

# NINETY-NINE



## News

Monthly Magazine of the  
**International Women Pilots,**  
The Ninety-Nines Inc.  
December '89/January 1990

HEADS UP! 99 Crewmember Describes  
First Manual Cat IIIa Approach  
The Doings of Overachievers Carol  
Rayburn, Suzie Azar, Betty McNabb  
Saudi Arabia forms 21st Section



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## Letters

### Forest correction

Just received the latest issue of the News, and as always I enjoy seeing what's happening with our wonderful organization.

I would very much appreciate a correction item concerning my entry in the Forest of Friendship piece (June issue, page 12). You were provided with some information that is not correct. The second sentence should read: "Aloha chapter and several 99s from various chapters sponsored Lindy (Madaline) Boyes

The fact is that Margaret Callaway of Long Beach chapter spearheaded the project. There were two other Long Beach chapter members, two from San Diego, one from Palomar, one from Monterey, and one from Mt. Diablo who contributed to my honor, along with Aloha chapter. As you see, Bay Cities did not happen to be one of

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**MERRY CHRISTMAS and HAPPY NEW YEAR!**—With this issue's cover go congratulations to Hazel Jones, honored at the AOPA convention in Orlando, Florida for "her untiring efforts toward advancing the role of women in the realm of flight."

And she's at it again, cleverly disguised as Santa with 99 passenger Becky Smith. The photo was taken at Pat and Dick Jenkins's (Idaho chapter) Barton Lake Ranch in Oregon at last year's holiday party. Balloon belongs to 99 Georgia Lindsay.



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**PRESIDENT'S MESSAGE**

***"We are perhaps the most prolific philanthropic force in aviation today. Not just through the dollars and scholarships we spread through the aviation community, but also in the hours of flying and service we give ... What does our Bright Future hold?"***

by Gene Nora Jessen



A birthday celebration is a time to first reflect, then to survey the future. As The Ninety-Nines turns 60, we look back to the women who gathered under the grandstands at the Cleveland Air Races resolved to start a support group for women pilots. They wanted JOBS from which they were being blocked and they thought that as a group they might be more successful than they had been each one alone. Of the 117 women pilots in the United States, along with some women from outside the country, 99 joined together and The Ninety-Nines was born.

There's legitimate nostalgia for earlier times — for more intimate meetings of the women alone (we've progressed to such attractive conventions that for many they've become family vacations), a wish for a membership directory which fits in the purse and is easy to have at hand (the happy problem is too many members to condense into a small roster) and some longing to decision-making in the hands of the entire membership (a committee of 6800!). We cannot go back to an organization of 99 or 1000 or even 5000. And we lose something as we grow. But we gain much more as we move ever onward in the original goal of women working for other women and for aviation.

The penalty of a birthday brings also the reward of dreaming for the future, our BRIGHT FUTURE. We still provide peer support for women in aviation but we've expanded our sphere of interest to the entire aviation community through our commitment to aviation education and safety. We are perhaps the most prolific philanthropic force in aviation today. Not

just through the dollars and scholarships we spread through the aviation community, but also in the hours of flying and service we give.

In all modesty, our good works are legion. Ninety-Nines:

airmark ... maintain Amelia Earhart's birthplace ... provide extensive archives for researchers ... judge intercollegiate competition ... present Air Bear programs for school children ... fly pennies a pound first flights ... teach flying companion seminars ... sponsor flight instructor clinics ... provide annual proficiency training ... staff careers seminars ... make available audio/visual programs ... transport medicines and blood for the Red Cross ... crew daffodil flights ... staff proficiency flight competitive teams ... house an extensive aviation library ... raise funds through product sales ... catalog college flight programs ... operate proficiency flights and air races ... conduct safety seminars ... staff environmental watch flights ... conduct air tours and airport tours ... participate in Young Astronauts, Civil Air Patrol and Wing Scouts youth group ... instigate tower appreciation projects ... support the Forest of Friendship ... operate our own museum and support others ... participate in trade shows ... ensure legislative awareness ... serve on advisory committees ... operate a resource center that is THE prime source of information on women in aviation and space.

Our strengths in accomplishing such an astonishing menu of activities come from the talents of the individual members and their spirits of generosity. Their sex bears heavily in their commitment to a cause about which they feel deeply, with team spirit and camaraderie underlining their dedication. Obstacles come from those very strengths. We are a group of strong women which is sometimes manifested in a lack of cohesion, or fractionalization. Females' lifestyles also tend to shift priorities as members focus on a career move or the family. We constantly battle a communication gap within our widespread fraternity and mount the search for funding to accomplish all we wish.

What does our Bright Future hold? Objectives range from the rather modest to the category of ... gasp! Since a large proportion of it has to do with dollars, the stability of a long range endowment base has a high priority. The Twenty-First Century Fund is underway to further underscore the stability of an already solid organization. Leadership training is being implemented to provide working tools from



# NINETY-NINE News

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the local to international level. The monies grow to the point where there is need for oversight by a professional. Brochures must be developed to tell our organization's story and that of the Resource Center. Our member magazine will grow more professional in content and appearance. We'll develop programs to better reach and keep members. We'll accomplish the completion of the second story of our building in which to expand our exciting museum and eventually enclose the atrium between the two buildings for the display of historic aircraft. We'll foster a closer relationship with women pilots of other international pilot associations. We'll hire additional staff to implement growing programs. And we'll keep doing that which we do best. We'll help women find jobs in aviation and support the aviation community. And we won't forget what got us into all of this. We'll do some flying. We'll explore Planet Earth and some of us will explore other planets. We'll surely give thanks for being among the few who are privileged to fly airplanes. Our future IS bright. I can hardly wait to see it!

Ladies, start your engines!

## **CORRECTION - AEMSF**

Last issue it was incorrectly printed that 66% of project funds were needed.

Can video help women fly? YES!

Our vision is of a short video film of broadcast quality that will be both educational and inspirational in telling the story of The Ninety-Nines scholarship program. We plan to use flying scenes, historical and informational narrative and stirring musical background.

The trustees and video team of Bonnie Seymour, executive producer, Margie Comstock, professional producer/director, Jeanne McElhatton, professional broadcaster, and Betty Hicks, journalist/scriptwriter believes the final product will promote greater awareness and contributions to the scholarship fund for the benefit of women in aviation.

Of the needed project funds, 66% has been raised. Donations from individual 99s and chapters are still needed. Gifts are tax deductible under 501(c)(3). Make checks payable to AEMS Video Project, Thon Griffith, 1901 Leeward Lane, Newport Beach CA 92660.

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AND TO THINK OF ALL THE YEARS SPENT PERFECTING OUR SCANS ...

## United sim gives hands-on experience in the advanced cockpits of today's airline fleets

by Marie Christensen, International Vice President

The twilight departure through the San Francisco fog went smoothly. The first officer called out the final check list. Vr was 159 knots, pitch attitude was 14 degrees and we climbed into the ever persistent fog bank. Two minutes later darkness set in. Two minutes after

that we were setting up for the approach to Hong Kong.

Wow! That was fast. But then, everything happens fast in the Boeing 747-400 simulator. I had two wonderful, glorious hours to learn everything I possibly could about United Airlines's newest addition to its fleet of "heavies."

The flight deck of the Boeing 747-

400 looks like the command post for Star Trek with computer displays, flashing lights and moving maps. As I slipped into the left seat, my eyes tried to take in everything at once. I settled on the two large screens in front of my seat and realized immediately that my instrument scan was going to fail me. Nothing was the same. Three

### 99 was crewmember on first-ever Cat IIIa manual approach

*From Flight Line (October 1989 issue), published for the pilots of Alaska Airlines by the flight operations department, we excerpt this piece titled "HGS-1000 Update":*

"On October 9, 1989, Captain Paul Zaborowski, First Officer Sandy Simmons and Second Officer Brian Clementson made aviation history on flight 93 by accomplishing the first manual Category IIIa approach and landing in a Part 121 operation, on SEA runway 16R with a visibility of RVR 800.

Alaska Airlines has been looking forward to this day for over three years ..."

*From Aviation Week & Space Technology (Oct. 30, 1989 issue), comes this piece titled "Head-Up Display Advance":*

"An Alaska Airlines Boeing 727-200, equipped with the HGS 1000 Flight Dynamics head-up guidance system, made its first Category IIIa landing in revenue scheduled service ... The crew made visual contact at the 50 foot decision height above runway 16R. Alaska's 19 727-200s have been equipped with the HGS 1000 system."

**Sandy Simmons writes to elaborate:**

"I am the B-727 First Officer (copilot) on this flight ... First let me explain what the HGS and Category IIIa are. HGS and HUD are synonymous. HGS means Heads Up Guidance System; HUD means Heads Up Display. This equipment allows us to land at the lowest minimums outside of autothrottle (completely automated approaches to zero visibility used in some places in Europe.) This is a hand flown, not autopilot, approach. Alaska is certified to 50 feet decision height and RVR (runway visual range) of 700 feet. This is Category IIIa minimums. Actually, the FAA has certified this equipment to 600 feet RVR but initially we can only go down to 700 feet ...

