

NINETY-NINE



News

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

Trip to the Altitude Chamber: Middle East
Members Check Out the Air at 25,000'
Career Opportunities Aplenty
AE Trustees Candidates
Jessie Woods Collection Acquired



PRESIDENT'S MESSAGE

"We want to be your friend.
Let's fix what's wrong ... The
pilots talked. The FAA
listened. The pilots were angry.
The FAA was surprised."

by *Gene Nora Jessen*



Southern Idaho snuggles in the great desert country of the northern west where the mighty Snake River grows from a trickle near the Tetons until it turns north to define the Oregon border and cut deep Hells Canyon. The Mormon pioneers settled this arid country, lifting water from the Snake to make famous Idaho potatoes. Under the desert and lava beds is said to be one of the largest bodies of water on the North American continent, where we bury our atomic waste (but that's another story).

Two-thirds of Idaho is federal land, much of it roadless primitive area, contributing to the state's sparse population. Forty miles east of its largest city and capital, Boise, is Mountain Home Air Force Base. The base is nest to a covey of F-111s and I thrill as they fly by my window at the Boise Airport, with their wings spread straight in a valiant attempt to temper the race horse. The F-111s require copious room to maneuver and train and Idaho has that to give them.

And so it came to pass that the insatiable United States Air Force came to judge its 100,000 acres of southern Idaho bombing range inadequate. 1,900,000 acres would be better. The announcement came down expanding the Saylor Creek Bombing Range across the Snake River Valley, displacing pioneer ranching families (65 ranches), hunting lands, an Indian reservation and public airspace. Though only minutes from the Nevada Range, Mt. Home AFB needed its own on which to drop live bombs at supersonic speeds from 500 feet. And so the people rose up, and the Air Force was hurt and astonished at the lack of patriotism.

Cattlemen and environmentalists found themselves uneasy comrades, along with a whole range of citizens outraged at the audacity of the military and the politicians who wrought this ugly plan. The Air Force gathered up a group of citizens for educational purposes (including our 99 Anita Lewis) and flew them to tour bombing ranges

in Arizona and Florida, land they had acquired in 1941. The Air Force viewed the Idaho airspace grab of little consequence. The safety and rights of private and commercial airplanes traversing south from Idaho would be intact ... by flying around the 1,900,000 acre, half million square mile restricted area.

The end of the story is not yet known.

We do know that if there is to be any relief from the outright theft of public airspace, it will be only because vigilant pilots and activist citizens protested. The Ninety-Nines as an organization does not participate in political fisticuffs. It does fight fiercely for aviation safety.

A wider storm has been brewing these past few years as the cooperative spirit between the Federal Aviation Administration and the pilot population has deteriorated to deep antagonism. The day of dropping by the GADO or tower for confession of a minor indiscretion and receiving some godfatherly advice is gone. The word is out. Don't talk to the FAA without your lawyer.

The new FAA administrator avowed his distress upon arriving at his new job in the middle of a war. He said, "We want to be your friend. Let's fix what's wrong."

He called for a series of "listening sessions" across the United States. The pilots talked. The FAA listened. The pilots were angry. The FAA was surprised.

The FAA followed up the listening sessions with a System Safety and Efficiency Review. They invited representatives from industry to participate, and Ninety-Nines legislative chairman Madeleine Monaco and I holed up in a Washington hotel near Dulles Airport for a week with the group to review all the comments from pilots and to summarize viewpoints and perceptions. The major thrust had to do with compliance and enforcement. The meeting was dominated by the FAA legal staff and there was much agony over their logical interpretation that black is black and white is white. Industry said that there is sometimes gray.

FAA lawyers said that the law doesn't differentiate between the guy who drives his airplane through the center of the TCA uninvited and the low time pilot who nicks the edge through inexperience. Sixty day suspensions are appropriate for both! Industry spokesmen said let's get back to fitting the punishment to the crime and utilize retraining. In this instance, perhaps the inexperienced pilot has learned not only where the TCA is, but also to turn off his transponder or radio when near it. Wouldn't

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the prudent and safer solution be some dual or ground instruction instead of 60 days out of the air? The question was—on this and many other issues—how do we return to cooperation from entrenched confrontation?

The end of the story is not yet

known.

Numerous issues clutter our flight plans today. A major thrust of our organization has always been aviation safety, and it must continue to concern us. Where safety is involved, so also must we be.

LETTERS

Continued from page 3

available each year.

One additional fact I wish all chapters would consider. Each year approximately 30 to 35 applications are received by the trustees from the sections. Even more have been sent to the section chairmen, but their applicants must be limited to the amount that the section can forward on to the finals. Every one of these has passed the scrutiny of their chapters and the section judges, and are very qualified and deserving of the award. Due to lack of funds, however, we are lucky if we can award scholarships to 10 or 12.

Think about this, chapters. If each chapter that gives a small scholarship within the chapter would send another \$300 or \$500 to the AE fund, just think, it would add up to another \$10,000 or more. Just imagine what you would be doing for the additional applicants for an AE scholarship who would be able to receive an award.

Isn't it admirable to be able to help a fellow 99? This is your organization, and this is YOUR Ninety-Nines scholarship program. Let's give it all the support available.

Charlene Falkenberg

Chairman, Amelia Earhart
Memorial Scholarship Fund Trustees

A hopeful pro pilot

I am a 99 of the Santa Clara Valley chapter in California. I read your column in the December 89 / January 90 issue of *NINETY-NINE News*. It was very interesting to read about your struggle to become an airline pilot with Mesaba. I wish there were more stories like yours in the *NINETY-NINE News*.

