

NINETY-NINE



News

Monthly Magazine of the
International Women Pilots,
The Ninety-Nines Inc.
February 1990

The Legend of Muriel Morrissey
A Lot of Learning, A Lot of Fun:
Peggy and Linda Do the ARC
Resumes of Candidates
for International Office



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LETTERS

Lifesaving action

On Sunday, September 17, Ruth Porter and I were returning from an inspection of the airport in preparation for the roast ham and beef festival at Warwick. In front of us were many pilots and friends casually milling around, performing various chores for the festival. The weather was cloudy, warm and humid, slowly improving.

Suddenly I saw all faces turn skyward, looking over and beyond us. Those horrible words came piercing to our ears: "CRASH!" We jumped out of the car and ran with the group down the taxiway, across the field to runway three.

Two aircraft were involved, locked together on the west side of the runway close to the tree line. One was a Duster, an ultralight, the other an old 140. The Duster was on the starboard side of the 140, just right of the prop, sitting at a sixty degree nose down angle. It had smashed

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COVER—This month's cover girl is Muriel Morrissey, sister of the late Amelia Earhart. Muriel embodies the reminder we all need that sometimes the quietly dignified, inconspicuous personality—with its subtle persuasion—is the most powerful. Certainly it is among the most gracefully feminine of all possible demeanors. For any who doubt this truth, take a look at the example this fine lady has given us with her life's work and stunning achievement. Our story on Muriel Earhart Morrissey begins on page 7. Cover photo by Don Martin.



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PRESIDENT'S MESSAGE

*"Sure we have
politics, and
politicians ...*

*However, a
politician thinks of
the next election; a
statesman, of the
next generation."*

by Gene Nora Jessen



Elections are all the rage right now in Poland, Panama and The Ninety-Nines. The impact of ours may not measure terribly high within the worldwide scheme of things, but our organization's elections are vitally important to our future direction and contribution in the aviation world.

Nominating Committee Chair Verna West and her committee have responded to members announcing their stand forelection. Offering to run is wrought with risk and daring. Imagine offering yourself to the nomination of the membership, risking criticism and defeat. The membership committee selected a strong slate from an excellent menu. The thoughtful sideline observer realizes that this committee carries a large load of responsibility for the future of The Ninety-Nines.

Candidates' projected responsibilities are not light and as board members they will not be compensated. On the international level, directors attend two board meetings each year, plus the international convention. Each board member receives specific assignments for projects and liaison responsibilities. The board meetings are held at our headquarters building in Oklahoma City, with travel and out-of-pocket expenses borne by the organization for just those two meetings. My strong prejudice has always been that the organization pay for the board meetings rather than asking each member to bear her own expense, as the Amelia Earhart trustees do. We would restrict our leadership to women of wealth if all expenses were to

be donated. However, each board member is expected to attend convention and participate in the board meeting and activities there at her own expenses. By the very nature of their volunteer jobs and their special interests in our goals, board members do tend to make extra financial commitments to The Ninety-Nines.

Our present board structure delineates four officers, four directors, and the immediate past president. This past year we addressed elimination of the office of treasurer due to the need for a comptroller for this million dollar corporation. The membership, however, did not commit the two-thirds vote needed to do so.

We have no restrictions on regional representation except that no two directors may come from the same chapter. Member interest in this whole voting process ranges from zero to extreme involvement. Some members are not part of a chapter, do not participate outside their own geographical areas and don't vote. Or they think of their chapter as a local flying club, and have little understanding of the need for or impact of an international organization. Other members come to the international convention, attend section meetings, serve on committees and are intensely committed to the leadership selection process.

The organization is cruising smoothly through its sixtieth year, pursuing some outstanding programs and attaining worthy goals. We are ripe for voter apathy. Without a major scandal or crisis, voters tend to go to the beach instead of the voter's booth. However, the fact that you joined The Ninety-Nines means you have some interest in the support of fellow women pilots, or you have a special interest in a specific program, or in joining the job search network. Take a strong look at the candidates and see how you feel about their potential to further the goals of the organization. Ask the opinion of a member of your chapter who is more knowledgeable than you. Read the resumes and form an opinion. What is your candidate's long range goal for this organization and for women pilots? Can you determine from the candidate's previous involvement what makes her run? Ask her. She will readily explain her positions and motivation to capture your vote.

It seems to me that a candidate's vision and her willingness to work toward a bright future gives us some insight into her leadership potential. Sure, we have politics and politicians in The Ninety-Nines. However, a politician thinks of the next election; a statesman, of the next generation.

NINETY-NINE News

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International Women Pilots

February 1990

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LETTERS

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into the right wing of the 140 and whipped around, counter-clockwise into the right front of the 140. The wheel of the 140 was broken off by the impact.

The pilot was upright, impaled by the 140 and held by the Duster, surrounded by belts and debris. It was a terrible sight and a difficult position from which to attempt a rescue. The pilot was conscious, but with head injuries and at least one compound fracture on his left leg. His right leg and arm were also bleeding. He had cuts on his face, eyes rolling, and possible internal injuries as well.

Fortunately June Simpson, a pilot and nurse, was among those helping with the festival. She took a position directly facing the injured pilot. To observe, I took a position behind her facing the pilot and group. Everyone was shouting and screaming. Some wanted to do nothing until the ambulance arrived.

The pilot, meanwhile, was turning ashen, obviously needing immediate attention. With a voice strong and positive (one which I had never heard) June ordered certain things to be done. The crowd quieted down, and obeyed her. She had the men use their collective strength to free the pilot. Never hesitating, she told them to use specific points to bear pressure. Her orders were quick and specific, and if they didn't move quickly enough she showed them where to put the pressure. Without causing further injury, June ever-so-gently released the pilot and had him lowered to the ground onto the grass. Immediately she started working on him. June had everything under control — stopping shock, and after being sure of his vital signs (I could see color coming to his face) she attended his wounds until the ambulance arrived. After a short time, they took the pilot to the hospital.

Watching June work on and attend the injured pilot, I have never

See MORE LETTERS next page

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MORE LETTERS

Continued from page 5

been more impressed by the ability of this woman to save a life, making skillful decisions under difficult conditions. She did all of this totally unprepared for such an event; I and everyone who witnessed the extraordinary scene fell silent in awe of her. We all knew that she saved the pilot's life by taking control, taking action, and administering to the flyer.

I send you this report about June Simpson because of the wonderful work she has done for The Ninety-Nines and other organizations through the years. I feel she should be given recognition for the service she has given aviation.

Robina Fedora Asti
Chairman
Hudson Valley chapter

NOTE: Resumes of candidates for the Amelia Earhart Memorial Scholarship Trustees will appear in the March issue.

Resource Center News

The Resource Center has entered into a loan agreement with the Liberal (Kansas) Air Museum, allowing it to draw on our extensive collection of Amelia Earhart photos. Since Kansas is the state of our first president's birth, the Liberal museum was eager to offer a display of its famous daughter. We are pleased to participate in the practice of museum exchanges. You may know that original photos are retained in the archives and copies only are displayed.