The HGS equipment consists of an overhead projector built into the cockpit ceiling over the Captain's head. This projects images and symbology onto a clear

glass panel which looks like a sun visor. The images and symbols represent airspeed, heading, aircraft position and all other data used in instrument approaches. It's displayed in green symbols. As you look through this viewer — your eyes never look inside the cockpit — you are locking in on the guidance cue. This guidance cue reveals the runway as it comes into view in low foggy conditions. You know if you have the guidance cue and aircraft symbol superimposed that the runway is also superimposed. Therefore, at decision height it (the runway) will be right where you are looking. The old way was to look down at your instruments and at decision height look out to see if the runway is there. Now, we are already looking exactly where the runway is.

As First Officer, I cross check the Captain's instruments, set her/his airspeed bug to the proper speeds for various flap settings, make all call outs including approaching minimums and minimums. If for some reason the Captain doesn't say "landing" or "going around" at minimums I take the aircraft and execute the missed approach. There is no time for indecisiveness at a 50 foot decision height above the ground.

I do not have the HGS projector and clear visor with the images that the Captain has. Instead I have another group of backup instruments that tells me whether the Captain is on guidance cue or not.

We did see the runway right at decision height of 50 feet above the ground and the visibility was 800 feet forward. When you're flying through the air as fast as the B-727 things happen pretty quickly. In order to be Category IIIa qualified, the aircraft has to have certain equipment. The runway has to be certified as a Category III runway and all the crew must be Category III trained.

I'm a member of the of the Dallas chapter. I have somewhere around 14,000 flight hours including my Flight Engineer time. I joined the 99s in January 1971, and have always been in the Dallas chapter. Have CE-500, B-727, B-737 and DC-9 type ratings. I was the first woman in the world to get a CE-500 (Cessna Citation) type rating, and the first woman pilot for Braniff in March 1974.





instruments to the right of the two screens were recognizable: an altimeter, airspeed indicator and artificial horizon. But after takeoff I never saw them again. I was too busy trying to develop a new scan.

The computer screen on the left contained all the basic information needed for flying the airplane. In the center was the primary flight display (PFD), which is similar to a horizontal situation indicator (HSI) and an artificial horizon with degrees of pitch up and down marked on it. To the left was a little window with the airspeed flagged by a red arrow. To the right was another little window with rotatable numbers, and this one contained the altitude information. Below the PFD was a directional gyro and above was localizer information. The screen to the right was a moving map and weather radar system. By commanding the computer below to input a specific airport or an ILS, for example, I could tell exactly where I was and how much further I had to go. It made life too simple for me so I

constantly tried to make things more difficult by overcontrolling.

My first officer was Verne Jobst. Actually Verne hasn't been a first officer for many years. He is one of United's most senior captains. Bill Campbell was my instructor and simulator operator. Bill has a great sense of humor and a great deal of patience. My husband, Jay, was in the background cheering me on. This is supposed to be a "two pilot"

*Technologically, the most advanced glass instrument panel today is that of the Boeing 747-400, above. Photos courtesy of Boeing and United Airlines.*

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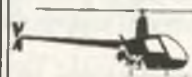


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airplane so we had two full crews on board this simulator and since the only female was sitting in the left seat, I felt a certain amount of pressure (actually a whole bunch) to perform well.

Bill and Verne briefed me on the systems in advance. Verne programmed the computers in the control pedestal with the information pertinent to our flight and Bill ran the master control panel for the simulator. Our first takeoff was from Denver. I was supposed to takeoff, get used to the controls and so forth, and return for a landing. I did that all right, but the first takeoff was wild. Lift off was fine, but I couldn't seem to keep it aligned with the runway. Once airborne the 747-400 was a dream to handle, but established on the ILS I had to hold a tremendous crab angle. I held it until touchdown and the landing went very smoothly. After doing the same thing for a second time, Bill and Verne discovered that the master program had been set with the maximum crosswind component the airplane is capable of handling. They turned it down for my next takeoff, and I felt like I was flying

a Cessna 152.

The simulator is very realistic so we flew to SFO through daylight, twilight, darkness and fog. As we descended through the fog I could see all the bridges surrounding the city. It was night and they were brilliantly lit. Bill must have thought I was a little fast on landing because he decided to work the thrust reversers for me. I wasn't prepared and let the nosewheel fall five stories to the pavement, which got my attention right away.

Hong Kong has one of the most unusual approaches in the world. Lead-in lights form a 42 degree angle to the ILS. Called an Integrated Guidance System (IGS), it is designed to lead you on a course through a canyon with Mother Nature's mountains on one side and manmade mountains of concrete and steel on the other. The simulator is so realistic you can read the billboards on the way down the glideslope — if you have the time. This is a thrilling approach in the simulator and must be a true challenge in real life.

My two hours were nearly up so we

flew quickly back to Denver, landed, turned off the key and I've been smiling ever since.

I may never get to land a Boeing 747-400 at Hong Kong in my lifetime but major airlines are hiring lots of pilots — and women pilots — right now. If you have always dreamed of landing a 747-400 or any other airliner in Hong Kong, or some equally exotic place, now is the time to submit your application and let the fun begin.

My sincere thanks to United Airlines, Captains William Traub, John Perkins, Verne Jobst and Bill Campbell for making one of my dreams come true.

### Headquarters Wish List

front window coverings  
light box (negative viewer)  
chair recovering, landscaping  
IBM PC & printer  
folding machine  
lateral file cabinets  
library table  
museum display case

## AE Birthplace gets 2 grants

The Kansas State Historical Society has awarded us another grant for \$2,500. It is a matching grant and we are able to match it with funds from another donor. All of the funds from the Kansas State Historical Society are pre-development funds and must be used for an architectural study and plans for the restoration. We are not able to use this money for the actual restoration.

We want to do a "first-class" restoration so that the house can become an outstanding museum honoring Amelia Earhart for her many wonderful contributions to aviation. In order to achieve that goal, much research must be done and a plan developed. This money will allow us to develop that plan and provide us with future goals for the restoration.

We were also the recipient of a \$2,000 grant from the Atchison County Commissioners to be used for the operation and maintenance of the house.

1989 was a WONDERFUL year for the A.E. Birthplace and we are very grateful for the grants and to everyone who contributed funds and support for this exciting project.

We are operating the house on a very limited budget, however, and are

still in need of maintenance and operational funds. We must be able to maintain it while we are preparing for the restoration. Some of our operational funds come from the nice Gift Shop we have established at the house. For further information about the Gift Shop items or to make a contribution, please contact our 99s Headquarters in Oklahoma City

(408)685-7969 or Marie Christensen (708)446-8505.

Contrary to some rumors, OUR house is NOT FOR SALE and the Board of Directors has no intention of ever disposing of it in any way. It is our treasure, one that we plan to share with everyone in the form of a beautifully restored home and museum. We are looking forward to the 1990s with great anticipation when our dream WILL become a reality.





# SECTION

## News December '89/January 1990



**Members of our newest section**—Back row, left to right are Karen Holland and Irene Peper. Front row, left to right are Nancy Taylor, Ida Thompson, Thon Griffith (past international president and guest), Patsy Knox, Linda Hewgley, Randa Binladen, Verna Allen, Mara Culp, and Eleanor Franklin.

## Saudi Arabian Section formed

Dhahran, in the Kingdom of Saudi Arabia, was the setting for the formation of the 21st section of The Ninety-Nines. On October 12, 1989 over 100 friends, family and fellow aviators witnessed the charter presentation giving birth to the newest section of women pilots.

The charter was presented by Thon Griffith, a past international president. Thon was flown to Saudi Arabia courtesy of Saudi Airlines, and was a guest of the Kingdom for 11 days. While there she spoke to local school children on three separate occasions, and to the girl scouts of the Dhahran area.

Under the supervision of its governor, and with the hard work of all the members, the charter presentation was well organized and impressive. Support was given in generous portion by airlines, travel agents, and merchants of the area. The aviation department of Saudi Aramco expressed its congratulations and support.

There are 12 charter members. Ten of the 12 were in attendance. Governor Patsy Knox calls Colorado home where her Cherokee awaits her return. Verna Allen, vice governor, will return to flying in Florida from her home in an aviation development. Mara Culp, secretary,

having switched professions from flying to dental hygiene, still dreams of returning to California. Nancy Taylor, treasurer, keeps her interest stirred by attending fly-ins at Oshkosh on her way to Indiana. Irene Peper, membership chairman, earned her pilots license flying between the islands of Hawaii. Ida Thompson, reporter, recently arrived from Oklahoma. Linda Hewgley, 66 coordinator, plans to return to Texas. Eleanor Franklin, scholarship/college programs, and Karen Holland, historian/scrapbook, are both from California. Sandra Capps, trade shows and community liaison, calls Louisiana home. Randa Binladen, M.D., Middle East liaison, is from Jeddah. She is a Saudi and learned to fly while in Florida studying for her medical degree. Lotfia El Nady received her commercial rating in 1933 in Cairo and is the section's member of honor.

"It was an unforgettable evening to have Thon Griffith speak to us about women in aviation and to receive the congratulations and the acclaim that can only come from joining together with other pilots for a common cause."