SCV chapter is made up of a great bunch of ladies, but none of them are interested in airline careers that I know of. I have been looking for a real flying job since I graduated from college in 1988. Searching for a flying job is such a struggle as you

know.

I am very interested in your progress at Mesaba. Please let me know how you are doing there. Keep up the good work with the *NINETY-NINE News*.

Maureen Ramsay

Santa Clara Valley chapter

99's valued 'Link'

Project Link is a math and science career education equity for fourth, fifth, and sixth graders. Two hundred women have become part of a network that brings together educators and women in math / science careers. At this time, another successful partnership has been completed for the 1989-1990 school year. This letter serves to document the participation of Deborah Kaeder-Carpenter in the program.

Deborah worked with Sandy Thielen at Elm Creek Elementary School in the Osseo School District. They developed a project that brought the skills of a pilot to the classroom for hands-on participation. Deborah represented United Air Lines as a competent, caring professional.

We gratefully acknowledge Deborah Kaeder-Carpenter's gift of time and expertise to Project Link and value the timely impact she made on the students, teachers and community in the Osseo School District.

Project Link is deeply committed to interdisciplinary exchange between women in math / science careers and educators: linking school and workplace. Only through your continued support to the innovative women in math and science careers, and to education, can the goals of Project Link be met, as we work collaboratively toward the vision of choices for everyone's future.

Marlys Dickmeyer, Project
Director

Suzette Hunt, Career Facilitator
Pam Sample, Program Associate
(See story on Deborah's work with Project Link on page 13.)

Resource Center Announcement

The Resource Center is pleased to announce the acquisition of the Jessie Woods Collection. Pioneer pilot and early Ninety-Nine Jessie Woods has generously donated her extensive collection of early photographs depicting airshows, including her own wingwalking. The collection is an outstanding record of the barnstorming era.

The Northwest Section of The Ninety-Nines has donated \$1000 toward the construction of a display for the Jessie Woods Collection.

99 takes Sheila Scott helo award

April Elizabeth Williams won the \$4000 1990 Sheila Scott Memorial Scholarship given at the annual Whirly-Girls banquet in Dallas, Texas recently.

CORRECTION

Saskatchewan chapter of the Western Canada Section was inadvertently omitted as winner of a 1989 International Safety Award. For its project in the category titled "Project for Non-Flying Public," the chapter created computerized public aviation quizzes. Congratulations to the chapter. Sorry for the omission. **-Editor**

The award was given in memory of Sheila, Whirly-Girl #79 and a Ninety-Nine, who passed away in 1988 of cancer. April is a junior at Purdue University in Lafayette, Indiana where she is studying for a Professional Pilot degree. She has commercial/instrument airplane and flight instructor licenses. April will use her scholarship to get her helicopter rating.

Sheila Scott was author of *I Must Fly, On Top of the World* and *Barefoot in the Sky*. She was the first British pilot, man or woman, to fly solo around the world—not once, but three times. The scholarship is funded by The Whirly-Girls Men's Auxiliary and is offered to a deserving woman airplane, balloon, or glider pilot to be used toward her initial helicopter rating.

Since 1968 The Whirly-Girls has also annually awarded its Doris Mullen Scholarship in memory of Whirly Girl #84, killed in an airplane accident. This year's award went to Kay Carol Bowman, Whirly-Girl #520, who will use the \$4000 prize to obtain her instrument rating.

NOTE OF THANKS

Headquarters list of gifts and donations:

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Lindy Boyes, Aloha chapter
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Last	First	Middle	

2. Address					
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4. Are you a Ninety-Nine? What chapter?

5. Educational background: List all educational institutions attended to the present. Begin with high school.

School	Address	dates attended	degree rec'd

6. Aviation background:
 certificate or rating held _____ date _____ total hours: _____
 _____ principal types flown _____

Use separate sheets for the following:

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

SUBMIT APPLICATION MATERIALS TO: Norma Menacho, Marion Barnick Scholarship Committee, 1009 Yorktown Drive, Sunnyvale CA 94087. **DEADLINE:** Postmarked not later than June 1, 1990.

CRITERIA FOR SELECTING THE RECIPIENT:

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

SELECTION OF SCHOLARSHIP RECIPIENT(S):

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

REQUIREMENTS FOR APPLYING:

- A. Completed application form postmarked no later than June 1.
- B. Include letters of recommendation from two of the following categories: 1) A college faculty member,
- 2) A Ninety-Nines chapter chairman, 3) A person knowledgeable of her work in aviation.
- C. Include description of how the award will be used.
- D. Include copies of current medical and pilot certificate.
- E. Must be typewritten or printed legibly in ink.

DISBURSEMENT OF FUNDS:

A check will be presented at the Santa Clara Valley chapter annual awards banquet in September.

RECIPIENT'S ACCOUNTABILITY:

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

Pencil-in Air/Space America for May

San Diego, California will again be the site of the largest international aerospace trade exposition and air show in the United States to be held May 4 through May 13 at Brown Field. Air/Space America is rated as the third largest event of its kind worldwide, after the Paris and Farnborough shows. This year's theme will be Threshold 21: Technology's Look Toward the 21st Century.

Air/Space America will feature an expanded range of activities and aerospace displays as well as exhibits of

platforms and systems, radars, satellites, rockets, missiles, helicopters, unmanned vehicles of various types, ground support equipment, experimental aircraft and numerous military, private and business aircraft. Other highlights for aviation enthusiasts will be displays of an antique aircraft, gliders and kites, aircraft models, plus films and exhibits of aviation art and photography.