The Oklahoma City Air and Space Museum has for some time had an excellent presentation on women pilots. They are now formulating a display on The Ninety-Nines' history and the achievements of its members. We are pleased to be recognized in such a prestigious museum.

-Gene Nora Jessen

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Of appleseeds and love ... and of those we love to love

Earhart

The legend of Muriel^Morrissey

by Joe Sabia

In the legendry of this very young American nation, there is a figure known as Johnny Appleseed. According to legend, this man roamed the land with a sack of apple seeds slung over his shoulder, and wherever he went he strewed the countryside with seeds in an effort to enrich it with beautiful, life sustaining apple trees. Truly, such a legend of unselfish altruism deserves passing along from generation to generation. Of course, with each retelling it might grow larger, but there is a germ of truth at the beginning of all legendry, and a wonderful warmth is generated by the telling of tales of heroes like Johnny Appleseed. There is a comfort in believing them.

Muriel Earhart Morrissey, nicknamed Pidge by her mother, is the living legend of Medford, Massachusetts, a lovely heroine who has given her very life to bettering the world she entered in the last days of another century. Muriel has witnessed the passage of 90 calendar years since her birth in Kansas in 1899. But she has been much more than a witness to this charade we call life; she has been a continuously active participant. Like that legendary sower of apple seeds, Muriel has been strewing seeds of her own—seeds of concern, of compassion and dedication—throughout her community over five decades. The frail, quiet, unassuming lady crowned with the white strands of nature's own design, could be seen in various locations of Medford, planting flowers and trees. She has done so without fanfare or notoriety, and most often at her own expense. Muriel's plantings were motivated by nothing more than community pride, and done solely for the enhancement of whichever area she chose to adorn with her inexhaustible energy.

Everywhere she has ventured, Muriel has sown seeds of love. Following an unbelievable schedule of her own making, she has spent years visiting shut-ins, hospital wards, nursing homes, and developments for the elderly, spreading the cheerfulness of her

presence and offering encouragement. She was once a familiar sight, buzzing about Medford in her Volkswagen bug, going to people in need of comfort. When cataracts in both eyes compelled her to surrender her driver's license Muriel walked and rode buses, rather than stop her rounds. Finally, surgeons at Massachusetts General were able to remove the cataracts from her eyes, restoring her poor vision enough to allow her to read to some of her shut-in neighbors.

In the early 1920s, Muriel was lured east from her hometown of Atchison, Kansas by the abundance of educational opportunity for girls offered in Massachusetts. She attended Smith College and Radcliffe, and remained an easterner by securing a teaching position in the Medford school system in 1927.

Muriel's mother and her sister, Amelia, came east to join her, and they took a residence together. In the years between then and now, Muriel became completely involved in the civic and social machinations of her adopted community. Despite heavy teaching responsibilities, she joined in active membership of all kinds of community organizations, from Ad Hoc to Zonta. To Muriel, citizenship is inseparable from participation.

Muriel married a local boy, Albert Morrissey, who later joined the U.S. Navy and earned the rank of chief petty officer. She and "the Chief" were pawns on the same gameboard as are we all. The Morrisseys struggled to make ends meet. Dire economic circumstances forced them to move from one location to another, but in the following half century they managed, and raised two children, Amy and David. Through it all, Muriel never ceased her involvement with community affairs.

Retired from teaching, Muriel yielded to the urging of many friends when she sought and won a position on the local school board. In the arena of politics, where caustic verbiage often becomes a cruel, wounding weapon, she appeared to be a fish out of water. Because Muriel held fast to her principles, she was an occasional logjam

toward the passage or non-passage of controversial motions before the board, but her undeniable sincerity frequently soothed the ensuing animosities.

Her years of teaching and learning from school children have kept Muriel in tune with the magic wonder of young minds, so that she has retained an empathy with the full scope of her society. One of Muriel's deep concerns has always been for the preservation of the earth's ecology, and it dismays her to watch the forced extinction of random species due to humanity's carelessness. Her pen dipped in an ink of sorrow, she has written touching poems to chide callous disregard of nature's laws. Her poetry weeps for the "cooing outcast" that preens its wings on the thin rail of her balcony. Muriel keeps ample supplies of birdseed for daily feeding of her pigeon friends.

At her home on Vernon Street, Muriel entertained many of her civic and social groups, and made her home an available forum for the candidacy of various public office seekers. Home was where she and "the Chief" retired to in their later years, and where he later died shortly after the death of their son, David. Muriel plunged back into her daily activities of visiting those who were in dire need of visitation, bettering her community and the lives of its people.

Alone, and unable to maintain the spacious house any longer, Muriel reluctantly sold the home on Vernon Street, and moved to a small condominium on High Street. From there she continued her relentless schedule, which over time has come not to an end, but at least to a slowdown. Unable to walk unassisted, Muriel herself is now a shut-in. But if a friend is handy, Muriel still treks out to visit one or two of those remembered friends from her aborted schedule.

None of us can conquer time, but time can be outfoxed. That is what legendry is all about. The fruits of Muriel's seed spreading will grow with the telling and retelling of her endless

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LEGEND

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kindnesses to people in all walks of life. Every soul, of every age, of every color and creed has been a subject for her attention and affection. Even the feathered denizens of the sky and the four-footed land creatures, wild and domestic, are beneficiaries of her loving largess. With or without cataracts, Muriel's vision embraces all of us.

This brief account of Muriel's Medford, Massachusetts activities has purposely refrained from mentioning her sister, Amelia, because that woman has already attained the status of "legend". Her name and her daring exploits in the sky are known throughout much of the world. Her celebration has been headlined in newspapers and newsreels around the planet. The daredevil flamboyance of her adventurous life is the very stuff of which legends are built. Unfortunately,

the kinship of Muriel to this international figure of fame has caused society to refer to her constantly as "Amelia Earhart's sister". Oh, how unfair!

If somewhere in the universe there is an actual Valhala, a place where heroes and heroines gather to boast of their daring earthly deeds, then surely Amelia Earhart looks earthward and points out her kid sister. With head high, she proudly proclaims to her peers, "Look! That's Muriel Earhart Morrissey. She is a living legend and *I am her sister!*"

Air Race Classic meant trials, tribulation, many new friends for rookie racers

by Peggy Doyle, One-Half of the Peggy and Linda Race Team and Editor of Washington D.C. chapter's Peg's Board

"Let's do it." "Why not." Linda and I were leaving our monthly 99s meeting, where the Air Race Classic had been discussed. We were high with the sense of adventure. Could we really be contemplating such an undertaking — flying from Sacramento, California over the Rockies, across the whole country to Philadelphia, Pennsylvania? Others had done it; we could too. The next step after the idea was planted was to find my share of the financing. My husband, Warren, had been asking what I'd like for the big Five-Oh coming in July. He later had great fun telling everyone how he'd expected I might ask for diamonds or gold, but never 100 low lead.

The decision made, we sent in for the race packet, picked our plane, N2871R, a Cessna 182, and bought our charts. We entered early to have a chance in the drawing for low numbers and drew number eight. In the months to follow we were consumed with preparations: survival gear, oxygen use, density altitude, mountain flying techniques, loran navigation, flight plans, cross wind landings, density altitude, weather, and density altitude.