See SAUDI SECTION page 10

## What's going on—

*We know 99s are doing good things, because of the overwhelming amount of section news sent, unusual for this time of year. Let's plunge right in!*

*Australia Section was delighted to welcome solo world pilot Gaby Kennard home when she reached Darwin the first weekend in November. After spending some special time with Kathryn Flynn and the other women pilots in Darwin, Gaby flew on to Alice Springs where the women pilots there felt honored to meet such a lovely and accomplished lady, and already planning what to do following the completion of her around-the-world flight in Sydney scheduled for November 10. After writing a book about her experiences, Gaby plans to raise one million dollars for the Royal Flying Doctor Service.*

*On a less spectacular*



## SECTION NEWS

note, because of the long distances involved between places in the Northern Territory, several women pilots (including half the 99s members in the Northern Territory) had a meeting by a telephone link-up in October. The maximum distance between participants was around 800 nautical miles.

In closing, all the Australian 99s would like to wish their flying sisters all over the world a very happy Christmas and a safe and enjoyable New Year.

**From Western Canada Section, past international board member Roberta Taylor was guest speaker at the invite of the B.C. Coast chapter at an annual general meeting recently.** Robbie spoke about her aviation career beginning as a floatplane pilot in the northern Ontario bushland, progressing

through her days as a Cessna dealer and ferry pilot, to flying forest service fire patrols in the Canadian Rockies. She stressed the networking and career tips available as a member of the 99s. Also in attendance were two members of the Famous Flying Seven group of women pilots from the 1940s who will speak at the next chapter meeting.

Western Canada members attending the annual fall conference in Winnipeg, Manitoba were participants in an aeronautical decision making seminar being incorporated into pilot training curriculum in Canada. A tour of the Western Canada Aviation Museum and its Women's Collection was included in the weekend's events.

**New England Section news reporter Meta Politi wrote in late October that,** "It has been a quiet summer here in respect to reportable

99s activity. We have had our meetings and a picnic and installation of officers. We also had a terrible rain storm that really made a mess of the planned large airshow at Sikorsky Airport." Meta also enclosed the following news from the fall section meeting, and other items you'll find in Bits and Pieces, a couple of new ratings, and the obituary of a founding 99.

**Fall section meeting:** An aviation art exhibit by Hans Luhn graced the opening evening of the section meeting, hosted by Connecticut chapter, along with a spectacular slide presentation. Hans showed pictures of his flying adventure to Alaska. Saturday night guest was Brian Stockton from Bridgeport AFSS to give an overview of operations and information about new Mode C requirements. Guests of honor at the meeting included international officers President Gene Nora Jessen and Secretary Doris Abbate.

**New York-New Jersey's Section's fall meeting was hosted by New York Capital District chapter,** and was a grand success, says reporter Shirley Ludington. A tour of the New York State Police Helicopter Facility and Albany Tower were well enjoyed. Dinner speaker was Nancy Hopkins Tier on women in aviation.

Central New York reports that it donated \$125 toward the Medivac Service Construction Fund for a heliport at Upstate Medical.

**Indianapolis Union Station may be known for trains, but the Holiday Inn Union Station has now played host to those magnificent**

## GENERAL COUNSEL

by Sylvia Paoli, General Counsel, The Ninety-Nines Inc.

### *Legislative activism not prohibited*

There are numerous changes to Federal Aviation Regulations being proposed and / or implemented these days, the most recent being the implementation July 1, 1989 of the requirement for a Mode C transponder when operating within 30 nautical miles of the primary airport of a TCA (terminal control area). Others are in the making, including changes to airman certification reviewed by Carol Rayburn at international convention. Can you support or disagree with such proposals?

Most of the membership is aware of the general prohibition against active legislative involvement by members of a tax exempt organization. That prohibition frequently confuses members, however, who often believe they can take NO action at all on any type of legislative or rulemaking proposals. Such is not the case. The one type of activity that is an absolute "political" prohibition is the assistance in the campaign of an individual legislator. That is something that can ONLY be done by an individual AS an individual, not as a 99.

However, on any matter which involves the education or safety of aviation in any way, the members, both individually and as chapters and sections, are free to speak out, write letters, and participate in informational activities about the particular item. Thus the organization was able to lend its weight and prestige to the lawsuit that was filed in 1987 when the FAA totally closed the VFR corridor through the Los Angeles TCA and raised the top of the TCA to 12,000 feet at the same time. We, as an organization, did not contribute any funds to that lawsuit. The expenses were all borne by other major aviation groups and individuals, but the impact of an action by ALL the major aviation organizations along with the air traffic controllers was primarily responsible for the eventual relaxation of those regulations by the FAA.

There are very few lawsuits, however, that would be so clear-cut as to allow the 99s to participate as they did in that one. The requirement still remains, therefore, that no chapter or section may voluntarily become part of a lawsuit without first obtaining permission of the board of directors.

## Saudi Section

Continued from page 9

an unidentified member said.

There is no private flying in the Kingdom. The section's purpose will be one of mutual support and encouragement. With the cooperation of the Hangar Flyers, who have a flight simulator and an outstanding video library, members will try to keep themselves ready for vacation trips and eventual return to their respective airstrips elsewhere in the world.



**MEMBERSHIP:**

**An Avid 99**—Keep your eyes peeled on the highways for a real 99s "mover", Thery Preston, of the Maple Leaf chapter, East Canadian Section. Reporter Donna Deaken writes that Thery is a fairly new member, and "It is gals like her that have brought the Maple Leaf chapter out of what we thought were its death throes a couple of years ago. We surely need a whole lot of Therys throughout the 99s.

**ladies who fly**, according to section reporter Martha Norman. North Central Section's fall meeting coincided with the Indiana chapter's 50th birthday and the entire section joined in the celebration. Thirty seven aircraft converged at Eagle Creek Airport for the occasion. Ground crew chief Anne Black welcomed pilots and passengers and arranged transportation. Co-chaired by Lois Hawley and Barbara Simmons, the section meeting was attended by 203. Friday evening, chapter Chairman Nancy Warren presented her slides of the grain drop from DC-3s in Africa.

Saturday Governor Clara Johansen chaired a very productive business meeting attended by 162 members representing 20 of the section's chapters. International Vice President Marie Christensen and Secretary Doris Abbate represented the international board. The Happy Birthday Brunch featured an educational program on crash survival by Ellen Beville, principal operations inspector, FAA Flight Standards General District Office. Barbara Goodman, having completed her AE Scholarship training, received her medal at the brunch also.

Throughout the weekend Mid

Cassidy hosted the hospitality room. Barbara Goodwin presented a program on air racing; she and Mary Creason flew in the 1988 Air Race Classic. The Saturday evening banquet, festive with helium filled birthday balloons, featured a comedy skit "Thanks for the Memories" performed by the Indy Golden Girls: Doris Smith, Rae Cawdell, Lois Kennard, and Mid Cassidy. Vice Governor Dodie Jewett awarded the traveling attendance trophy to the best represented chapter, Aux Plaines.

Chicago Area chapter members Marion Servos, Sue Murray and Ruth Franz chaired their chapter's annual air meet. Early ground fog dissipated into a near perfect flying day. Winners were Ellen and Chuck Herring in the proficiency derby, Sharon Schorsch in spot landings, and Gail LaPook in the message drop. Marth Miles, 66, won the ground games, and Debbie Durden was named Best Rookie.

Chicago Area members were also winners in the annual Wings over the World Air Derby in Keokuk, Iowa. Ruth and Bob Franz took first place, Beverlee Greenhill, second, Stacy and Chuck Greenhill third, and Marge and Herb Sundmacher fourth.

Georgeous weather encouraged 149 to journey to Las Cruces, New Mexico for the fall South Central Section meeting in mid October, hosted by the Chaparrel chapter and assisted by the El Paso chapter.

Tours of the White Sands Missile Range, War Museum, Old Mexico or the Historic Village of Old Mesilla and the North American Institute of Aviation gave all the opportunity to view the lovely setting of blue skies, great sunrises and sunsets, and beautiful mountains. Other activities included an afternoon of safety seminars, Fly Market bargain hunting, and a business session with 29 of the possible 36 chapters represented.

Culminating the convention was a banquet with Flamenco dancers and presentation of awards. First place winners in each size category include: Governor's annual achievement - Abilene Area, Texas Dogwood, El Paso, and Oklahoma; Membership - Austin, San Antonio, Arkansas, and Colorado; Aerospace Education - Abilene Area, San Antonio, South Louisiana, and Oklahoma; Airmarking - Oklahoma.

## ***We Got Our Own Telephone Number***

*Eleanor Todd was so inspired by international membership chairman Jaye Howes's talk at convention that she decided to follow up on her suggestion that 99s chapters have a listing in the telephone directory. Along came Linda Barker to the rescue. Thanks to Linda we now have our own phone number with listings in the white pages, yellow pages and directory assistance. Linda has also provided us with a post office box for correspondence. Anyone seeking information regarding The Ninety-Nines may now call (714)675-9391, or write P.O. Box 534, Corona del Mar CA 92625.*

***-Reprinted from the Orange County chapter's "Plane Tales."***



## PROJECTS:

Long Island chapter's (New York-New Jersey Section) Pennies-a-Pound event brought in over \$1000, despite marginal VFR on Sunday. Seven planes gave 112 rides with pilotage by Mae Smith, Pat Rockwell, Doris Abbate and 49 1/2 Ron, Bambie Brodsky's 49 1/2 Don, Debora Bonnard and two members of the local Aerocats Club, Jim Zambik and Dick Kenny. On Sunday 40 rides were given by Bozena Syska and Jim Zambik. Ground personnel who took the brunt of 90 degree heat were chairman Jill Hopfenmuller, Gloria Bryant, Joyce Malkmes, Dotti Campbell, Donna Harris and Bambi Brodsky.