In addition to the numerous aerospace trade exhibits and flight demonstrations, visitors will be able to enjoy spectacular air shows by well-

known flying teams.

The Ninety-Nines will be very much in evidence with our trade show booth and handling the special registrations. There will also be a special weekend fly-in package available to The Ninety-Nines. We will be needing lots of help so ... **PLAN NOW** to attend this show.

For additional information, please contact Pat Forbes, 279 Catalpa Drive, Atherton, California 94027. (415)853-1424.

NINETY-NINE News needs member input for new columns

We've all had an experience or two in our flying that was "highly instructive." Perhaps it was a little scary. Maybe it was confidence-building. And sometimes we are the victims of nature, mechanical malfunction, or a harried air traffic control system. If you are willing to share—in a straightforward account—the experience from which you learned the most, the *NINETY-NINE*

News would like to hear from you.

Is there a member of your chapter or section who stands out for her fascinating exploits, her personality, service, or abilities? We would like to know about her, too, for our member profile column (see "Southeast Section Profile" of Sharon Stieber by the section's new feature reporter Laura

Schlaflly, page 15). Please send a short outline of your subject, typewritten if possible and double spaced, along with one or more pictures of her.

Mailing address is PO Box 98497, Tacoma WA 98498. Feel free to call the editor if you'd like to discuss your subject or how to write about her. Phone number is (313)481-8016 and you may also send a fax to the same number.



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SECTION

News

March 1990

Middle East Section tries physiological training at Andrews Air Force Base: "What an experience!"

by Margaret Marks

Potomac chapter, along with Washington D.C. chapter, one member from Pennsylvania, FAA employees, corporate pilots and flight instructors participated in a physiological training exercise recently. It was truly a learning experience. The morning session was devoted to talking about how one's diet, physical fitness, stress, use of over the counter medication, and just about everything we do or eat, affects—without our knowledge—our flying in certain situations.

We were told that physiological symptoms are more evident at 10,000 feet and above; at times, however, a pilot can experience the same symptoms at lower altitudes under certain conditions. We were introduced to the different types of oxygen and masks, and told why and when each would be used.

Some of us got to experience the vertigo chair. What a wild and crazy feeling. Just when you think you're in control, you lose it. At least in the classroom, you can laugh with your classmates at how you reacted. But if this happens to you in an airplane, you might not get the opportunity to relate the experience to others. So this training made us more aware of what can happen if the airplane goes into the slightest bank while you are looking down, or you lean forward and sideways to pick up something. We can now tell you it's very dangerous and could create your last flight.

As if some of us had not received enough punishment prior to getting into the altitude chambers, we had to try the spatial machine to see what spatial disorientation would feel like. The machine is made like a very small airplane with a canopy, and the instrument panel is just like a regular airplane. The occupant is seated inside and the canopy is closed, and at first it is very dark inside. Then a dim light comes on, and a tape recorded message tells you to set the transponder to 1200. The horizon outside is moving all around, up and down, at the same time. You look at the instruments going every which way, and the recorded voice continues to advise you to change transponder frequencies. This means that if you bend down, you've lost it. You are told to bank, call tower, give position reports ... what an experience!

Then, the altitude chamber ride. Separated into two groups, mine was taken to 25,000 feet. There we sat without our masks. My group consisted of 10 people, and some began to feel dizzy, headache, tingling, and other symptoms within a few seconds of taking off their oxygen masks. Some went for one to two minutes, and about two of us went for seven minutes. I never did feel or think that I had any of the normal symptoms. I began to feel nauseated, though, and not wanting to embarrass myself by vomiting all over the place, I put my mask back on. At this time, my FAA classmate said, "I like your blue fingernails." I looked down and sure enough my fingernails were half blue. From this experience, I know that if I'm flying and I begin to feel nausea, it just might be the beginning of hypoxia for me. At least now, I will realize when I should request a lower altitude.

No matter how stupid I felt, at first, in the altitude chambers or by participating in the spatial disorientation exercise, I know this experience has made me more aware of the serious (not to mention deadly) effects vertigo, spatial disorientation and hypoxia can have on a pilot. I recommend that every pilot, especially 99s, take this one-day physiological training; I don't want to lose any of you. And guess what? The price is right at only \$20.

What's going on—

Italy's 99s have proudly announced that Alitalia Airlines has a woman pilot in Antonella Calletti, plus four other women presently in training. The news came in a letter from Fiorenza de Bernardi, in whose honor an annual merit award is now given by the International Society of Women Airline Pilots (ISA). Fiorenza adds that the Federation of European Women Pilots held its meeting last summer in Neuchatel, Switzerland. She wonders: "Perhaps it is possible to organize a 99s meeting in Italy in the future?"

Excerpted below is ISA's profile of Fiorenza, announcing the new award to be given in her name:

"...let me say a few words about ... the reasons we felt compelled to honor her with an award in her name.

"Having learned to fly from her father, an

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.