The rules arrived. We were to report in Sacramento at 12 o'clock noon on the 24th of June. Linda and I decided to spend Father's Day at home and leave early Sunday morning, June 19th. That would give us five full days to get there and leave plenty of time to allow for bad weather. We planned to fly the course backward to familiarize ourselves with the terrain and practice the fly-bys. We had visited North Philadelphia, the



6-27-89 Marshalltown, Iowa: Air Race Classic racers Peggy Doyle, left, and Linda Cain, of the Washington D.C. chapter Middle East Section.

terminus, the previous week and now headed for Youngstown, Ohio, with plans to join Linda's friends Cindy and Bob McBride, for lunch at Cuyahoga County northeast of Cleveland. Usual afternoon thunderstorms were forecast, but nothing was foreseen along our route, so after lunch we continued on. Thus

began the first of a series of lessons we learned — relearned — and contemplated the question "Will we ever learn?"

How many times have we been told to get a weather update? Right. We

See RACE ROOKIES page 21

SECTION News

February 1990



First all-woman flight crew puts India Section in the news

India Section Governor and reporter Mohini Shroff wrote just recently to recount a special day last year, saying "September 16, 1989 was a historic day for the members of The Ninety-Nines India Section.

"The first ever Asian all woman jet flight took off in an Indian Airlines Boeing 737 from Bombay to Dabolim (Goa) and back. This unique flight was commanded by Captain Saudamini Deshmukh and Copilot Nivedita Bhasin, both Ninety-Nines.

"On board were cabin crew Ms. Saraswati Iyer, Ms. Josephine Joshi, Ms. Veera Mithaiwala and Ms. Shradha Warang.

"Those present on the occasion were Mr. R. Prasad, managing director of Indian Airlines, Mr. U. P. Singh, regional director, and Miss Mohini Shroff, Governor India Section, who was on the flight courtesy of Indian Airlines.

"Seen in the photograph taken at the press conference from left to right are Copilot Ms. Nivedita Bhasin, Mr. R. Prasad, and Captain Mr. Saudamini Deshmukh."

See more news from India Section inside the section news.

What's going on—

East Canada Section's newly formed Atlantic chapter includes the four Atlantic provinces of Canada, which are New Brunswick, Prince Edward Island, Newfoundland, and Nova Scotia.

Sue Erlander of East Canada Section presented the charter to Erna Scriven, the new chapter's chairman. Heather MacMillan of the Ministry of Transport was guest speaker. A first chapter meeting and tour of facilities at Halifax International Airport was to be held February 17.

Maple Leaf chapter member Nancy O'Neill Holden spearheaded another adventure at the poker tables with 37 aircraft carrying the 542 hands that competed for "terrific" prizes.

Here's one for future archaeologists: Lake Michigan chapter, North Central Section, began videotaping their monthly meetings in

99 CFIs needed to donate their time to give one BFR at convention.

Please contact Madeleine Monaco, 870 Old Willow Rd #163, Prospect Heights IL 60070. (708)827-0205 office, (708)537-2636 home.

SECTION NEWS

December. Ann Meengs is camerawoman and will probably interview two or three members at each meeting also.

Maisie Stears, Michigan Small Race Chairman, reported the race was a huge success, with wonderful Grand Rapids hospitality over two good VFR days. Lake Michigan members Ann Meengs and Nancy Lammers placed second in the rally.

Members, family, friends, and local enthusiasts numbering 205 turned out for Greater Kansas City chapter's Thirteenth Annual Wright Day Dinner. Mary Kelly, assisted by 49 1/2 Joe, told of her 1987 commemorative flight from Harbour Grace, Newfoundland to Londonderry, Northern Ireland. Mary McBurney and Darla Gerlach co-chaired the successful event with the help of committee chairmen Helen

Hamilton, Ruth Seck, Babs Tuley, Janet Mason, and B.J. Vanecek.

Dallas chapter, South Central Section, was reportedly awed by the Osprey's capabilities as shown by test pilot Bill Duncan's videos demonstrating the tilt rotor aircraft. This chapter also recently celebrated its 32nd birthday along with the organization's 60th.

Margie Carter and Helen Biron made an Air Life Line flight to College Station.

El Paso chapter members say the trip is well worth making to see John and Betty MacGuire's War Eagles Air Museum which recently opened at the Santa Teresa Airport, just across the state border into New Mexico.

Kansas chapter members have been traveling far and wide: Karen and Sid Tucker flew to a poker run in

Sherman, Texas. John and Debbie Hatten went to the Cessna 180/185 fly-in at Gaston's White River Resort in Lakeview, Arizona, while Kay Alley attended the Kansas Pilot Assn. fly-ins.

PROJECTS:

Greater Kansas City chapter has adopted a highway. As a service to the community, the chapter pledged their time to pick up litter along a half mile stretch of highway 169, extending from Route 9 to a half mile north of Route 9, in Clay County. **San Antonio chapter** participated in the EAA fly-in at Kerrville, Texas, proceeds from which help support an aviation scholarship at Palo Alto College.

MEMBERSHIP:

Indiana Dunes (North Central Section) 66 chairman Donna Stephens has developed an attractive and informative handout that explains the 66 program and The Ninety-Nines. It will be placed in fixed base operations (FBO) within the chapter area. If anyone would like a sample copy, contact Donna at 198 Riverside Dr., Chesterton, Indiana 46304.

Minnesota chapter celebrated its 40th anniversary late last year with a party hosted by **Liz Froth, Rita Orr and Karen Meyers.** Liz took the group back in time for a look at history and world events of 1949. That year, charter member Rita Orr placed an advertisement in the Minneapolis Tribune asking interested women pilots to meet her at the Raddison Hotel coffee shop to discuss starting a chapter. Nineteen women met and elected her their first chairman. **Margaret Manuel**, also a charter member, told how she had become a licensed pilot in 1941 for \$175.

South Central Section's Austin chapter increased its size by welcoming five new members, including Edna Ranken, Judy Fiveash, Anna Oliphant, Mary Edwards, and Sara Caldwell.

San Antonio chapter hosted German 99 **Gisela Volkner** for a visit

GENERAL COUNSEL

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

Plan ahead for insurance needs; board could use a little appreciation now and then

With the attention that airplane incidents, accidents, and violations of flight regulations are getting in the media these days it is important that each member be aware of the procedures to follow in the event something unusual occurs at a 99 event. First, if there is an accident or any kind of incident or alleged violation, DO NOT talk to the media or to ANYONE seeking an interview or information on the situation. What you tell anyone inquiring is that the matter is in the hands of your insurance agent and attorney, and anyone wanting information will have to contact one of those people. Insurance coverage of 99 aviation events is secondary coverage. The insurance covering the pilot and aircraft is primary insurance. The only time the 99s policy would be called into play would be in the event of a suit against the 99s. That is why it is so important to be sure you have certificates of insurance in your hands before letting pilots participate in 99s flying events.