The annual Blood Bank dinner celebrated 14 years of Minnesota chapter (North Central Section) service to the St. Paul Blood Bank. The Red Cross honored Clara Johansen, their nominee to the Jefferson Award. In July, she received the award in Washington, D.D. Clara was also featured in the KARE convertible in the Minneapolis Torchlight Parade. Last year 51 chapter members flew 328 Lifeguard flights. This totals 1370 boxes of blood and 97,061 miles.

Greater Kansas City chapter's Jean Wilson chaired the hosting committee for 99 Susan Dusenbury and her party on their flight commemorating the 60th anniversary of Louise Thaden's winning the first All Woman Transcontinental Air Derby. Mary Ann Noah Hamilton, celebrating the 25th anniversary of her winning the Derby, was official hostess welcoming Susan to Kansas City. Betty Debaun and Sylvia Topper, Indiana chapter, met Susan at the Terre Haute, Indiana Regional Airport. Mildred Davidson, a frequent chapter guest, was present at the original stop.

The chapter was also on hand to greet Australian 99 Gaby Kennard as she flew the around the world flight of Amelia Earhart. The people of Atchison, Kansas honored Gaby with a motorcade, a surprise induction into the Forest of Friendship and a buffet at the Earhart birthplace.

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## AWARDS & HONORS:

Dr. June Mills, Canadian Rockies chapter member, was selected as the Western Canada Section member of the Year at its annual general conference in Winnipeg. June was honored for support of section projects such as poker runs and airmarking, as well as

special air events. She is also active in Flying Farmers, Air Search and Rescue, and organized the Summer Safari honoring bush pilots. June was nominated by Saskatchewan chapter, where she used to reside.

Roberta Taylor, Vancouver Island chapter, has been appointed Special Projects Chairman for

## OVERACHIEVER

# Carol Rayburn Blazes Another Trail

by Bev Sharp

Carol Rayburn is accustomed to being first. A Ninety-Nine since 1963, and 1965 winner of an AE Scholarship, Carol was the first woman in the FAA to enter the Senior Executive Service (SES). She has been named Manager, Flight Standards Division, New England Region from Assistant Director for Special Programs in the Flight Standards Service at FAA Headquarters. With this move, Carol becomes the first from the SES ranks to return "to the field." The New England Region is comprised of Massachusetts, Connecticut, Rhode Island, New Hampshire, Vermont, and Maine, with regional headquarters in Burlington, Massachusetts.

Friends in the Middle East Section call Carol an "accomplished flyer," with over 6400 hours, ATP, ASMEI, instructor ratings in airplanes and gliders, and experience flying air taxi, fire patrol, and aerial application. Another of Carol's talents lies in management. To wit, a partial list of projects she oversaw during her four and one half year tour at FAA headquarters:

- \* Part 91 recodification
- \* Inoperative instruments / equipment for Part 91 large and small aircraft operations
- \* Rotorcraft 5 regulatory review
- \* Part 61 / 141 / 143 review
- \* Recreational pilot rule — responsible for many modifications to the original concept. Oversaw development of the NPRM and the final rule.
- \* Part 91 blood alcohol rule
- \* Instrument rating requirements
- \* Grand Canyon and TCA — participant in rulemaking and charting efforts on behalf of general aviation
- \* Back - To - Basics program
- \* FAA Aviation News magazine
- \* Enhanced Accident Prevention Program activities, began annual Oshkosh and Sun 'n Fun forums
- \* Upgraded flight instructor refresher course requirement
- \* Brought initial flight instructor practical testing back in house
- \* Initiated study leading to development of computerized written testing program
- \* Revised inspector hiring qualifications
- \* Oversaw development and implementation of activities under Project SAFE (SAFE is a complete overhaul of our Flight Standards system including personnel requirements, rewriting all handbooks that inspectors use, new hiring qualifications, grade complexity standard, staffing standards, etc.)
- \* Rewrote inspector handbooks in concert with Project SAFE

When Carol wasn't busy with the business of FAA, she could be found busy at such glamorous activities as sweeping out the hangar at Alphin Aircraft behind nearly 300 eaters, or some other terrific chapter chore.

Carol, the Washington D.C. 99s will miss you. We are glad for the time that you spent in our town and our chapter.



Western Canada Section and is the section representative on the Transport Canada national study on substance abuse in the transportation industry. This is a research project involving government employees and private sector employees in safety-sensitive positions in the aviation industry.

**Longtime Alberta chapter 99, Jo Harris**, has recently gained a position with Transport Canada as a civil aviation inspector. Jo's work will involve flight standards. She is one of very few female inspectors in Western Canada.

**Karen McGregor, Vancouver Island chapter**, is an Air Carrier Inspector based out of Vancouver, B.C.

New York-New Jersey Section's **Kelly Gottlieb, North Jersey chapter**, received a certificate of recognition from the FAA Teterboro FSDO at a recent safety seminar expressing appreciation for her support and time toward the 'Safety Brief' newsletter.

**West Virginia Mountaineer chapter** of the Middle East Section wishes well to **Cathy Hickman** during her air traffic controller training in Oklahoma City, Oklahoma and offers congrats for her completion of her private license. Congratulations are also in order for **Morgan Hapeman**, who has transitioned from commuter to major airlines with her new post as an L-1011 first officer for Trans World Airlines (TWA). Morgan will be based in New York City flying trips to Europe following training.

**Anne Marie Schorsch** (North Central Section) graduated from Southern Illinois Univ - Carbondale with a degree in Aviation Management. She is now employed by the university as a flight instructor. **Rock Rockcastle, 49 1/2 of Ruth**, was named National Flight Instructor of the Year. Ruth and Rock received an all-expenses paid trip to Washington, D.C. where he received the award November 2. **Greater Detroit chapter** reported its pride to receive the Aerospace Education award at the international convention in New York. The chapter received Honorable Mention for its safety

poster for pilots by **June Beers**.

**Northeast Kansas chapter** (South Central Section) member **Sondra Ridgway** has been hired by the FAA. After a year of training, her title will be Aviation Safety Inspector.

**Northwest Section's Jan Liberty** won Section Achievement Award for the year. Jan is Western Washington chapter chairman, and completed her instrument rating. She is also very active in the state aerospace education program. **Alaska chapter member Patty Wagstaff** won the Betty Skelton 1st Lady of Aerobatics trophy at the U.S. Nationals. Total competitors numbered 103, and Patty beat close competitor Liubov Menkova from the Soviet Union for the title.

### AIRMARKING:

In the New York-New Jersey Section, Western New York chapter painted Lockport Airport — proper name North Buffalo Suburban. Central New York painted a compass rose at Riverside Airport in Marcy, New York.

**Aux Plaines chapter** (North Central Section) members Joanne Noll, Bunny Foley and Virginia Rabung completed their first runway marking at Galt Airport, Wonder Lake, Illinois. The airport, over 40 years old, had never had its runway marked.

**South Central Section's** Northeast Kansas chapter 99s airmarked Billard with a compass rose and VOR circle. Omaha Area 99s airmarked Wahoo Airport. Aspen chapter had another airmarking to repaint their own Aspen Airport ramp, which had faded and was covered with tar patches. Pikes Peak 99 Clancey Maloney joined in for the day. Colorado chapter airmarked Sterling and Ft. Collins - Loveland Airports.

**Intermountain chapter** in the Northwest Section was to airmark the field at Sandpoint, Idaho, but was foiled when the 160 gallons of paint that had been ordered did not arrive. Meanwhile Oregon Pines chapter

## MEETINGS

### MARCH

**14-18** Australian Section with AWPAA annual general mtg, Mildura, Victoria, Kathryn Flynn

**22-24** NCASW Education Congress, Reno NV, Julie Zumwalt

### APRIL

**20-22** South Central Spring Section mtg, Austin TX, Austin chapter, Sue Halpain

**22-23** NY-NJ Spring Section mtg, Lyndhurst, North Jersey chapter, Leslie Highleyman

**24-28** NIFA Safecon, Urbana Champaign IL

**27-28** Southwest Spring Section mtg, Santa Maria CA, Kathy Walton

**27-29** North Central Spring Section mtg Holiday Inn, Dayton Mall, Dayton OH, All-Ohio chapter, Linda Blodgett (419)289-2244

**28-29** Middle East Section mtg, Colonial Williamsburg, VA, Hampton Roads chapter

### MAY

**11-13** All Canada & International Section mtg, Ottawa Canada, Isabel Pepler

### JULY

**18-22** Int'l Convention, Las Vegas NV, Stacy Hamm

**29-8/5** EAA Convention, Oshkosh WI, Norma Frier

### AUGUST

**22-23** Northwest Section mtg, Seattle WA, Carolyn Carpp

**23-25** North Central Section mtg, Aux Plaines chapter, Clara Johansen

### SEPTEMBER

**22-23** Southwest Section mtg, Fullerton/Long Beach chapters

### OCTOBER

**5-7** South Central Section mtg, Boulder CO, Sue Halpain

### 1991

**5/10-12** South Central Section mtg, Lake Charles LA

**7/26-8/2** EAA Convention, Oshkosh WI

**NOTE:** 99 members are welcome to attend all business meetings, for which there are no registration fees. Please send dates to Date Coordinator Doris Abbate, International Secretary.



airmarked Salem Airport just in time for the Northwest Balloon Championships. Salem's 70 foot letters required 170 gallons of paint. Some job!