CALENDAR

APRIL

- 2-4 Green Bay WI Embassy Suites Hotel**
1990 Wisconsin Aviation Conference. Workshops, speakers, FAA. Contact Robert Kunkel, Director Wisconsin Bureau of Aeronautics (608)266-3351
- 8-14 Lakeland FL**
Sun 'n Fun Annual Experimental Aircraft Assn (EAA) fly-in. Contact Barbara Sierchio.
- 21 Purdue University**
Fly-in to Purdue University and tour of Purdue Aviation School (Indiana Dunes chapter). Contact Gail Schroeder (219)778-2746.
- 24-29 Champaign IL**
National Intercollegiate Flying Assn. (NIFA) Safecon

MAY

- 2-6 Kissimmee FL**
The Great Southern Air Race, sponsored by Florida Race Pilots Assn and the Kissimmee-St. Cloud Convention/Visitors Bureau. 1000 nm handicapped speed race. Contact FRPA, PO Box 4698, South Daytona FL 32121. (800)628-2217.
- 4-13 San Diego CA**
Air/Space America convention and trade show. Contact Pat Forbes.
- 4-6 Brainerd MN Maddens Resort**
Minnesota Seaplane Pilots Safety Seminar. Contact Donald Goserud, Office of Aeronautics (612)296-7285.
- 8-10 Washington D.C.**
Annual convention of the International Society of Women Airline Pilots (ISA). Interested women airline pilots contact Carol Cansdale, 1520 W 61st St., Minneapolis MN 55419. (612)860-8086.
- 11-13** Poker Run, North Jersey chapter / NY-NJ Section
- 11-13 Norfolk VA Omni International Hotel**
28th Annual P-47 Thunderbolt Pilots Assn Reunion. Contact Bob Richards, PO Box 3299, Topsail Beach NC 28445 (919)328-8781.
- 18-20** Greater Detroit Area chapter's Pinch Hitter Seminar. Contact Nancy Hecksel (313)549-5383.
- 19 Portage County Airport**
Lake Erie chapter's Pinch Hitter Seminar. Contact Marg Juhasz (216)326-3120.
- 19 Valparaiso IN Porter County Airport**
Kids Day in Aviation, Indiana Dunes chapter. Contact Diana Austin (219)462-9941.

JUNE

- 1-3 Bloomington IL Bloomington-Normal**
21st Annual Illi-Nine Air Derby. Open to men and women. Speed and proficiency categories, limit 60 planes, 225 nm or less round robin race. Trophies, cash prizes, rookie pilot awards. Sponsored by Chicago Area, Illinois Central, Aux Plaines chapters. Contact Rosemary Emhoff, 5111 N Prospect Rd., Peoria Heights IL 61614. (309)688-4541.
- 8** Garden State 300. Contact Barbara Mead.
- 15 Speculator NY** Seaplane seminar.
- 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.

aviation pioneer, Fiorenza followed his example by making history in 1967 when she became Italy's first female airline pilot. That put her in the very exclusive group of four women in all of Europe who were flying for airlines at the time. Her longtime association with other European women has continued, and she is now serving as past president of the European Women Pilots Federation as well as the founder-president of the Italian Women Pilots Assn. Recently she has compiled and edited a book acknowledging a wonderful history of aviation entitled *Pink Line: A Gallery of European Women Pilots*. Her illustrious career has also included flying DC-8s after she was the first woman to be allowed to attend Alitalia's training center.

"She has spent years struggling against Alitalia's attitudes that kept her goal of flying for Italy's national carrier but a dream. An unfortunate auto accident has now meant many months of hospitalization for Fiorenza and the even more painful realization that she may never fly again. Despite her personal tragedy, she continues to be instrumental in making changes in her country, and is an inspiration to us all.

"At our convention in Rome, it became apparent that her perseverance has ultimately paid off for her successors. Alitalia Airlines, one of our sponsors, announced that it would indeed finally open hiring to women pilots. It was only through her steadfast efforts, and perhaps the arrival of 60 women airline pilots from around the world, that this historic change is taking place."

New York-New Jersey Section welcomes new members Rosanne Wille, North Jersey chapter, ASEL commercial, instrument; Lisa Broderick, North Jersey, private; Faith Seidenberg, Central New York, private; Dorothea Clark, Central New York, private.

In January, Dolores Bonnard accompanied her 49 1/2 and pilot, Vincente, in ferrying a Cessna 182 from Dallas, Texas to Rio De Janeiro, Brazil. Flying 52 hours spread over 13 days. Dolores said the flight along the coast line of Brazil was "very beautiful, a great experience. I found the trip totally exciting." The weather

was mostly IFR, however, until they reached St. Louis, Brazil, after which it cleared up.

Vincente, who has worked for the Brazilian Government and is involved in exporting and importing there, has sold many high performance airplanes to Brazil. But this time, because it was a Cessna 182, he decided to fly the plane himself, and invited his wife to join him. Naturally, Dolores said yes.

The trip took two full days to plan. The first problem the Bonnards encountered was a lack of an intercom system in the plane, so they bought a portable one in Fort Lauderdale, Florida. Dolores believes that the improved cockpit communication was well worth the expense.

The second problem was gas. Because the 182 had a new engine, it drank between 15 and 18 gallons per hour, as opposed to the usual 11. The Bonnards had to stop frequently for fuel, and found it hard to find in Brazil. In addition, gas had to be bought in American dollars at the official exchange rate, making the gas very expensive. And each stop for gas required about an hour and a half to fill out paperwork required by the government. (Dolores doesn't recommend this trip to anyone who doesn't speak Portuguese — you'll get lost in the paperwork.)

The majority of the trip was flown along the coastline using two ADFs and dead reckoning. The VOR system in South America is inadequate, as most of the time the Bonnards couldn't pick up a VOR from more than 30 miles away. On the other hand the NDBs were usable from as far away as 150 miles. Since the plane had only one ADF, they bought a second for the trip. And the Brazilian charts are very detailed. "They have everything," Dolores said, which helped in knowing exactly where they were.