On another subject, I would like to publicly recognize the tremendous amount of time, work and money expended by the members of your Board of Directors on behalf of this organization, and ask you to let them know how much it is appreciated. Running this organization is equivalent to running a million dollar business, and it is no small job. When the people doing so are not only unpaid volunteers but actually spend thousands of dollars of their own money trying to comply with the wishes of the majority of the membership and keep the organization running in a business-like manner, it is especially disheartening to them to receive only letters of complaint. Many members joined because the 99s was not "like other women's groups — small, petty, back-biting, etc." Let's don't go downhill and become that way. It is worth noting that when the organization was audited by Price Waterhouse a few years ago (a requirement for submitting the grant proposal that eventually resulted in \$100,000 grant for the headquarters building), the auditors commented that they had never seen a corporation run so efficiently and accomplish so much with so little — a great compliment to your Board of Directors. In the midst of the complaints, therefore, let's not forget the accolades that are also deserved.



CHARTER PARTY FOR NEW CANADIAN CHAPTER—Photos taken at the Atlantic chapter's inaugural luncheon show charter members l. to r. back row Marilyn Ewer, Helen Prentice, Gail Griffith, Heather MacMillan (guest), and front row, Kathleen Walker, Sue Erlander, new Chapter Chairman Erna Scriven, Joanne Howell, and Janet Atton.

to San Antonio.

Shreveport chapter hosted a reception honoring **Marion Cole**, former world aerobatic champion, now retiring from active airshow flying.

Texas Dogwood chapter celebrated the 60th anniversary of the 99s with a luncheon. Speaker was **Buddy Brennan**, author of *Witness to the Execution*. Proceeds went to the Amelia Earhart birthplace.

AWARDS & HONORS:

Greater Kansas City chapter's Karen Folsom was promoted to Lieutenant Colonel in the U.S. Air Force Reserve. Karen is assigned to the 36th Aeromedical Evacuation Flight at Richards-Gebaur Air Force Base.

Kansas chapter member Bonnie Johnson is the new Aeronautical Laboratory Supervisor

for Wichita State University. She oversees four wind tunnels and one water tunnel.

Northwest Section Intermountain chapter member Gladys Buroker was inducted into the hall of fame for aviation education at the Museum of Flight and The Pacific Northwest Section of American Institutes of Aeronautics and Astronautics. "There are three people honored each year and I'm only the second woman ever to be chosen," Gladys said in a newspaper interview sent to us by new section reporter Carol Skinner. Gladys, who is 76, has been flying since she was 18 and says her logbooks contain 19-odd thousand hours of flying time. "I keep wondering if I'll make it to 20,000," she told the newspaper reporter. And if all that is not enough, "She also makes the tastiest peanut brittle," noted Intermountain chapter

More from India Section:

The first Australian lady pilot to go round the world, Ms. Gaby Kennard, was received in Bombay by Mohini Shroff, governor of The Ninety-Nines India Section and Indian Airlines Captain Saudamini Deshmukh.

Gaby could hardly believe that being in Bombay can be so much fun. Her eight week delayed arrival was causing anxiety amongst the press, who were aware of her flight. While in Bombay, Gaby got tremendous press coverage. She was presented with a trophy by the India Section and the Indian Women Pilots' Assn. The ceremony was held at the residence of the Australian Consul General, who also hosted a dinner in her honor and celebrated Gaby's touchdown in Bombay with champagne.

Everyone in India thought Gaby's was a daring and adventurous venture,



and she was loved by all who met her; what a courageous pilot Gaby made. India Section looks forward to her next holiday in India where she will meet more women pilots.

Pictured, above, at the press conference are India Section Governor Mohini Shroff left, and Gaby Kennard right.

—**Mohini Shroff, India Section**

Three short, important points:

1.

Any proposed amendments to the bylaws must be submitted to the international bylaws chairman, Harriet Fuller, before the March 15 deadline.

2.

Did you know you can now fax directly to

the *NINETY-NINE News*? How 'bout that. Santa brought the editor a phone that knows whether it's a fax or a call, and adjusts itself to accommodate either. The editor is flying out of Detroit, Michigan, so that's where the machine is. Whether it's phone or fax you desire, the number is the same: (313)481-8016. If you reach a recording because the editor is not home, you'll be instructed to push your phone's asterisk button to initiate the fax instead of the recorder.

3.

Janet Van Doren, All Ohio chapter, was omitted from the new directory. Please note her information:

Janet B. Van Doren (David M.)
7715 Avon Lake Rd.
Lodi OH 44254
(216)948-1423 (h)
(216)375-7056 (o)

CALENDAR

FEBRUARY

17

Flying Companion Seminar by Greater Kansas City chapter. Contact Micky Pinkston, 608 Belton Ave., Belton MO 64012.

20 **Richardson-Gebaur Air Force Base Club**

FAA Flight Safety Seminar so-sponsored by Greater Kansas City chapter. Contact Micky Pinkston, 608 Belton Ave., Belton MO 64012.

MARCH

22-24 **Reno NV**

NCASE Education Congress. Contact Jule Zumwalt.

23-25 **DallasTX** **Harvey Hotel-Addison**

U.S. Pilots Assn. winter meeting and fly-in hosted by Texas Pilots Assn. Activities include tour of American Airlines Training Center, Ft. Worth ARTCC, seminars and socializing. Contact Dr. Gene Morris, 2316 Crestwood Place, Denton TX 76201-2120. (817)382-6590, (817)382-5385.

31 **Sacramento CA**

Aviation Career Workshop, an all day airline interview session sponsored by Airline Ground Schools and Airline Training Institute. (800)824-4170.

APRIL

8-14 **Lakeland FL**

Sun 'n Fun Annual Experimental Aircraft Assn (EAA) fly-in. Contact Barbara Sierchio.

24-29 **Champaign IL**

National Intercollegiate Flying Assn. (NIFA) Safecon

MAY

4-13 **San Diego CA**

Air/Space America convention and trade show. Contact Pat Forbes.

11-13 **Poker Run, North Jersey chapter / NY-NJ Section**

JUNE

15-17 **Atchison KS**

International Forest of Friendship. Contact Fay Wells.

15-17 **Denver CO** **Clarion Hotel-Englewood**

U.S. Pilots Assn annual meeting and fly-in hosted by Colorado Pilots Assn. Activities include CPA Mountain Flying Course, safety and education seminars, plant tour, socializing. Contact Donald Vander Ploeg, 2201 S. Holly #6, Denver CO 80222. (303)753-1480, (303)757-1310.

16 **LaPorte Muni Airport**

Indiana Dunes Annual Air Rally. Contact Fran Milo, (219)362-9011.

24-27 **Air Race Classic from California to Pennsylvania.**

JULY

18-22 **Las Vegas NV**

International Convention.

29-8/2 **Oshkosh WI** **Wittman Field**

Experimental Aircraft Assn (EAA) annual convention and fly-in. Contact Norma Frier.

OCTOBER

24-27 **Palm Springs CA**

Aircraft Owners and Pilots Assn (AOPA) annual convention.

reporter Delores Fabiszak.

AIRMARKING:

Oklahoma chapter airmarkings under new chairman **Wyvema Startz** include Watonga and Seiling.