## PRESENTATIONS:

**Leslie Highleyman**, North Jersey chapter, New York-New Jersey Section, spoke for the Midatlantic Pilots Assn. on the topic of The Ninety-Nines.

At the second of a series of panels at Adelphi University, **Jill Hopfenmuller** spoke on how aviation may be applied to different subjects in schools. **Bozena Syska** discussed the influence of flying on one's life outside of aviation and **Mae Smith** explained the Air Bear program. **Jill** was also panel moderator.

**Fifty children** were given plane rides at Brookhaven Airport in cooperation with the **Ida Van Smith Flying Club**.

In the North Central Section, the Greater Kansas City chapter "got the crowd out" for an FAA listening session. Genav enthusiasts from several states were among the 120 present for the fourth such session. The FAA panel heard and recorded questions and statements about the agency's compliance and enforcement program. The DOT/FAA program will end with a late October on-site review in Washington, D.C. **Micky Pinkston**, chapter chairman, opened the session. **Theda Benningfield**, **Joan Reindl**, **Ruth Stafford**, **B J Vanecek**, and **Lynn Wendl** participated.

**Sharon Ann Schorsch**, Chicago Area chairman, taped a radio feature about 99s history and activities.

**Nancy Warren** and **Nellie Reynolds** appeared on the local television show "AM Indiana." The program, based on the "Indianapolis Woman" article featuring **Esther Wyandt** and **Nellie**, focused on women pilots and included two professional pilots along with 99s members.

**Six Aux Plaines** chapter members assisted educational channel WTTW in Chicago, Illinois in its drive for funds. Thirty hours were devoted to answering telephones and taking pledges. The 99s received recognition on screen for their service. The station features many

aviation programs.

**Charter member Nancy Tier** was the speaker for Colorado chapter's Mile High Derby banquet. The chapter is also conducting Flight Without Fear clinics. **Omaha chapter's** membership chairman, **Vaneeta**

## BITS & PIECES ..... FROM CHAPTERS ALL OVER

**Northern New England** chapter (New England Section) held Girl Scout Aviation Career Day at Stead Aviation Hangar in New Hampshire. Local 99s escorted the girls in small groups around the facility to show them all the areas of possible careers in flying. The all day event was reported to be well organized.

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**Bucky Richards**, North Jersey chapter of New York-New Jersey Section, attended the Women's Military Aviators Convention in Washington. **Virginia Sweet**, former WASP and New York Capital District chapter member, attends many WASP gatherings and keeps her chapter informed on their history and activities.

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**Middle East** section members in the Eastern Pennsylvania chapter know what is the best use of airplanes — flying, fun, personal transportation and the blue skies. **Adelle Bedrossian** and **Howie** went to Calgary to join a golf tour in western Canada. While there they met Canadian members of the American Bonanza Society holding a fly-in. **Adelle** has also flown to New Hampshire and **Martha's Vineyard**, Massachusetts. **Peg Clark** and **Dick** attended the EAA convention in Oshkosh for their first time earlier this year, and **Kate Macario**, **Dottie Miller** and **Eileen Reider** have been seen at many aviation functions lately. **Heard of the McKissock East Coast Shuttle?** **Nina McKissock** flies between home and **Martha's Vineyard**, Massachusetts often. Her growing family, along with a visiting niece, makes the Cessna 172 too small for the whole family to travel together. And how far will one go to meet fellow pilots? **E.B. Weiss** and **Jack** have returned from a trip to Scandinavia.. They boarded a freight boat at Kirkenes, six miles from the Soviet border and 250 miles north of the Arctic Circle, near the Cape and the Barents Sea. They stopped at 35 towns

**Nigro**, presented an aviation education program at the local high school, and included a flight for the girls. **Aspen**, Colorado's new Stage II Radar Service was commissioned and the FAA, together with the 99s, held a few user meetings to introduce and explain the new system. The meetings brought over 100 local pilots.

in five days before disembarking at Bergen, where they met a fellow member of the International Comanche Society who flew his twin Comanche to Oshkosh and back. He had just returned from a Comanche fly-in in Amsterdam the day of their arrival. Middle East reporter **Evie Washington** promises more about Eastern Pennsylvania flying 99s in the months to come.

Not to be outdone, **Deleware chapter's Ruth Huntsberger** and **Pat Lanzi** were among those staffing the 99s booth at an Aircraft Owners and Pilots Assn (AOPA) seminar, with the help of Philadelphia FAA official **Al Dorwin**. **Jan Churchill** and **Ruth** certainly have all the luck. They flew a DC-3 to Oshkosh carrying a full load of male passengers. The pair said they sure had a lot of fun, too. Well honestly, we wonder who wouldn't with a plane full of men. Hmmm?

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**North Georgia** chapter (Southeast Section) members **Janice Long**, **Jean Duke**, **Susan Shropshire**, **Joyce Pittman** and **Becky Armstrong** helped out at the Corporate Angel Network (CAN) booth at the National Business Aircraft Assn meeting in Atlanta recently. **CAN founder** and **New York 99 Pat Blum** was on hand. This chapter also toured the tower at Atlanta Hartsfield Airport with host **Roy Leader**, FAA Quality Assurance Manager. Florida Goldcoast chapter members held a garage sale to raise funds for the Griner Scholarship.

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**Diane Cozzi**, Chicago Area chapter member and a major in the Civil Air Patrol attended the CAP national board meeting held in San Antonio, Texas. She and **Polly Gilkison** attended the Sixth Annual World Congress on Aerospace Education in Amman, Jordan.

Indiana Aviation Awareness week was celebrated by local airports with



## BITS & PIECES ..... FROM CHAPTERS ALL OVER

**Indiana chapter member assistance.** Mildren Davidson and Leann Anthony helped out with a Greenwood Municipal Airport breakfast fly-in, while Esther Wyandt flew passengers and Cathy Hagans directed traffic. Sue Sears helped Terry Airport host a fly-in lunch.

**Greater Detroit Area chapter** set up and staffed a 99s information booth at Oakland Airport open house, which 25,000 guests attended.

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**Austin (South Central Section)** chapter member Cindy Huffman has moved to Hot Springs, Arkansas for her job as first officer with Executive Express. Dallas volunteered as workers and managed two stands at the Addison Air Fair in early October.

**El Paso** assisted with the section meeting by providing transportation, serving welcoming refreshments, helping with the hospitality room and registration. During the same time they conducted a chalet at a record breaking Air Sho, receiving names of potential and signing new members with their Women in Aviation display.

**Kansas welcomes new member** Mildred "Micky" Axton, who was the first woman to pilot the B-29 as a WASP and has flight experience in many WWII airplanes, both singles and twins.

**Oklahoma member Edna Thompson and 49 1/2 Greg** have successfully entered 12 balloon races, five of which they were the race organizers. They also spoke at a safety seminar in Kansas, trained two students to fly, and had four of their balloons in the Olympic Festival lift-off with 86,000 fans chering wildly at the American Flag lift-off. Leonard Eaves, Oklahoma 49 1/2 was out flying and saw a house on fire. He flipped on his sophisticated squawk, and ATC pinpointed the location and sent help.

The **Shreveport chapter** hosted its annual airport appreciation in the form of a magnificent fish fry with all trimmings, a super band, and doorprizes. The 230 people representing the entire personnel of the airport enjoyed the food, fun, and camaraderie provided by the chapter.

**Purple Sage** is working on aviation history and participated in the dedication ceremony for the Pliska Airplane, the first airplane built and flown in Texas. It is on permanent display at Midland

International Airport.

**South Louisiana chapter** assisted with the National Hot Air Balloon Championships which was coordinated by Pat Ward. Sandra Leder attended the International Convention of Young Astronauts in Japan conducting a seminar in space education. The Louisiana Balloon Festival and Airshow in Hammond, Louisiana was the site for their October meeting with visitors Oklahoma 99, Phyllis Howard who piloted the FAA DC-3 to the show and Joanne Osterud, airshow performer and aerobatic pilot.

Region VI Safecon was held at Western Oklahoma State College this fall. Section member Hazel Jones was the chief judge assisted by Kathy Long and Jan Maxwell, along with Oklahoma 99s JoAnn Carpenter, Broneta Evans, Charlene Davis, Susie and Phil Mitchell, Poochie Rotzinger, and Helen Holbird.