Flying in South America requires filling out flight plans for every portion of the trip and because there is no radar, except at one military base, position reports had to be made through calculations of time and speed. (You know, like they taught you in Flying 101.)

In South America, though they flew along the shoreline with no mountains in their way, the Bonnards stayed between 9500 and 10000 to

avoid the clouds. Once they reached Brazil and the weather cleared they descended to better enjoy the scenery.

Dolores said: "I found it quite thrilling to fly into Rio De Janeiro. Although I've visited Brazil many, many times, I've never had an opportunity to fly along the coastline ... There are many miles of sand, palm trees ... I had a very nice time."

-Bozena Syska, Long Island chapter reporter

Jean Whittington and 49 1/2 Ray, of Southeast Section's Memphis chapter, are the new owners of Twinkletown Airport, where the saying is "Grass is Class."

North Central Section extends a warm welcome to the its newest chapter, the Illiana Cardinals. The section's twenty third chapter is starting with ten members and will officially receive its charter at the Spring Section meeting in Dayton,

Ohio in April. As a special welcome, the Indiana Dunes chapter started the Illiana Cardinals treasury with \$100 and warm wishes for success and steady growth.

Members of the Chicago Area chapter were invited to attend a Zonta meeting featuring speaker Ellen M. Baerman, Wisconsin's Space Ambassador for NASA. Baerman is a Wisconsin teacher who received numerous awards in aerospace education and is president of the Wisconsin Aerospace Education Assn. The presentation was made in January as part of Zonta's Amelia Earhart Month. Zonta's continuing international service project, the Amelia Earhart Fellowship Award was established in 1938 to honor Zonta's famed aviation pioneer member. The fellowship is awarded to women pursuing graduate study in aerospace related science and engineering fields.

Michigan chapter members

24-27 Air Race Classic from California to Pennsylvania.

22-24 **Batavia OH** **Clermont County Arpt**

Buckeye Air Rally. Open to all pilots. Sponsored by Sporty's Pilot Shop and the All-Ohio 99s. Contact 1990 Buckeye Air Rally, 4511 Aicholtz Rd., Cincinnati OH 45245. (513)321-5822 or 528-1158.

JULY

18-22 **Las Vegas NV**

International Convention.

20-29 **Baton Rouge LA**

U.S. National Hot Air Balloon Championships. Contact Pat Ward, South Louisiana chapter.

29-8/2 **Oshkosh WI**

Wittman Field

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

30 **Oshkosh WI**

99s' dinner at EAA Fly-in. Contact Eva Parks (414)426-1048.

SEPTEMBER

12-16 **Virginia Beach VA**

Cavalier Hotel

45th Annual Relunion of China-Burma-India Hump Pilots and support personnel. Contact Mrs. Jan Thies, PO Box 458, Poplar Bluff MO 63901. (314)785-2420.

26-29 **Hampton VA**

Holiday Inn

19th Annual P-40 Warhawk Pilots Assn Reunion. Contact Bob Klump, 1443 Big Bethel Rd., Hampton VA 23666 (804)766-3485.

OCTOBER

24-27 **Palm Springs CA**

Aircraft Owners and Pilots Assn (AOPA) annual convention.

26-28 **Santa Maria CA**

Airport Hilton Hotel

10th Annual P-51 Mustang Pilots Reunion, celebrating golden anniversary of the first flight of this famous WWII combat aircraft. Contact Cpt. Pete Hardiman, 3233 San Pedro Way, Union City CA 94587 (415)487-2391.

GENERAL COUNSEL

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

Tax time, again

Once again it is getting near tax time and that always brings numerous questions about deductibility of expenses incurred in activities for The Ninety-Nines, Inc.

The table appearing with this article may be of some help to United States' members, though it is not all inclusive by any means. In addition, it is to be noted that *business deductions are not included*. That is because the tax rules on business deductions are very complex and variable, and should be worked out on an individual basis with your own accountant or tax attorney. Business deductions for 99s' activities would only apply if you are engaged in certain aviation businesses or full time aviation education. For all other members, your deductions are taken under "charitable contributions" and are not specifically itemized but merely lumped together along with other charitable deductions.

In explaining the table, category 1 is "all members". Category 2 is for "delegates" to section meetings and international convention and other officially sanctioned meetings that are not purely social. In studying the table, I caution you to remember that delegates to meetings are selected by motion at your chapter meetings, which must be seconded, voted on and recorded in your chapter minutes. If specific delegates are selected to attend and report on specific portions of the meeting, that should also be recorded in your minutes.

It should also be remembered that as is true with most general statements, there are many exceptions. So if in doubt, check it out! Give me a call or have your accountant call.

This table shows examples of expenses and whether or not they are deductible under each category:

EXPENDITURES:	CATEGORY 1	CATEGORY 2
Dues--local and international	yes	yes
Chapter meetings and activities*		
luncheons	no	
mileage to and from meeting	yes	
parking at meeting	yes	
giving airplane rides	yes	
driving to fundraising event where you help	yes	
Section meetings		
registration	no	yes
meals	no	yes
room	no	yes
mileage to and from meeting site	no	yes
golf, tennis, etc.	no	no
sightseeing	no	no
entertainment	no	no
International convention		
registration	no	yes
meals	no	yes
taxi to airport	no	yes
airfare/private airplane	no	yes
hotel room	no	yes
tips	no	yes
telephone	no	no
entertainment	no	no
tours	no	no
Miscellaneous		
items purchased and given to organization	yes	yes
cash donations	yes	yes
Christmas party	no	
races	no	
fly-in lunches, etc.	no	

*The deductibility of expenses for chapter activities presumes that you are actively participating in those meetings and activities.