PRESENTATIONS:

A number of enthusiastic women learned about preflighting an aircraft, radio and instrument operation and navigation during a Flying Companion Seminar held by **Eastern Ontario chapter**. Instructors included **B.J. Schermerhorn, Lorna De-Blicquy, and Gisela Hum.**

A 16 year old 66 reports having been told by her school counselor that she "would not be able to handle an airplane." In an endeavor to inform more young people about women in aviation, **Charlene Falkenberg, Indiana Dunes chapter**, spoke to a large group of teens at Lowell High School.

Lake Michigan chapter's Barbara Goodwin made a presentation at the Air and Space workshop for teachers at the National Science Teachers regional convention.

Chicago Area chapter held its Biennial/Annual Pilot Proficiency Seminar at New Lennox Howell Airport. **Gail LaPook and Cynthia Madsen** taught ground school and review of FARs. Gail also included some of her flying experiences. Instructors **Madeleine Monaco, Gail, and Donna Karp** flew with members for instrument competency checks, proficiency wings and annual flight reviews.

Proceeds from the Indianapolis Aero Club's and the **Indiana chapter's** joint Christmas celebration and auction went to the educational fund, to help send a youth from the area to the EAA summer camp.

South Central Section El Paso chapter voted \$50 per school district toward the purchase of awards to honor the outstanding aerospace education student from each of the school districts in El Paso County.

Northeast Kansas chapter members Lyn Walther and Brooks Powell presented a program to the Kansas Pilot's Assn. The chapter is preparing for its annual Daffodil Days, beginning March 17. The event is sponsored by the 99s and the American Cancer Society to fly and deliver daffodils throughout the state of Kansas.

Doings of the Southeast Section—

photos and note sent by Mary Scribner

Suncoast chapter of the Southeast Section has focused on aerospace education with Nancy Wright, aerospace chairman, acting as a liaison to the Pinellas County school science director.



The Air Bear Program has been scheduled for second graders every Friday until May 1990. Two thousand students will have been through the program.

Also, airmarkers painted a compass rose at Lakeland, Florida airport and 20 foot letters at Tampa Bay Executive.



MEETINGS

MARCH

14-18 Australian Section with AWPAA annual general mtg, Mildura, Victoria, Glenda Philpott

22-24 NCASE Education Congress, Reno NV, Jule 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 Champaigne IL

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

27-29 Southeast Section mtg, Atlanta GA, Lee Orr

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

27-29 Southwest Spring Section mtg, Santa Maria CA, Kathy Walton

28-29 Caribbean Section mtg.

MAY

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

JUNE

2 New England Section mtg, Laconia NH, Betty Erickson

JULY

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

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

AUGUST

24-26 Northwest Section mtg, Seattle WA, Carolyn Carpp

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

SEPTEMBER

9-10 New England Section mtg,

Greenville ME, Betty Erickson

21-23 Southwest Section mtg, Fullerton/Long Beach chapters

OCTOBER

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

12-14 New York-New Jersey Section mtg, Hudson Valley NY, Robina Asti

12-14 North Central Section mtg, Lincolnshire IL, Clara Johansen

1991

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

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

1992

9/29-10/1 Southwest/South Central joint mtg, Albuquerque NM

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.

NEW HORIZONS

NEW ENGLAND SECTION

Marie "Chris" Seaver, Eastern New England chapter, died recently at the age of 80.

NEW YORK-NEW JERSEY

Helen Lucille Boudreau, originally of Greater New York chapter, died in fall 1989. She was section governor in 1937 when the news came that Amelia Earhart was lost. To commemorate the fiftieth anniversary of AE's last flight, the section honored its 22 living past governors at a luncheon. Helen, the earliest living governor had let her membership lapse. We rediscovered her in a retirement home in Florida and reinstated her as a life member at that time.

Ethel "Cookie" Meibauer, of Staten Island, passed to new horizons on December 9, 1989, aged 80. She was licensed in 1929, member of 99s at one time, of Long Island Early Fliers Club and OX-5.

MIDDLE EAST

Ada Mitchell Barrett, Maryland chapter, died December 7 following a heart attack in Beaumont, Texas. She was 85 and had been living in a retirement home in Beaumont this past year after fire destroyed her home in Lexington Park, Maryland.

Instrumental in the chartering of the chapter in 1963, Ada started flying back in 1928 when she took two lessons from Eddie Rickenbacker. Before having to give up flying, Ada had logged 3000 hours.

Ada retired from the Federal Bureau of Investigation (FBI) following 25 years of service. Before moving from the Maryland area she was very active in community activities in the southern part of the state. We understand that she was doing TV commercials for the retirement home in Beaumont, so you see it was hard to keep Ada down.

The Middle East Section members will always remember Ada for her 49 1/2 initiations which she enjoyed conducting at the section meetings. The Maryland chapter honored Ada by putting her name in the International Forest of Friendship when she celebrated 35 years of membership in the organization. As of last November, Ada was a 40 year member.

Ada's wit and charm will be missed by all who knew her.

NORTH CENTRAL

Bev Shock, Three Rivers chapter, became a chapter member this past spring. We are sad to note her tragic death early on the morning of November 17 in a car-train accident. Bev now has the only wings she'll need but we will miss her greatly.

SOUTHWEST

Ginny Flanary, Fullerton chapter, writes of the death of Travis Flanary, born in 1916, dead December 8, 1989:

On the ground he charted only straight lines

And chose to walk the most simple and plain and defined path.

...But in the sky he traced intricate arabesques
And around the clouds he danced pirouettes.

NEW RATINGS

Barbara Goodwin, Lake Michigan, commercial
Bev Cornelius, Wisconsin, CFI
Sue Siporin, Greater Detroit, commercial
Pat Thomas, Chicago Area, CFII
Gail LaPook, Chicago Area, seaplane
Donna McGinnis, Chicago Area, ATP/ME
Pat Ward, South Louisiana, instrument
Pat Chan, Bay Cities, instrument
Pat Tormey, Bay Cities, ATP/ME
Bonnie Trenholm, El Cajon Valley, multiengine
Nancy Clinton, Long Beach, commercial
Connie Farmer, Long Beach, instrument
Lucille Fernandez, Long Beach, instrument
Sheila Papayans, Long Beach, instrument
Tracy Tanouye, Long Beach, CFII, MEI, CE500 type

FORMER 66s and NEW MEMBERS

Andria Sitar, Michigan
Susan Bowyer, Michigan
Helen Suminski, Michigan
Cathy Hallengren, Chicago Area
Kathleen Richert, Chicago Area
Blanche Swedberg, Chicago Area
Karen Weisman, Chicago Area
Valerie Gorra, Chicago Area
Charlotte Hammond, Imperial So-Lo
Diane Rector, Inland California

Shirley Baker, Orange County chapter, and her companion were killed in September 1989 near California City airport while flying a Long Eze. Both are survived by families.

Maurine Wilson, Inland California chapter, died in March last year. Her interest in flying came in the late 1930s when she and her brother sold tickets for a barnstormer in exchange for free rides. Maurine was a WASP during WWII, stationed in Dallas ferrying B17 bombers between factories and bases. She returned to active military duty during the Korean War as an administrative assistant for Major General "Hap" Arnold. Maurine was an active pilot until her death.