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**Intermountain chapter** (Northwest Section) recently promised free lunch to 99s arriving by airplane. Recent member of the month Barbara Mayfield received a lovely gift for all her hard work on the Coeur d' Alene fly-in last summer.

**Eastern Idaho 99s** and friends attended the annual mountain flying clinic at the Flying B Resort Ranch in late summer. The turnout was reportedly lighter than in past years, though weather, instruction, and hospitality were the best ever. Those pilots who took advantage of the instruction given by Bob Jones, the group's mountain flying instructor were not disappointed. This year, there were tame deer in the yard, though chapter reporter Sandi Bills says they didn't have to buzz the runway to scare the moose away.

**Western Washington's Doris Wolfstone** attended the Washington Pilots Assn state convention in Tacoma, Washington. Doris serves on the board of directors and is a member of the Paine Field chapter.

**Carolyn Carpp** was installed as new section vice chairman at the fall section meeting. Anita Hapka became section secretary and Jan Liberty a member of the board of directors.

**Greater Seattle** celebrated its twentieth anniversary with a big birthday party on Renton Field. Ten of the original 14 charter members attended.

**Chairman Barbara Green** writes, "We did a go 'round the room with each member explaining what their lives were like and how our organization was formed." After lunch the group celebrated with a "marvelous" cake donated by June Blackburn, champagne from Jean Hainline and Barbara Green and a single red rose given to each charter member and to each past chapter chairman.

Special guest at a meeting of the **North Dakota chapter** was Ted Dilse of Scranton, North Dakota, who flew his Monocoupe #11735 in for display. The plane was flown by Amelia Earhart on one of her lecture tours back in the '30s.

## *Jayne accepted for spot in London-to-Sydney 'vintage aircraft' race*

Marion Jayne, Chicago Area chapter, was accepted as a participant in the World Vintage Air Rally, starting from London, England March 29, 1990 and finishing in Sydney, Australia some 40 days later.

Limited to just 35 aircraft made before December 30, 1950, the race will be flown VFR across 11,658 miles traversing France, Italy, Pakistan, India, Thailand, and Indonesia among other countries.

Marion says she greets the race challenge with excitement and a spirit of adventure. She will fly a 1950 Beechcraft Bonanza, and has secured one other pilot, Aileene Pickering (Los Angeles chapter), to run the race with. Opportunity and space remain for two more pilot/passengers, according to Marion. Anyone interested may contact her at (708)358-5100.

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## COMMITTEE REPORT

### Airmarking

# 99s' airport autograph

by *Bev Romero, Airmarking Chairman*

This year let The Ninety-Nines become even more visible by airmarking more runways, rooftops, segmented circles, compass roses, elevations, and frequencies — just another tall order for a great group of energetic women pilots. In the process, please don't forget to leave your autograph, by painting two nines, an "s," and eyelashes on the nines. One thing is for sure — anyone who does not know what this means will be curious to find out. This could help change our image from being the "lady pilots" to "Oh, you're The Ninety-Nines!" We want more visibility, and we have to go for it.

Airmarking is a fun way to get to know the members of your chapter. It also creates a good feeling when you look at the masterpiece newly created; the new theme song for Ninety-Nines painters is "Am I Blue?"

As your new airmarking chairman I would like to standardize the reporting time for airmarking information. Consistency would allow the time for sections to prepare their reports and get them to the international chairman for inclusion in her report. Please also send me your suggestions, as a team effort makes for a winning team. This is the direction in which I would like to expand airmarking.

So far I've had an exciting start, with 14 requests for information on airmarking and compass roses, plus eight new compass roses, ten airport identifications, two rooftop markings and one segmented circle completed to date. I am

## NEW RATINGS

Jeanne Gallien, New England Section, instrument  
Dorothy Pedneault, Connecticut chapter, commercial  
Sandy Sellers, Central New York, commercial  
Dotti Campbell, Long Island, instrument  
Linda Langenfeld, Long Island, multiengine  
Holly Brenneman, Washington DC, instrument  
Ann Marie Schorsch, Chicago Area, CFII  
Anissa Berry, Greater Kansas City, CFII and MEI  
Cathy Hagans, Indiana, commercial  
Linda Mattingly, Indiana Dunes, CFII  
Susan Siporin, Greater Detroit Area, multiengine  
Audrey Cook, Greater Detroit Area, seaplane  
Laura Winkelmann, Greater St. Louis, commercial  
Cathleen Hagans, Indiana, instrument  
Cathie Miller, Dallas, commercial, instrument, CFI  
Phyllis Howard, Oklahoma, multiengine  
Cathy Miller, South Louisiana, CFI and multiengine  
Gail Swain, London Bridge/Havasu, instrument and commercial  
Debbie Anderson, London Bridge/Havasu, multiengine  
Sandy Fisher, London Bridge/Havasu, multiengine  
Nancy Lemke, Western Washington, multiengine

## FORMER 66s

Cathy Hickman, West Virginia Mountaineer

sure more work has been done, but you must get the information to me. I want *you* to get credit for your accomplishments.

We can make this an exceptional year for airmarking and The Ninety-Nines. If I can be of any assistance please let me know. Don't forget to send pictures!

## 99s leaders embrace growing roles in issues affecting genav

by *Madeleine Monaco, Legislative Chairman*

From October 24 through October 27, The Ninety-Nines participated with the FAA and other industry spokesmen (AOPA, EAA, HAI, NOAC, NATA) to review the compiled results of listening sessions held across the country this fall, and to examine and analyze issues that relate to the safety and efficiency of the General Aviation Compliance and Enforcement Program. The listening sessions, peripheral interviews, and the four day work session in Washington will together comprise one phase of a System Safety and Efficiency Review (SSER), a term you will be hearing more often from now on. The next phase involves the FAA team members' study of the session results and their consequent recommendations to the Associate Administrator for Aviation Safety. An agency action plan will then be developed.

Gene Nora Jessen, International President of The Ninety-Nines, participated on the program management side, reviewing FAA/industry/public attitudes, enforcement effectiveness, the surveillance program, program guidelines and the accident prevention program. Madeleine Monaco, legislative chair for The Ninety-Nines, worked with the policy team on several of the above items and additionally on the enforcement handbook and inspector handbook and guidelines, — the "laundry list" of sanctions — corrective action through remedial training, industry use of enforcement information, aviation safety reporting system (NASA reports), and other related topics. Many subject areas were discussed at great length, some hotly contested.

Quoting directly from an SSER guide, "The Federal Aviation Administration is concerned about the

aviation community's negative perception of its general aviation enforcement policy and practices and the adverse impact their perception may have on the system safety and efficiency ... The review will focus on the overall conduct and effectiveness of the program with the aim of determining what measures should be taken to enable compliance and enforcement efforts undertaken by the FAA to play a more positive role."

This last phrase is indicative also of our intent in agreeing to participate. The Ninety-Nines' wish to play a more positive role in the development of public opinion and the formulation and implementation of general aviation attitudes. Because of our serious commitment to education, we reach and influence a much larger portion of the pilot population than our numbers would

See 99s ROLES page 20



Photo below by Aksel Stover at the West Texas Airport fly-in breakfast.

El Paso, Texas Mayor Susie Azar, right, soloed in 1979 after deciding she deserved to fly. After becoming addicted through a "Blue Sky Special" Piper course, she went on to obtain single, multi-, instrument, CFI, CFII and glider ratings.

Nearly 1400 flight hours later, Mayor Azar says:

**"I can't imagine a woman pilot not wanting to be a 99."**

## Politics gets a lift with the flying mayor of El Paso, Texas

by Lynn Stover, El Paso chapter reporter

El Paso 99 Suzie Azar loves the sport of flying and has managed to incorporate her sport into her occupation. In her high-profile job as mayor of El Paso, Suzie finds herself in situations where there is a need to meet and communicate with a variety of people. She takes them on a flying tour of El



Paso, and "In the air, we meet in my arena," the popular mayor laughs. Suzie is very protective of general aviation and uses every opportunity to fly the press and dignitaries on aerial tours of the city.

Suzie became interested in flying in 1979, when working as a Coors public relations representative, the company sponsored two women's air races. Since then she has obtained her private, multiengine, instrument, CFI, and glider licenses. She has flown and owned a large variety of planes and gliders and logged 1350 hours. Now she is the president of Aero Nautique, her own Company offering aviation services, contract and charter flying, and buying and selling airplanes. The flying family includes husband, Dick, celebrating 50 years of flying and two daughters who also fly.

Suzie and Dick sponsored a space shuttle payload of science projects from the area. Having attended three launches and four landings, the couple is acquainted with many astronauts as they train in and out of El Paso, by virtue of their status as airport bums!

Suzie became involved in politics as a precinct chairman, was elected as a councilwoman for four terms, and proceeded to win over five prominent El Paso citizens to become mayor.

Mayor Azar considers herself a woman's advocate. She promotes women who are capable for boards and commissions. "Women are not utilized enough," she says. "My feeling is that more women ought to get involved in flying; as they utilize airports and aviation, our facilities will become more livable.

"The Ninety-Nines is a tradition," Suzie says. "I am proud to be a 99; it's an honor; it attaches me to the history of flying and Amelia Earhart. I can't imagine a woman pilot not wanting to be a 99."