Sammy McKay and Renata McLaughlin spoke at Zonta's Amelia Earhart luncheons in Lapeer and Flint, Michigan respectively.

MEMBERSHIP:

South Central Section's Colorado chapter held its annual membership meeting March 8, on which occasion the chapter was to go over its various activities for the year and signs up any new members. Among upcoming chapter activities, according to the press release, are manning the phones at the Channel 6 membership drive March 10, a Flight Without Fear program designed for all who want to overcome their fear of flying resuming April 3, a "Gaggle" (membership drive) April 7 at Jefferson County Airport, the April 27 Comanche Fly-in for some, a Companion Flyer Course designed for non-flying spouses of pilots to learn emergency procedures, chart reading, and radio communication on May 12, and the EAA Fly-in at the Loveland / Ft. Collins Airport June 30. In addition, the chapter advertises its Air Bear program available for children kindergarten through second grade.

AWARDS & HONORS:

Maybelle Fletcher, winner of the production unlimited fixed gear category at the CAFE 400 (Comparative Aircraft Fuel Efficiency) was the subject of an article published in the Houston Intercontinental / Hobby Airports newspaper. The story, about a half page in length, explains how the CAFE 400 is run and Maybelle's long background as a racer. According to the story, this year's race was Maybelle's first attempt at the contest, of which the author explained, "The winner of the CAFE 400 is the pilot that is able to travel the fastest, using the least amount of fuel, carrying the most payload. All in all, it could be classified as a race measuring the performance of pilots with that of sophisticated machinery." Maybelle, a member of the Space City chapter in the South Central Section, said she received much help from her husband Larry, as the two expressed great joy in the chance to compete together as a team. "It was really a great trip ... It was something that we were able to

PROJECTS:

99 Deborah Kaeder-Carpenter, a United Air Lines pilot, helped youngsters see aviation among future possibilities

Reprinted from the *LINKletter*, newsletter of Project Link, which is an organization that seeks to link school and workplace with math-science career role models for students:

This issue's LINK "Light" focuses on the partnership of Sandy Thielen, a fifth grade teacher at Elm Creek Elementary School in Osseo and Deborah Kaeder-Carpenter, a pilot for United Air Lines.

At the beginning of this science unit on aerodynamics, Sandy and Deborah discovered that only a small percentage of the students had ever been on an airplane. So they decided to make this LINK partnership a very memorable one for them.

The students began their LINK adventure by interviewing Deborah concerning her educational background, her career choice, her dreams and the problems that she has encountered being a female pilot. The students were most interested in Deborah's earnings and whether or not she had ever crashed a plane!

The second classroom activity was an introduction to the use of aviation maps and the actual parts of a 727 airplane. The activity was complete with posters and photographs. Special emphasis was placed on the instrument panel used by a pilot in the cockpit. The students then were to draw their own instrument panel.

A flight simulation of an airplane trip to Disneyland called "Air Bear" was the students' third adventure. This part of the project was created by the Ninety-Nines, Inc. (an International Organization of Women Pilots). It was complete with an audio tape of an actual flight conversation. The classroom was set up like the inside of an airplane. The students had a choice of 13 jobs that comprised an airplane flight. They then assumed the title and responsibility of that particular job. It was stressed to the remaining students, who played the role of passengers, that they were of vital importance to the success of any airline.

At the conclusion of "Air Bear", each student received an opportunity to "fly the plane" and was presented with

a flight certificate.

Excitement did not end at this point. Sandy and Deborah later took the students to the Minneapolis / St. Paul International Airport. The class toured all facets of the facility including the check-in counter, the operations center, and the baggage claims area. The highlight of this field trip was the boarding of the students on a brand new United Air Lines plane where they followed through the entire boarding and safety procedures.

The fifth grade class experienced a most memorable "LINK" project thanks to two enthusiastic, dedicated, professional women.



PROJECT LINK—Top photo teacher Sandy Thielen, left, with 99 and United pilot Deborah Kaeder-Carpenter. Later at Minneapolis/St. Paul Airport, one of the kids gets a closeup look at United's computerized systems (middle photo), and for the project's high point, left, the class boarded an aircraft.

do together." Maybelle also talked of her satisfaction with her favorite racing aircraft, saying "That Grumman Tiger really performed well. We beat some really good planes." *-Clipping sent by Pat Bizzoso*

From Yvonne Trueman in Bahrain:

Firstly, Happy New Year. I was very interested to read the President's Message in the September/October 1989 issue. I was particularly interested to read of the Arabian Section of Ninety-Nines being formed.

Although I am registered in the British chapter, I am "at large" in the Arabian Gulf, being resident in Bahrain. I have been here for 12 years and although in Bahrain itself private flying is prohibited, provided one can lay one's hands on an aircraft, one can fly out of Bahrain on an international flight plan.

Down in Dubai in the United Arab Emirates, there is an aero club and a growing number of lady pilots learning to fly. During my time in Bahrain I have been very fortunate to fly privately to Iraq, Saudi Arabia, Dubai, Abu Dhabi, Fujaijah and all the other Emirate states. I believe I

am the only lady pilot in Bahrain and I would welcome any other pilots contacting me in the Gulf area.