Dorothy Ruether, Long Beach chapter, died January 5 at the age of 88. Born in Chicago in 1901, Dorothy and her family moved out west where she received her first taste of flying in 1928 in a WWI Jenny at Santa Ana Airport, under the instruction of Johnny Martin of Martin Aviation. Dorothy and her husband, Lloyd, joined the Clearwater Flying Club and flew out of Ardis Field in Downey, California, which served as a cow pasture during the week and an airport on weekends.

Dorothy soloed in 1931 in an OX Eaglerock. Her private license was gotten in a Waco Menasco at Mines Field—now known as LAX—in 1934. Seven years later she obtained her commercial license. During WWII Dorothy was employed at Douglas Aircraft, and after the war, became a civilian employee of the U.S. Air Force until her retirement in 1967.

From her first flight in a Jenny at age 27, to her last flight in a Piper Arrow at 86, Dorothy was an inspiration to all who knew her.

CANDIDATES FOR INTERNATIONAL OFFICE

Candidate resumes continue on the following pages.

President
MARIE CHRISTENSEN ✓



Marie has the experience and leadership ability to be our next president. She has served on the international board of directors for the past seven years and is currently vice president. She is past president of several community service organizations.

Marie thoroughly understands our organization. She has provided leadership at many levels from chapter chairman through several international committees.

An awareness of our international status is enhanced by world travelling and living in Europe and South America.

A world speed record setter and an active CFII with multiengine and seaplane ratings, Marie devotes much of her life to aviation.

Vice President
DORIS ABBATE



Ninety-Nines gravitate toward us when we address needs, activate talents, appreciate and recognize efforts. Doris is honored to serve and is sensitive to needs from the top down.

Listen and strengthen collective voice of members:

"Demonstrate impartial protection of privileges and rights."

"Officiate with open door policy, expand teamwork."

"Recruit and retain with aviation activities."

"Intensify consistent, timely communications and news."

"Stimulate career and younger pilot programs worldwide."

"Appropriate priority time for 99s mission and sharing."

International secretary, standing rules, nominating, USPFT/Council, USPFT/Finalist, governor, vice governor, treasurer, secretary, etc. Corporate secretary/treasurer.

1961 - Tenacious life member.

Outspoken 99s are the loyal and resourceful base of strong support.

Happy 99s = better 99s.

Vice President
PAT FORBES ✓



Pilot since 1968. Holds commercial, instrument, CFI and BGI with 2600 hours. Joined 99s in 1969 and a charter member of Golden West chapter in 1970. Have held many chapter and section offices including governor. Am currently the international treasurer, finance committee chairman, trade show coordinator, and product sales manager.

I have an extensive educational and experience background in business and accounting including the owner-manager of Plane Stuff.

I believe that The Ninety-Nines plays an important role in representing the past, the present, and the future of women in aviation.

I would be honored to serve as international vice president.

Secretary
HARRIET FULLER



Joined the 99s in 1968. Has served in all chapter offices and as secretary, vice governor and governor. Has served two terms as a director on the international board of directors and now seeks the office of international secretary.

Attended the past 21 international conventions and at least 63 section meetings.

Currently serving as international bylaws chairman and also as a trustee of the Amelia Earhart Birthplace.

Has commercial license, single engine land and sea, with instrument rating and more than 1600 hours.

Owned and operated ceramics business. Held the office of secretary for Sterling Flying School, Inc. Worked as office manager for Air-Way Communications for 10 years. Secretary for FALCO for past 10 years as well as personal secretary for husband's consulting business. Presently supervising office personnel at Aviation Training Academy.

CANDIDATES FOR—

Secretary ✓
LU HOLLANDER



An enthusiastic 99 since 1978, Lu Hollander is currently an international director. She also managed public relations for the Shangri-La and New York City conventions, and will continue in that capacity for the 1990 Las Vegas meeting.

A university journalism instructor and publications specialist, Lu knows how valuable good communications among 99s worldwide are to the health and well-being of the organization. Her goals as international secretary include extensive improvements in The 99 NEWS and better communications between members, the directors and headquarters.

Additionally, she will work to provide more complete financial information for member consideration and input.

Treasurer
ALEXIS EWANCHEW



✓ Alexis has been a very enthusiastic 99 since 1976, participating at 13 conventions, 31 section meetings, four races, and is currently an international director. Having had varied experience at the chapter and section levels, Alexis is liaison for college programs and safety education, at the international level.

An active pilot, single-, multiengine, and instrument rated with 1000 hours. Alexis is pursuing her commercial license.

Professionally, she is a manager with Southern Bell, involved in training participative management. Dependable, persistent, organized, dedicated and helpful are all adjectives that describe Alexis. She desires to continue to be a part of the process that will affect the future of The Ninety-Nines.

Treasurer ✓
LOUISE WHITE



Member since 1970. Attended 19 conventions, 41 sections. Membership chairman, vice governor, governor SES.

Organized: Blue Ridge chapter (served all offices, chapter chairman many terms); WNC Pilots Assn. (serving third term as president, all offices many times); Sugarloaf Mtn. Cadet Sqdn., CAP (Commander, Rank of LTC); Autumn Gold Air Rallye. Raced six PPDs; impoundment/inspection chairman seven ARCs, two GSARs chaired two SES meetings - four MAPA regionals (NC director) - member USPFT council local/regionals. Graduate Air War College, Maxwell Air Force Base; Secretary to the Inspector General - Armed Forces.

Co-owner Motor Freight Specialist, Inc. (vice president, secretary, treasurer).

Objectives: representation for all members.

Candidates

DIANE COZZI



✓ Diane has been a 99 for 17 years. Served as Chicago Area chapter chairman and as North Central Section governor; served on numerous committees at chapter and section level, active in aerospace education and membership, and on international nominating committee. Attended virtually all international and section conventions since joining. Major in CAP, former squadron commander and director of aerospace education for Illinois Wing.

Instrument rated, ground instructor. Diane's career as a project manager of nationwide retail site selection for a major company, and her own "inclination" for international travel, afford her many opportunities to meet 99s all over the world.

for Board of Directors

THELMA CULL



Thelma has been active with The Ninety-Nines since joining in 1965, holding many chapter offices including chairman and chairing the start of the last Powder Puff Derby with 200 airplanes departing Sacramento, California.

Thelma was elected Southwest Section secretary, vice governor, then governor. During those years she visited many chapters, always open to ideas and suggestions from the membership.

She has raced two PPD, ARC, PAR, Palms-to-Pines, enjoying friendships, getting acquainted with new areas.

Thelma attended 19 international conventions, on credentials committee for ten years, nominating chairman two years and chief floor teller the past three years.

Thelma feels she has the qualifications to serve as board member.

MARY LOU WAITE



Active 99 since 1972, CFI, instrument, commercial, multiengine, and seaplane ratings with 2400 hours. Currently fly Seneca III and fly and instruct in Cessna 150 Aerobat. Member, check-pilot of Civil Air Patrol.

I have served all chapter offices and chairman of section membership. Attended numerous section meetings and international conventions. Was elected to international nominating committee. Am a member of several aero clubs, AOPA, EAA and Pilots for Christ International. Organized the Allegheny Air Derby and flew Powder Puff Derbies.

