldorf, Bay Cities*, died May 8, 1989. Dolores joined the chapter in October, 1933. She had her own flying school, Monarch Flying Service, on the San Francisco Bay Air-drome in Alameda, California. Dolores participated in the local airshows and was a member of the "Winging Party" group, so fondly remembered by the west coast 99s/

An article in the Oakland Post Enquirer in the late 1930s gives her credit for being the first girl flier in the U.S., if not the whole world, to tackle the difficult and hazardous chore of flying a newspaper cameraman on air shots of a fast-breaking action story.

In 1940 she became Mrs. Howard Waldorf. She was also an instructor for pilots who served in WWII.

-Virginia Oualline, Archives.

## SOUTHWEST SECTION

*Hank Gammell*, 49 1/2 of Jan, recently passed away. Members of Mission Bay chapter will miss his constant support of his wife and the chapter's activities.



## CHAPTER PROJECT: YOUNG ASTRONAUTS



**WELL-PLANNED EVENT**—These Northwest Section 99s and the Young Astronauts staged a soundly pre-planned event. Above is the cover of a registration form/schedule designed by Carolyn Carpp.

## Unique 'camp-in' brings large, enthusiastic crowd of Young Astronauts for a weekend of science and sleeping bags

Young astronauts, leaders, and chaperones numbering 250 assembled at Seattle's Pacific Science Center for a weekend of science activities. Following check-in, orientation briefing, and supper, group activities included watching the mysteries of liquid nitrogen and practice on the new Microsoft version of Flight Simulator with an IBM PC computer loaned by IBM especially for the Young Astronaut meet. The computer was used continually.

An impressive group of speakers was also on hand to talk with the kids. Dr. David Russell, PhD and Department Chair of Aeronautics and Astronautics at the University of Washington talked to the kids about how their present studies will benefit their desire to go into outer space in the future. David Garman, Lead Engineer at Boeing Aerospace Companies Commercial Space Research and Experiments Division talked about the space station and displayed a model of the thermal furnace used to grow crystals in outer space. Charles Gross, from Tacoma Narrows Airport, showed the Young Astronauts the basics of flight and

how an airplane engine works using an actual cutaway engine. Jim Erwin, the U.S. Director of Computer Pals

came up from Lake Oswego, Oregon and demonstrated how telecommuni-  
See CAMP-IN page 14.

### *How it all began ...*

*The Western Washington chapter continues to be involved in aerospace education. Jan Liberty, chapter chairman, and Carolyn Carpp, Northwest Section Board of Directors, are both officers for the Washington Aerospace Assn. The chapter helps with Young Astronauts and members have attended various meetings for several years.*

*Carolyn has been advisor to a Young Astronauts Club at Ben Franklin Elementary in Kirkland, Washington for the past four years. This year she joined with a group of Seattle and Tacoma area advisors to form the Puget Sound Area Council of Young Astronauts. Up to this point most of the clubs were operating independently, but seeing a need to network, and to share ideas and events, the Puget Sound Council planned a camp-in at the Pacific Science Center in Seattle for March 11 and 12, 1989 in hopes of bringing everyone together.*

*Over 200 children and 60 adults attended the camp-in, where they visited aerospace exhibits and attended workshops. While the Young Astronauts were involved in classes, leaders from all over the state met and made plans for future events. The camp-in also gave a great opportunity for Western Washington chapter 99s Carolyn and Jan, along with Jean Kope, and Lollie Odegaard to speak with the young girls, cultivating future 99s.*



## CAMP-IN

Continued from page 13.

cations work by actually transmitting and receiving messages from directors in foreign countries.

At 9:30 p.m. everyone assembled in the giant IMAX theater for introductions of the camp-in staff. Directors included chapter leaders Carolyn Carpp, Pat Jogtich, and Jon Higley, plus Washington State Civil Air Patrol Liaison Georgia Franklin and Washington State Curriculum Coordinator Ed Lindberg.

Mike Jones, a "Teacher in Space" finalist, spoke of NASA's future space goals. The evening culminated with the showing of the IMAX film *The Dream is Alive*. It was then, supposedly, bedtime.

After a short night, reveille

sounded at 0700 hours, and everyone was off to a quick breakfast and into workshops by 0800. This time it was hands-on with mirrors and other physical science activities.

A second meeting with chapter leaders and chaperones was held. Among the discussion topics was sale of Young Astronauts medals and the upcoming international conference in Orlando, Florida.

Local TV coverage of the event has caused a flurry of telephone calls requesting information on joining and starting chapters. This single event has done more to generate Young Astronaut publicity than any other.

A proposed time line has been established for the next conference, but an exact date depends on the availability of obtaining a real astronaut, the major missing element

this time. With some outside support the dream of having an astronaut will be fulfilled.