It was a pleasure to welcome Gaby Kennard into Bahrain during her round the world flight—what a wonderful achievement!

I enclose a photocopy of an article from the *Guild News* of the Guild of Air Pilots and Air Navigators. I am very proud to have received the Livery from the Guild last October—quite an achievement for a mere private pilot.

PRESENTATIONS:

Shirley Ludington, Central

New York chapter, spoke at the Oswego Zonta Club, her topic "Women's Firsts in Aviation." Avianorth donated an introductory flight lesson which was awarded to one of the Zontians.

Leslie Highleyman, North Jersey chapter, spoke on women in aviation at the January 16 Zonta meeting at Fort Lee, New Jersey.

Joanne Bolton, Central New York, spoke on aviation careers at the Oriskany New York High School career day program.

North Jersey chapter sponsored an open forum with flight instructors February 5. We



Above, Yvonne Trueman—Liveryman, private pilot and 99. Pictured left is Yvonne seen with the other newly installed Liverymen. The copy of "Guild News" Yvonne sent reporting on the group's installation lists as the Guild's Grand Master His Royal Highness The Prince Philip Duke of Edinburgh.

received a copy of their public announcement, which read **ATTENTION STUDENT PILOTS:** *The Ninety-Nines of North Jersey International Organization of Women Pilots announce an open forum with local flight instructors. This is a chance to understand what flight instructing is all about and voice your concerns about pursuing aviation education. Topics to be covered are: what it takes to be a pilot (time, money, etc.); what an examiner looks for in an applicant; freelance/club instructors; instructor attitudes; flying in controlled versus uncontrolled fields; what to expect from an instructor. Plus More! Our panel of instructors have been given topics to briefly discuss and then they will answer YOUR questions!*



Brunch meeting of the Zonta Club of St. Charles, Geneva and Batavia, Illinois— Standing l. to r. are Elizabeth Morgan (Chicago Area chapter), Ellen M. Baerman (Wisconsin's Space Ambassador for NASA), Ellen O'Hara, Arta Henson and Gail LaPook (Chicago Area). Seated l. to r. are Nancy Haraldson and Mary Krautkramer (Chicago Area).

Southeast Section profile: Sharon Stieber

by **Laura Schlafly, Southeast Section Feature Reporter**

Sharon Stieber is the newest member of the Florida Goldcoast chapter, and possesses what Laura Schlafly, the Southeast Section's new feature reporter calls an intriguing background.

Laura writes that Sharon is a 27 year old from Ponca City, Oklahoma who made the chapter proud by placing seventh in power-on landings and ninth in power-off landings in the November 1989 Southeast NIFA Regionals. She was part of a team of eight from Miami-Dade Community College.

Sharon just started her private pilot training in January, 1989. How did she get from Ponca City to Miami? Let's start the story at the beginning.

There's not much to do in Ponca City, Oklahoma except work for Conoco Oil Co., the area's major employer. Sharon is a seven year employee at Conoco, and a journeyman welder — not a common field for a 20 year old female in 1982. She was interested in taking flying lessons while in

See PROFILE page 22



DELAWARE VISIBILITY GOOD—Middle East Section's Delaware chapter members attended a joint meeting with the FAA and AOPA at William Penn High School. The chapter's booth in the main lobby was staffed by, left to right, Jean Compton, Adelle Bedrossian, Kate Macario, Ruth Huntsberger, Patricia Lanzi, Betty Wolfe, and Elizabeth Gibbs.
-Photos sent by Ruth Huntsberger



WINGSIDE LESSON—Fifty four school children visited Summit Airport in Delaware. They were shown the Cherokee 180, allowed to touch it and to sit in the cockpit. A week later, Ruth Huntsberger, chairman, received drawings from each child depicting what they saw during the visit at the airport. This activity will be repeated in the spring of the year.

CAREER OPPORTUNITIES

The United States Forest Service is accepting applications for a pilot position in Ogden, Utah and invites those who meet the following minimum qualifications to apply. Total time: 1200 hours, pilot-in-command: 250 hrs, multiengine: 50 hrs, instrument/night combined: 100 hrs, within last 12 months: 100 hrs, maximum age: 35

For additional information call Jay Thompson or Bob Hendricks at (801)625-5470.

Ponderosa Aero Club, Inc. in Boise, Idaho has an immediate opening for a certified flight instructor (CFI), airplane and instrument (MEI desirable but not mandatory). Salary and benefits commensurate with qualifications and experience. Only dedicated, conscientious and safety minded need apply.

The club is a 120 plus member, eight aircraft flying club. Leased aircraft consist of Piper and Cessna models. An ATC610 simulator is used in conjunction with aircraft for instrument flight training. Training curriculum is from Jeppesen/Sanderson materials and videos.

An abundance of summer and winter recreational activities are a short 30 minute drive away. Please send resume to Ponderosa Aero Club, Inc., PO Box 15305, Boise ID 83715. ATTN: Ken Rowe, General Manager.

Department of Technology Systems, College of Technology, Bowling Green State University has a vacancy for Chief Flight Instructor of its FAR Part 141 flight school. The post is a 12 month administrative, non-tenure track position. Responsibilities include serving as the Aerotech Program Flight School's representative to the FAA; conducting flight instruction, phase checks and teaching undergrad classroom courses; supervision of flight instructors, students, personnel and the day-to-day operation of a growing university flight training program; flight training standardization and safety; other duties appropriate to the position.