# Betty McNabb, former international president, honored by CAP

-clipping sent by Sylvia Paoli

Lieutenant Colonel Betty W. McNabb, Civil Air Patrol, Southeast Region, was presented the Brewer Award in the Anniversary Category, given only once every five years in special recognition of an individual who has sustained superior performance over a number of years in aerospace related activities. Betty is a past Ninety-Nines international president, as well.

Betty joined Civil Air Patrol in 1953 after attending a National Aviation Workshop sponsored by CAP at the University of Colorado. She has served in numerous command and staff positions in addition to her

extensive aerospace education activities. She currently serves as Director of Safety for the Southeast Region.

Betty's long CAP career reflects sustained support of the aerospace education program. She has spent the better part of the last 35 years attending and directing workshops, and lecturing to colleges and universities through out the Southeast and Puerto Rico. She also conducted continuing education courses in aerospace education for high school teachers under the sponsorship of the University of Georgia. After serving as co-director of a workshop at the

University of South Carolina, she was invited back to lecture every year for the next 20 years. Colonel McNabb is still promoting aerospace education on the lecture circuit and last year made her thirtieth presentation to the Middle Tennessee State University on the thirtieth anniversary of aerospace education at that institution.

Numerous CAP awards and honors over the years include the Distinguished Service Medal, CAP Senior Member of the Year, Gill Robb Wilson Award (certificate number one), National Commander's Citation, and a number of aerospace related commendations.

Her other activities include FAA accident prevention counselor, member of the President's Women's Advisory Committee on Aviation, and service with the U.S. Coast Guard Auxiliary.

Betty has over 38 years of flying experience and is still flying search and rescue missions in her own Grumman Tiger. An inspiration to all who serve with her, we are richer for her efforts on behalf of aerospace education.

## PUBLIC NOTICE:

### US Customs needs pilots

To reduce the number of GA planes transporting drugs into the United States, the US Customs Service needs additional pilots for its P-3 AEW; E-3 AWACS; Boeing 707; Cessna Citation; Customs High Endurance Tracker, a fixed-wing twin-engine turboprop; and a UH-60 Blackhawk Helicopter.

The Service has a Direct Hire Authority for recruitment of pilots GS-2181-11 thru 13 and is accepting applications on a continuous basis.

Minimum qualifications: 1500 hours, 100 in last 12 months, comm rating, 250 hrs PIC, 500 hours ME, 75 hours inst (10 actual) and 75 hours night. Must be under 35 at time of selection unless previously employed in federal law enforcement. At time of initial appointment must have first class medical, pass drug screening and a full-field background check.

To apply, complete App for Fed Emp (SF-171) and a Record of Aero Exp (OPM-1170-21). Forms can be obtained by writing US Customs Service, POBox 7108, Washington, DC 20044. Att'n: Direct Hire - Pilots, or call (202)634-5082. Send completed applications to the same address.

## NEW HORIZONS

### NEW ENGLAND SECTION

From the *Fort Lauderdale News & Sun Sentinel*-

*Elvy Kalep*, the first woman pilot from Estonia and a friend of Amelia Earhart, died August 17, 1989 in a health care center in Lake Worth, Florida. She was 90.

Born in Estonia, a former Soviet republic on the Baltic Sea, she spent a short time in her youth flying. That period became part of aviation history.

Kalep was involved in the promotion of aviation during the 1930s and joined 98 other women to form a group called the "Ninety-Nines."

She was determined to share her love of flying with others and in 1936, Kalep wrote and illustrated a children's book "Air Babies."

The story follows two "young" planes, Happy Wings and Speedy, as they learn about everything from formation flying to first aid. The book included a foreword by Earhart, who disappeared during a flight over the Pacific Ocean in 1937.

In the 1960s, Kalep made a living by selling her own creations — colorful leather mosaics — to her neighbors in Palm Beach and exhibiting all over the country.

### NEW YORK-NEW JERSEY

*Wilhelmina Hanzlik*, *Greater New York chapter*, died November 18, 1989. With a pilots license dated 1935, Willy and

her 49 1/2, Anthony "Speed", owned and operated Flushing Airport adjacent to LaGuardia Airport, New York. Together they helped formulate and accomplish a major part of the advancement of aviation.

I'll never forget my first fly-in in 1960, when I was a member in the Greater NY chapter. Willy and Speed filled their Flushing hangar with appetizers. Pilots were still licking their fingers as they taxied out for the next leg of the progressive fly-in luncheon. What hosts, what cooks, what fun!

Both Wilhelmina and Speed became honorees in Memory Lane at the International Forest of Friendship in 1986. Our sympathies to the family and the Greater New York 99s.

-Doris Abbate, International Secretary, NY-NJ Governor 1986-88

### MIDDLE EAST

*Helen P. Sheffer*, *Central Pennsylvania chapter*, died May 15. She was a 99 and a WASP who received her license in 1939. After the war she ferried planes to Alaska, instructed and flew as a corporate and charter pilot. Once she unknowingly flew bank robbers on their getaway. Helen also flew in Angel and Powder Puff Derbies and was a 1971 recipient of an AE Scholarship.

Her children Stephen Sheffer and Susan Andrews suggested contributions

See NEW HORIZONS page 22



*Enclosed is an article and photographs I hope might be of interest for a coming issue of the NINETY-NINE News. I took the aerial photo of NX11735 and its pilot Ted Dilse from my boyfriend's Luscombe 8E.*

*I feel the North Dakota 99s are a special group. For each meeting they fly long distances, and seem to have a good turnout. After attending several international conventions, I admire them even more, because these women are by and large longterm, active pilots.*

*I hope other 99s will enjoy this upbeat article.*

*-Norma Hellmann, North Dakota chapter*



## Amelia: still draws a crowd

Above, the Monocoupe 90A which Amelia Earhart flew on a 1934 promotional tour of the U.S..

DICKINSON, ND - Amelia Earhart visited the North Dakota 99s in a unique way recently. The 1934 prototype Monocoupe 90A NX11735 that she flew on a promotional tour of the United States in 1934 was the featured guest at our monthly meeting, held at the Dickinson, North Dakota airport. A few months ago the plane was purchased by Ted Dilse of Scranton, North Dakota, about 60 miles from Dickinson. So Ted flew his newest plane into Dickinson shortly after 10 am, making a grand entrance after all of the 99s had landed.

The first comment made by one of our members was, "It's painted 99s blue." While this might be true, it is strictly by accident, since the plane has recently been restored to its original configuration. Ted spotted an ad for the aircraft in Trade-A-Plane last spring. Until about ten years ago it had been in Harrah's Museum in Reno, Nevada and then was sold to someone in Oklahoma. Ted investigated the plane and bought it, and after several months of getting it ready to fly to his North Dakota ranch, it finally arrived in September.

Today, when Amelia Earhart is mentioned most people think of her disappearance during her around-the-world flight, or of her flying the Atlantic. Few people know of her many contributions to aviation beyond these two events. Amelia Earhart should perhaps be best remembered as a promoter of aviation and/or herself.

The sleek Monocoupe 90A was another expansion on the usefulness of air power, with similar models being produced up until the 1950s. It was supposed to cruise at 120 mph with a 90 hp Lambert radial engine, burning about 15 gph. Today's pilots have a hard time appreciating that 120 mph was fast in 1934. The instrument panel — simple by today's

standards — seemed very foreign to many of the 99s at the meeting because there was no radio. They also seemed surprised to find that the plane is fabric covered. This plane should make them better appreciate the challenges Amelia Earhart faced.

Amelia still draws the press, even today. The local TV station turned out for a feature news story about the plane and the 99s, and North Dakota chapter chairman Gwen Vasenden took the newsman for a flight in her Archer. So Amelia and her plane are still promoting aviation and women pilots. Even today.



North Dakota 99s—L. to r. Kay Vogel, Alice League, Dolly Denner, Clara Sherman, Linda Allen, Helen Walkenshaw, Dianne Herr, Gwen Vasenden, Norma Hellmann. Kneeling, Ted Dilse Jr.



## Letters

Continued from page 3

them.

In addition, Melinda is a pretty name, but it's not mine. Madaline is the name from which Lindy was derived by my playmates at a very early age.

Lindy Boyes  
Aloha chapter

## Chilly Welcome

When I read the President's Message (June 1989 issue) I felt compelled to respond to Gene Nora Jessen's concern for membership. I joined the 99s in December 1988 and, I am sorry to say, am acquainted with but one member of my local chapter — the membership chairman. In fact, it was I who had to locate her, to introduce myself and to let her know that I was a new member. Throughout these seven months, I too have been one of those who are wondering if I "didn't get my money's worth" out of my membership. I joined the 99s not only for the camaraderie, but also because of the educational, charitable, scientific activities and purposes I had expected from an organization of this type. Instead, I have not received a welcome or any kind of introductory meeting, in which new members can be received into the group. I have been a member for almost a year and know absolutely nothing about my local chapter! How are you expecting women pilots to join a group and support it financially, when they are not made to feel welcome?