Sunday noon the campers filed out the doors to return to their homes all over the state of Washington and a special feeling a significance brought by the words of Governor Booth Gardner: "Now, therefore, I Booth Gardner, Governor of the State of Washington, do hereby proclaim March 12-18, 1989 as Young Astronaut Week."

*Opportunities everywhere—Whether they be future 99s, or astronauts, Western Washington chapter has taken a big hand in helping youngsters understand all about what it means to fly. Lollie Odegaard is shown below, surrounded by young girls who attended the giant camp-in.*





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Telephone \_\_\_\_\_

DONATION \$2.00









# Going Home

Atchison, Kansas, the birthplace of Amelia Earhart

*It is said that there's no place like home. Reprinted here are writer LeRoy Cook's ruminations on a home so special to 99s for the life it helped nurture. The Amelia Earhart Birthplace is also the object of our drive to match a grant — available to us only if matched — for its restoration. This article is reprinted with permission from the October 1988 issue Private Pilot magazine. Photos by LeRoy Cook.*

*by LeRoy Cook*

For pilots seriously interested in the history of aviation, there are a couple of places that definitely belong on the must-see list. One is the boyhood home of Charles Lindbergh, located on the banks of the Mississippi River near Little Falls, Minnesota. Another is the birthplace and early-childhood home of Amelia Earhart, also overlooking a river, the mighty Missouri, at Atchison, Kansas. Perhaps there is something compelling about spending one's formative years watching the ceaseless flow of water marching toward the sea. Could it be that the urge to know the world is thereby implanted, driven by a desire to see where all that water goes?

In spite of having read all the books and seen all the photographs chronicling such places, one is never satisfied until having walked the same footpaths, passed through the same doorways and stood at the same windows as one's heroes. Only then can we feel that we own a part of that giant of history's past. Eventually, all aviators, and particularly those of feminine gender, should take time to travel to Amelia Earhart's birthplace. The international women pilots association she helped found, known as The Ninety-Nines, Inc., holds title to the birthplace property, hosts an annual early-summer pilgrimage to Atchison and maintains a Forest of Friend-

See GOING HOME next page.

## UPDATE: Earhart house Avid Flyer sweepstakes

*by Anita Lewis*

The Amelia Earhart House Sweepstakes is under way with great enthusiasm. Ninety-Nines are visiting airshows, airport open houses and any congregation where they can sell raffle tickets. Your dedication and willingness to support this endeavor is greatly appreciated. The birthplace home will be new again, thanks to the efforts of the 99s.

Gene Nora Jessen flew the Avid Flyer this week and I flew the photo aircraft. It was great fun to see how easily the Avid Flyer outperformed my Cessna 182. I had to work hard to catch up with the little Flyer, it took off and climbed out so fast. Climb capability is 2,400 fpm, cruise is 85 mph, and she looks very sleek and snappy — a great first prize for the sweepstakes.

The Avid Flyer has been test flown, and proven safe and reliable by more than 500 aircraft presently flying. It is flies on an economical two gallons per hour and is inexpensive to maintain, as well. The winner of the sweepstakes, surely, will be happy to own and operate this airplane.

If you haven't started selling your sweepstakes tickets, I hope you'll get busy. To those who have already started selling, keep up the good work! Your efforts are appreciated.



## GOING HOME ... Continued from page 17.

ship peace park in the countryside south of the city.

Atchison is located in eastern Kansas, just a river's width from Missouri, about 45 miles upriver from the two Kansas Cities. It is a pleasant town of 12,000 souls, perhaps most famous as the origin of the Atchison, Topeka and Santa Fe Railroad that helped build the west won by the early settlers. Although founded in 1854, the town's site reportedly was visited by Lewis and Clark in 1804 on their trek to the Oregon coast. Filled with fine old Victorian houses from the 1800s, the town has undulated over many hills on the way from its riverbank inception, giving ample test to tourists' automotive brakes. Kansas being the world's breadbasket, Atchison boasts grain-storage elevators in abundance and a big river-barge loading area to transport grain downriver to the Gulf of Mexico. A picturesque bridge spans the river's mile-wide barrier, and the city is home to Benedictine College, a Catholic liberal-arts institution dating back to 1859.

It is the town's connection with Amelia Earhart that will most interest fly-in visitors, of course. Her birthplace, located at Terrace ad Santa Fe, is reached from the main business district by proceeding north up the heights of Second Street, which parallels Terrace one block to the west. The home is a rambling, well-kept structure that belonged to Amelia's maternal grandparents, with whom she spent much of her childhood. The house was built about the time of the Civil War, added to one room at a time as each of the six children arrived; Amelia's mother, Amy, was the youngest. She returned to her parent's home for her confinement in 1887 after suffering a miscarriage previously. The famous pilot was born in a southeast second-floor bedroom. Downstairs, a parlor and dining area are furnished in late-1800s style, and Amelia's writing desk sits as it would have been in her youth.