Have served several closed corporation boards and am a board member for North American Air Museum.

It would be an honor to serve the 99s on the international board of directors.

Candidates for Nominating Committee

KAREN BAILEY-RUTLEDGE Western Canada



A 99 since 1977 holding Canadian commercial license, and working on instrument rating compliments of AE scholarship.

I have been active at chapter, section and international levels. Now chapter vice chairman and membership chairman, have been chairman of airmarking, AE scholarship, safety education. At section level have been nominating and AE chairman, helped organize section meetings and international convention, Vancouver. Currently help with international membership committee as Under 35 representative. I have attended four conventions and ten section meetings.

When not flying, I am a physician specializing in obstetrics and gynecology.

AUDREY BAIRD Northwest



I received my private license in 1946, commercial in 1964, instrument in 1966. Now with 2200 hours, I fly and own a V-tail Bonanza.

A charter member of the Minnesota chapter in 1949, later moved to Dickinson and joined the North Dakota chapter in 1957.

I have four children, four grandchildren, own and operate the Dickinson Abstract Co. I fly for business and pleasure as does my son, an air traffic controller in Minneapolis.

I have served four different terms on our municipal airport authority.

I flew the 1971 Powder Puff Derby, have been to many Northwest Section meetings, holding various offices for the section.

Candidates for Nominating Committee (continued)

KATHY WALTON Southwest

Kathy began helping The Ninety-Nines with projects in 1962 and joined upon obtaining her license in 1968. She organized and chartered the Clear Lake chapter in 1984. Has held virtually every chapter office, many at section level, currently Southwest Section governor.

She has met many Ninety-Nines through racing. Attending almost all section meetings the past ten years and the last four international conventions has made her knowledgeable about the functioning of the organization.

A worker and organizer with an interest in what's best for The Ninety-Nines, Kathy would like to serve on the nominating committee to help get the best qualified women to head our organization.



ESME WILLIAMS Caribbean

Pilot's license 1965, joined the 99s and helped reactivate the Canadian Section. Formed the Caribbean Section in 1976. Has flown her Cessna 320F into 54 countries embracing Canada, North, Central and South America, Caribbean, Mexico and Europe. Flown three northern and one southern Atlantic crossing as far as Helsinki, Finland, Portugal and the Azores. Flew over the Andes 15 times during four month flying tour of those 13 countries.

Offices held are chapter secretary, chairman, section governor, international membership chairman and eight years as an international director. Re-wrote the Standard Operating Procedures to conform with international bylaws.



Sweatshirts, T-Shirts & Nightshirts

The interlocking 99 logo on blue sweatshirts, t-shirts, and nightshirts with all the sections listed in the background—a new product developed by international headquarters.

101 - Sweatshirt	S,M,L,XL	\$24
102 - T-shirt	S,M,L,SL	\$12.50
103 - Nightshirt	One size	\$20
Amelia Earhart Lockheed Electra Magnets		\$2

Send orders to The Ninety-Nines, Inc.
617 Mt. View Ave. #6
Belmont CA 94002
(415)591-5344

(Include \$3 for postage and handling)



Race Rookies

Continued from page 8

didn't. Fifty four miles west of lunch we were in marginal VFR and rain showers before we put down in Sandusky, Ohio. It was there we learned of the stationary front and thunderstorms that would ground us until the next morning.

We checked the weather carefully for our next stop, Lafayette, Indiana. It would be IFR with a prediction of VFR by the time we arrived. As we neared LAF flying between cloud layers we learned it had not cleared and remained low IFR, 200 feet and 3/4 mile. Youch! And no radar vectors for the ILS. The published approach was pretty straightforward though, and decision time was at hand. We would give it a try. After two 20-minute holding patterns and a missed approach, I shot the VOR approach as the ceiling came up to 800 and 2 miles. Lesson learned: never assume the weather will clear as predicted. Study the approach and the chart before you leave the ground, whenever there's the slightest possibility of instrument conditions. And remember, an approach without radar vectors takes a lot more skill than when radar is available. Don't get lazy; practice the published approaches without radar assistance.

We ate a quick snack, thanked the nice people at Lafayette, picked up information on Purdue University aviation programs and headed for Marshalltown, Iowa. We spent the night there expecting clear skies next day. Wrong. Flight Service discouraged us from budging. A 99 came to the rescue. Ardis Luthe, a CFI familiar with local weather, showed us how to go Southwest, toward the storm that would move northeast. Airborne, we watched the storm off our right as we approached Omaha. As the storm passed, we came back to the northwest and began to feel the winds. Linda fought 71R down at Ainsworth, Nebraska with the sock perpendicular to the pole at 30 knots, fortunately right down the runway. We had been told that westerners have more wind.

We enjoyed the local broasted chicken, then took off and executed a perfect fly-by before heading for Rawlins, Wyoming, IFR. As we neared Wyoming, the temperature dropped and we had icing in the clouds. We dropped down clear of clouds after reporting to ATC. We had to fly with carburetor heat

because of temperature and moisture. Each time I tried flying without the carb heat, we received a carb ice warning light — a sensitive but extremely useful instrument. We arrived in Rawlins to warm people and cold temperatures. They were experiencing unusual cold.

Next morning produced gorgeous skies. We were up with the rest of the birds, ready to get in a full day of beautiful flying. During preflight, two racers we had met in Youngstown arrived. How had we beat them? All that weather and we were ahead of a Piper Arrow with a handicap five mph higher than ours. The race was on. We agreed with our "competition" to talk on 122.75 and they took off as we taxied out for a run-up. "We'll wait for you in Jackpot," we said.

Ha ha! We were hot! Linda at the controls. Mag check: right mag drop 100, left mag 200. What! Do it again. Lean the mixture ... Wait a few minutes ... Try it again. Consistent 200 drop on the left mag.

Sick at heart we taxied back to the hangar, still admiring the clear blue Wyoming sky. Once again we found out how nice people are out west when mechanic Reagan Cooper and Terry Stillwaugh, pilot for France's Flying Service, began troubleshooting. The plugs were cleaned and regapped, but no change. Then: aha, a broken mag lead. It was replaced and still yielded no change. Five hours later, as cumulus build-up covered our beautiful clear sky the culprit was found to be another lead on the same mag.

Determined that the day not be completely lost, we decided to try for Jackpot, Nevada. We had just two hours of daylight remaining as we entered our first experience with real mountain flying, the terrain rising and the mountains looming all around us. Remember, we want 2000 feet of clearance, Linda. The virga seems to be dropping. A little rain shower, but we can see through it. Jackpot is only 30 miles on the other side of that pass, and there's Bear Lake, the Great Salt Lake — how incredibly beautiful. My thoughts wandered back to my Dad's stories of flying the DC-3 over the Great Salt Lake. We were in excellent company.

However, the virga was dropping fast. Before we knew it, we were in the clouds. Turn 180, and "Remember, standard rate." In the clear again, whew. We could see all those mountains around us again. Let's go back to that nice field

we passed at Logan. Well, nobody said it was going to be easy, but we hadn't even started the race yet.