Even tho' I'm not involved in professional aviation, I do own my own airplane, and I feel I have a lot to offer a service organization like the 99s, having a medical background. Therefore, I would like to offer a suggestion. Perhaps a welcoming group — maybe two or three members from each local chapter — could be established. Contact the new member, take her to lunch, go flying ... whatever it takes to make that new member feel welcome. Then introduce her at the local meeting. I have yet to go to a local meeting, and frankly, I'm losing interest fast!

If you want to retain membership, you must make each individual feel that they are contributing to the whole, that their inputs are important, that the group NEEDS them. Nobody

wants to be part of something when they feel unwelcome.

As a suggestion, I think that the national office of the 99s should notify the local chapter immediately whenever they receive new membership dues. The local chapter can then welcome the new member to the group, and can keep her informed of the chapter's events, meetings, etc.

I hope things change, so that I can feel part of the local organization. But if they don't, I too will be one of those ex-members that "didn't get my money's worth."

Kathryn E. Koshan  
Orlando, Florida

## Opportunity needed

While attending an airshow at England Air Force Base in Alexandria, Louisiana, I heard a little girl ask during the autograph session if there were any women Thunderbirds (USAF aerobatic team). The pilot replied, "No, Thunderbirds must first fly fighters and no women are allowed to do that." Ninety-Nines, until our daughters and nieces are allowed the same CHANCE as our sons and nephews, we have work to do!

Sandra J. Leder, Ph.D.  
Aerospace Education Chair  
South Central Section

## Letter from the Editor

I am approaching my two year anniversary as editor of the *NINETY-NINE News*, and would like to take this opportunity to say thank you. That's an all inclusive thank you, for your patience, your compliments, suggestions, criticisms, and copy. This magazine has changed a great deal in the past two years, as have I.

When The Ninety-Nines called me in late 1987, I had just resigned as publisher of the *Western Flyer* aviation newspaper to pursue a career as a professional pilot. I had some 400 hours total time and was busy racking up the ratings. My family has always been in the newspaper business, so I was thankful for the wealth of experience that a childhood spent amidst a newspaper plant had provided. The *NINETY-NINE News* sounded like a solid project, and anyway I figured it might take a few months to get hired.

Two years later, I landed my first flying job in the right seat of a Cessna 402, flying for Northwest Airlink/Big Sky Airlines out of Billings, Montana. I moved stuff to Billings, went to class, passed a checkride, and showed up for my first day "flying the line" to meet a captain named Mohammed, from Libya.

Thirty days into this adventure, I had a bad feeling, gut level, for the airline's financial stability. Coincidentally, a recruiter called from another Northwest Airlink, Mesaba. Turned out Mesaba had doubled in size over the

## 99s ROLES

Continued from page 16

seem to indicate and a sizeable portion of the non-aviation public, as well. We have the ability and the inclination to play a more active and visible role in general aviation, and are pleased to have been asked to participate in this FAA review.

We will watch closely what policy and program changes result from this SSER, and we will report the outcome of the FAA follow-up review that will be conducted to determine the effectiveness of the resultant action taken.

**WIRTSCHAFTER HONORED**—At left, a certificate of appreciation was presented to Irene Wirtschafter, Spaceport chapter of the Southeast Section, by Alexis Ewanchew on behalf of the board of directors for her work with the Forest of Friendship.





previous year, while Big Sky was sorting itself out of bankruptcy, declining market share, and encroaching competitors for what was already a thin business in Montana.

I interviewed, said yes, and resigned from Big Sky several days shy of working three months there. Feeling slightly the schmuck, I was concerned about looking like a "job hopper." Two days later, Big Sky laid off half its pilots. I no longer believed in coincidence ... or felt like a schmuck.

It was the end of September, and class started at Mesaba October 6. A rigorous training program had us three weeks in ground school in Minneapolis, Minnesota, 20 hours in the FlightSafety sim at Salt Lake City, Utah, followed by most of the checkride. Then came flight training in the airplane, followed by the rest of the checkride. I was finally finished a couple days before Thanksgiving, and arrived home in time to drive my parents to the airport next morning. They were leaving town for the holiday!

On a solitary Thanksgiving eve with only the MTV, I reflected on a drastic career change and my new status as a Metroliner III first officer, flying turbine equipment for the first time. I had set my goal and achieved it, but at times was pushed to my physical and mental limits. I had bombed my very first airline interview—at a major carrier!—but within one month had rebounded, heading off to Billings and Big Sky. Just a short time there ... now at Mesaba ...

Rock bands danced across the TV screen and my mind wandered back to the flight training just completed. Somehow. When aircraft are flown in with passengers and remain overnight, that's when flight training usually takes place, in the middle of the night. Every time my lesson commenced the wind did too; even the chief pilot commented on this phenomenon. It had been more than a month of nonstop stress—hotel food, long days, long nights, tests—when the chief pilot told me at the end of the runway that from then on, this was a checkride. A turbulent crosswind was blowing at a low of 18 knots, shearing on final.

After landing, we taxied up to the ramp in deathly silence, my mind screaming. This was the final checkride, and an at-my-limit moment. But it wasn't the final checkride. When the checklists were done, he said there just hadn't been enough time to get all the items accomplished before the plane had to go out again, so we'd resume the checkride as soon as the next one came in, a few hours from now. Sorry. Did I want to go get something to eat? Oh Lord, I thought, and stepped sweaty out of the airplane, into the chill wind. The stress was not yet over, and I was to see my personal limits moved to a further benchmark.

I flew about 700 hours in 18 months, mostly on my own in my family's Baron (affectionately called My Baron) while trying to get hired. But once hired, well, it's been a six month whirlwind. From a

shaky start doing overnights in Wolf Point, Montana, I felt like I'd finally, *really* started last week when I found myself in a line of airliners 20 long, cozy in the cockpit of my Metroliner, waiting for departure out of Detroit Metro. Thanksgiving reverie ended December 3, flying the line here with a captain named Todd, from Ann Arbor. (Turns out Mohammed was hired by Mesaba, too, and started with the class after mine.)

That's where time has brought me, writing this to let you know an exciting new career is in the offing, and that the *NINETY-NINE News* is still part of the definition of my success. The consistent, excellent reporting your Section and chapter reporters submit is another success, one which I cannot adequately thank them for. With the new format unveiled at the beginning of 1989, I bought an Apple Macintosh computer, utterly streamlining the production process. With 1990, I hope the magazine will continue to move closer to the needs and expectations of all Ninety-Nines, and that communication will remain open and constructive.

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## NEW HORIZONS

### NEW HORIZONS

Continued from page 18

may be made to the A.E. Scholarship Fund. Helen was very proud to be a 99, and recipient of the 1971 AE Scholarship.

To let Helen's family know of memorial gifts sent to the scholarship fund in her honor, Susan's address is as follows: Mrs. Kim Andrews, 1825 Bloominggrove Rd., Williamsport PA 17701. -Marcia Johnson

### SOUTHEAST

*Montez Cox, Kitty Hawk chapter*, was reported deceased per the June 7 note from her chapter's membership chairman, Esther Fordham, who says "...identified by her favorite hat, her big ready smile and her dedication in the Petticoat Pilots, the North Carolina Aero Club, the EAA and 99s, she shall be missed by all, as she was loved by all ..."

*Alice Evans, Florida Crown*, died June 13 following an extended illness. Alice who held many offices through the years, will be remembered for her bright smile, her warm heart, and her willingness to pitch in and help whenever anything needed doing.

### NORTH CENTRAL

*Mary West, Michigan chapter*, and the state's oldest pilot soloed a Great Lakes at Saginaw, Michigan in 1932. Her instructor was her husband, Arlington, "A.B." Before their retirement and move to Gladwin, she and her late husband operated the airport at Clio. Mary described herself as a housewife, flight instructor and mechanic's helper, but she was much more, as a life member of 99s and an OX-5 Aviation Pioneer. She enjoyed and remained active in aviation always; last summer Mary flew her BFR and had her Piper Tri-Pacer in top shape for the occasion. Born in the Ukraine, she was proud to be an American and proud that she had taught her two sons to fly. Mary was 81.

*Carol Reiser, Chicago Area chapter*, was killed in a plane crash on April 13. She was a 66 within the chapter.

*Diane Balzer, Wisconsin chapter*, will be remembered by those of her chapter for her immense vitality and enthusiasm.

### SOUTH CENTRAL

*Marie Louise Grossetete, Albuquerque chapter*, passed on May 18 following a

long illness. Marie was a business-woman, long-time 99, past chapter chairman and member of the Mission Bay chapter. She originally learned to fly in 1961 in New Mexico, and her husband, Nugget, quickly followed suit. Over the years Marie and Nugget owned five different airplanes, including a Beech Bonanza and a Cessna Centurion. Marie flew often for the family business, the Ever Ready Oil Company. Together they logged a flying adventure in Australia, where they rented an airplane and flew all over the outback for a month, staying overnight with local 99s and establishing many enduring friendships.

Marie moved to San Diego with her husband in 1986, becoming active in the Mission Bay chapter.

*Jo Payne, formerly of the Austin chapter* and also its reorganization chairman in 1977, died suddenly in early June of a massive cerebral hemorrhage. The former South Central Section Education Chairman and high school science teacher was an inspiration to many with her love of flying and commitment to education.

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