As the house is occupied by a live-in caretaker, parts of it are not open to the public. Tours are best conducted by prior arrangement, but most of the time visitors can be accommodated on short notice. There is no charge for a tour but The Ninety-Nines earnestly seek donations to help defray the cost of upkeep and restoration.

Amelia's grandparents died in 1912, ending her river's-edge roamings. The house was sold and passed through various hands before The Ninety-Nines acquired title to it in 1984. At the time, the property was being disposed of as part of an estate settlement with a price tag of \$100,000, far in excess of The Ninety-Nines' fundraising ability on short notice. Fortunately, several citizens of Atchison decided to

## Flying there

Amelia Earhart Memorial Airport is municipally owned, with a 3000 foot paved runway (16/34) equipped with boundary lights and REILs. It is located two miles west of Atchison; coordinates are N39-34.3, W095-10.8. Airport elevation is 1073 feet. VOR/DME and RNAV approaches are available. Unicom is 122.8, telephone (913)367-4260.

Woods Aero Service, the operator, furnishes 100LL and autogas from 8 am to 5 pm (24 hour service was being set up at the time of the article). Visa, MasterCard and Texaco credit cards are accepted, and maintenance service is available. Telephone (913)367-3168.

Rental cars can be had from Eck Ford agency or Phalen Chevrolet, or a taxi is \$4 per person.

## NEW RATINGS

## Congratulations!

Minerva Eno, Central Pennsylvania, instrument  
Vickie Kelly, Greater Pittsburgh, United Airlines new hire  
Marty Goppert, Potomac, ATP  
Sharon Peters, West Virginia Mountaineers, commercial  
Ellen Albritton, West Virginia Mountaineers, multiengine  
Gail LaPook, Chicago Area, commercial multiengine  
Pat Thomas, Chicago Area, CFI  
Judy Davidson, Chicago Area, CFI  
Helen Zalatorius, Chicago Area, commercial  
Linda McCormick, Dallas Redbird, ATP  
Michelle Atchison, Pikes Peak, commercial  
Pat Donovan, instrument  
Doris Lockness, Cameron Park, gyroplane  
Jan Pederson, Orange County, CFI  
Bonnie Trenholm, El Cajon Valley, multiengine

## FORMER 66s

## Congratulations!

Carol MacAteer, Delaware  
Joan Jones, Hampton Roads  
Amy Groessel, Lake Michigan

make the Earhart birthplace a public shrine; Dr. Eugene Bribach, a wealthy 102-year-old local philanthropist, purchased the home and donated it to The Ninety-Nines. The organization then began the lengthy and expensive task of restoring the house for safe public access, a process that is still underway. One can purchase an honorary deed to one square foot of the property for \$100, and limited-edition silver coins, struck on the 50th anniversary of Amelia Earhart's 1937 disappearance in the Pacific, are for sale at \$50 each.

Each summer, The Ninety-Nines organize a pilgrimage to Atchison to honor their first president, flying into Amelia Earhart Airport and conducting tree-planting ceremonies at the Forest of Friendship at Warnock Lake, four miles southwest of town. There, trees from 50 states and 33 countries grow in peaceful harmony.

The folks of Atchison keep the town jumping throughout the year, with a spring Art Fair, a midsummer Atchison County Fair and Oktoberfest in the fall. If you're down in the area, spend a day or two at Amelia Earhart's hometown, watching her river roll by and walking streets where the flame of a gaslight was her signal to return home. History should be a shared experience.





**ASSISTANT CHIEF FLIGHT INSTRUCTOR** - College of Technical Careers, Aviation Flight, Southern Illinois University at Carbondale. Requirements include bachelor's degree, FAR part 141.35 qualifications for Assistant Chief Flight Instructor, commercial pilot certificate with instrument and multi-engine ratings; and certified flight instructor-airplane and instrument. Qualifications under sub-paragraph c for ACFI-Instrument is desirable. Nine (9) month continuing academic appointment. Salary commensurate with education and experience. Apply in writing, including resume and transcripts, to Ronald C. Reeder, Director, Aviation Flight, College of Technical Careers, Southern Illinois University at Carbondale, Carbondale, Illinois 62901-6613. Applications accepted until June 1, 1989, or until position is filled. Southern Illinois University at Carbondale is an Affirmative Action/Equal Opportunity Employer.

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tion or aviation-related field, or bachelor's degree plus appropriate experience and/or training. Must possess FAR part 141.35 qualifications for Chief Flight Instructor. Assistant Professor rank, tenure track. Salary commensurate with education and experience. Apply in writing, including resume and transcripts, to Ronald C. Reeder, Director, Aviation Flight, College of Technical Careers, Southern Illinois University at Carbondale, Carbondale, Illinois 62901-6613. Applications accepted until June 1, 1989, or until position is filled. Southern Illinois Uni-

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