The next morning we decided to forego flying the course backward and went direct Reno direct Sacramento in beautiful VFR.

The next few days were filled with the getting the plane in top shape, race briefings, weather briefings, parties, flight planning, and getting to know the other racers. Our excitement built as Monday June 26 drew near. We were up for a final weather briefing and ride to the airport at 5 am.

Number eight for takeoff, I took the first leg. Despite that we had long range fuel tanks, we decided to stop at all reporting points. The first leg was the 065 degree radial from Sacramento to Rancho Muerto to keep clear of the Mather Air Force Base Airport Radar Service Area (ARSA). Visibility was poor due to haze.

We decided not to program our loran to Rancho Muerto, a distance of 21 miles. This decision proved our most costly. We flew north of course and missed the first fly-by. Misunderstanding the rules and believing we were not to go back, we continued to Alturas. Our fly-by at Alturas was perfect. As Linda waited in line for gas, I ran to our "Mother Bird" Mary Robinson and told her what we had done. She reassured me that the fly-by at Rancho was to keep us clear of the ARSA and not to worry.

I took the next leg to Jackpot and climbed to 11,500 feet. We watched in amazement as the experts held back waiting for their private weather service to give them a release to a specific altitude. Maybe we should wait too. Looking down from our safe 2000 feet over the peaks, we watched the pros close to the ground catching the currents; did we have much to learn! Jackpot popped up right over the ridge. Hard left to make the fly-by. "Classic 8, you'd better get over here if you want to get timed." Whoops. Swinging around to final, I was shocked to see a plane on the runway. "Jackpot unicom, there's traffic on the runway." They responded that "Traffic is no factor. It's been pulled to the side." Continue to land, Classic 8." We continued on to learn, sadly, that our new friends Karen Tucker, from Wichita, Kansas and Patty Pardi from Scottsdale, Arizona had a nose gear collapse on rollout in their beautiful Cessna 177RG. Their race was ended.

See RACE ROOKIES next page

Race Rookies

Continued from page 21

We had made good time, but weather was moving in ahead of us, and so we must keep going. But why were the majority staying? To gamble maybe? We wanted to be out of the confusion and hassle and to get on to our friends in Rawlins. Then we could relax. A select few had pushed on. We gathered for dinner that evening with third place winners Betty Young and Mary Cresson. Wondering if we were the only smart ones, we listened to stories of a few years back when winners had been made of those who correctly decided to press on ahead of weather.

We rose at 5:30 am and found a local Mom with her four charges waiting at the field to ask for our autographs. What a thrill! Ainsworth, Nebraska was reporting ground fog. We delayed until I remembered an old trick. I picked up the phone and called the field to learn they were VFR. We were off. But where were the winds we'd had coming out?

On landing, we were greeted by CAP cadets with long stemmed red roses. Should have worn my pearls. Linda took the next leg to Marshalltown, Iowa where we encountered the most confused fly-by. We executed to the best of our understanding and found once on the ground that the written explanation differed from the diagram. No wonder we were confused.

Marshalltown was our busiest overnight. The little ramp was loaded with racers. What a beautiful nocturnal sight. We began to look for our pals, R.J. and Maureen. We overheard talk of a plane forced down with engine trouble and soon put the story together. They were okay. We returned to the field that night at the invitation of Loren Bovee to join the local EAA chapter for a barbecue at Loren's hangar, and more wonderful people. We spent the next morning hangar flying waiting for Lafayette, Indiana to clear. Some left early in anticipation of the fog lifting, but after our experience coming out, we decided to wait.

When the weather finally lifted we headed on to Lafayette. En route passing over Sioux City Airport, we called the tower to report our position. A voice came back, "Classic 8, do you have time for a question?"

"Sure do."

"Are you part of the Air Race Classic?"



"Yes."

"How many planes?"

"50."

"Wow. How come you aren't stopping here? Sure would love to have you."

"We'll be sure to pass that on, sir."

A month later, reading the accounts of how the controller guided an ill-fated DC-10 to that field, I thought of how Sioux City had touched us too. We made a quick turn around in Lafayette and pressed on to Youngstown, Ohio. Linda nosed over to buzz the water tank at 1400 feet MSL. The tank is listed at 1246 feet, but it sure seemed to want to reach out and grab us.

We gathered together at Youngstown, tired and ready to relax. No sooner did we get to our lovely motel when the power failed. We waited it out and had a late dinner next to a group celebrating their fiftieth high school reunion. After we clarified for them that we weren't a gathering of twins, we had a wonderful conversation about WWI flying and women pilots. The next morning we spent a leisurely breakfast before embarking on our final two and one half hour leg. Many of the racers had finished the day before and others had gotten an early start. I was really looking forward to the excitement of the finish. Linda and I had agreed that I would take the final leg and fly at 200 feet AGL down closed runway 10 at North Philadelphia. I was ready!

Engine started, clearance, permission to taxi, but something was wrong. I must not have my seat up all the way. Can't seem to get rudder pressure. Must not have my feet on the top of the

pedals. "Linda, try the brakes. I don't think we have any." Confirmed. No brakes. Can you believe it? Last leg, two and a half hours away and no ***@** brakes.

Well, we found the aviation community in the east is just as ready to help a pilot in trouble as in the west. Atlantic Aviation put a stop on what they were doing and put a mechanic on each wheel. They had us out in one hour flat.

We arrived at Philadelphia, got our clearance, spotted the closed runway and started our dive to 200 feet. What a thrill! Ann Shields announced our arrival to the crowd of racers and well wishers below. As I executed a climbing turn to base leg we were cleared to land. We taxied to the reception area and shut down the engine. Anne was reading from the program telling a little about us. As we got out of the plane, we were greeted by Major Bill Weber of the Civil Air Patrol. Someone had told him that I was with the Congressional Wing and he came out to greet us along with the airport manager representing the city. Warren, my husband, was right behind them. These guys sure know how to make a pilot feel special.

We didn't find out about the disqualification for missing Rancho Muerto until the next day. It was a terrible disappointment, but not a surprise. The rules are clear.

We made a lot of mistakes and we learned from them all. We lost in the competition, but we won confidence and experience. We had an idea and we carried it through. Now we're talking about doing it again. We'd do it better because of what we learned. What on earth are you waiting for?

INSTRUCTOR OR ASSISTANT PROFESSOR - Aviation Management, nine month tenure track position at Southern Illinois University at Carbondale. Responsibilities include teaching undergraduate courses in Aviation Management, advise undergraduate students majoring in aviation management, conduct aviation related research, engage in professional service activities. Qualifications: Earned Master's required, doctorate preferred, minimum of three years of aviation industry experience (military or civilian) required, aviation related secondary education work experience in teaching and advising preferred, research and/or publications appropriate to the aviation field preferred. Submit letter of application, curriculum vitae, and names of five references to Dr. Elaine M. Vitello, Director, Division of Advanced Technical Studies, College of Technical Careers, Southern Illinois University, Carbondale, Illinois, 62901. Deadline for application is March 15, 1990 or until position is filled for August 15, 1990 start. SIUC is an Affirmative Action / Equal Opportunity Employer.

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