B.S. in aviation, education or related field is preferred but not required. Must meet the requirements of FAR 141.35 Chief Instructor qualifications for single engine land - private, commercial and instrument. Demonstrated teaching and supervising experience with young adults and a strong commitment to provide high quality aviation education. Masters degree, FAA Designated Examiner, FAR 141.35 Chief Instructor qualifications for multiengine and Airline Transport Pilot are all desired qualifications.

Salary is competitive, and commensurate with qualifications. Post effective July 1, 1990. Closing date for applications is June 1, 1990 or until position is filled. Submit letter of application, resume, copy of FAA credentials, official transcripts and three letters of reference to David A. Lombardo, Aerotech Program Leader, College of Technology, Bowling Green State University, Bowling Green OH 43403-0302. (419)372-8926.

Applicants for the post of Assistant Professor of Aerotechnology are also sought at Bowling Green State University. This is a tenure track, faculty, full time position, requiring a Masters degree minimum. The successful applicant will also have airport management experience to bring to her

NEW RATINGS

Sandy Sellers, Central New York, instrument
Kim Eggert, Memphis, instrument
Leen Hunt, Memphis, instrument
Sue Siporin, Greater Detroit Area, instrument
Janet Anderson, Michigan, commercial, CFI
Linda Druskins, Michigan, ATP
Joan Smith, Minnesota, multiengine

other teaching skills in the airport management and operations area.

Arizona State University Aeronautical Technology Department has a position open for assistant / associate professor of technology. The faculty position involves typical duties and responsibilities including teaching and developing undergraduate and graduate courses, advising students participating in scholarly activities including research and publishing, and providing professional service to the academic and external communities. This position is in the discipline of aviation management technology and includes instructional responsibilities for ground school courses.

Qualifications are a doctoral degree in a discipline appropriate to the aviation field. Candidates must have an aviation background and meet FAR Part 141 requirements for Chief Flight Instructor. Experience in aviation management higher education, aviation industry, and strong interest in developing research and sponsored projects are desired. Application deadline is March 1, 1990 and the 1st of each month thereafter until the post is filled.

Submit a letter of application, resume and names of three references to Dr. Paul A Carlsen, Department of Aeronautical Technology, Arizona State University - TAE, Tempe AZ 85287-6406.

The U.S. Customs Service, Office of Aviation Operations is recruiting "highly qualified candidates for the pilot positions which are essential in the performance" of its objective to "reduce the number of general aviation aircraft transporting drugs into the United States ... by detecting, sorting, intercepting, tracking, and apprehending the drug traffickers."

Customs Service pilots fly P-3 Airborne Early Warning (AEW) aircraft, E-3 Airborne Warning and Control System (AWACS), which is a highly outfitted Boeing 707, the Cessna Citation C-550, the Customs High Endurance Tracker (CHET), a fixed wing twin turboprop, and the UH-60 Blackhawk.

Applicants need 1500 hours total time, 100 hours within the past 12 months, commercial rating (SEL/MEL, helicopter, instrument airplane and/or instrument helicopter), 250 hours PIC, 500 hours multiengine, 75 hours instrument with 10 actual, 75 hours night, age under 35, first class medical.

To apply, forward an Application for Federal Employment (SF-171) and a Record of Aeronautical Experience (OPM-1170/21) to U.S. Customs Service. Forms are available by writing U.S. Customs Service, PO Box 7108, Washington D.C. 20044 ATTN: Direct Hire-Pilots. Call (202)634-5082.

The Ninety-Nines, Inc., International Convention

Win With the 99s in Las Vegas, Nevada — July 18-22, 1990

In all the world, there's no city quite like Las Vegas. Who would have guessed that a once sparsely-populated desert outpost would become a thriving metropolis of some 700,000 residents. And, this city with 320 days of sunshine a year has become one of the major hotel, resort and entertainment centers in the world.

The beautiful **Las Vegas Hilton** with its superb convention facilities will play host to the 1990 International Convention of The Ninety-Nines, Inc. The convention will be fast-paced, but will still leave time to enjoy some of the many entertainment opportunities the city offers.



The International Board of Directors has arranged for Mr. Michael Burnson to give another of his outstanding seminars on leadership. This time he will provide convention participants helpful information that can be used throughout the convention and on into their Ninety-Nine and private lives. He will teach how to manage and participate in **Meetings That Produce Results**.

Rod Machado, Educator/Pilot/Humorist, will hold seminars on **How Not to Gamble with Aviation Safety** and **Winning with the Professional Pilot Mentality**. The Ninety-Nines own Hazel Jones will give her outstanding presentation, **Score with Sectional Savvy**. The

popular **BFR Flight Review Clinic** will be held again as will the Career Opportunity Seminar. **Workshops** on Ninety-Nine projects and procedures will help chapters operate more smoothly.

There will be opportunities to get reacquainted with and to meet other 99s. The annual **Amelia Earhart Scholarship Luncheon** will provide Ninety-Nines and guests the opportunity to applaud the 1990 scholarship winners and those who have won in previous years. An entertaining **"Showgirl Breakfast"** will be held Friday morning before we hear about **The Twenty-First Century Fund**. The business of the organization will be handled at the **Pre-Business Communication Session** and the **International Business Meeting**. The convention will conclude with a **Black and White Academy Awards Gala Reception and Banquet**. The Ninety-Nines will be wined, dined and entertained in a sophisticated black and white setting.

And, if that's not enough, options to make your convention complete are offered. Ninety-Nines might want to enjoy an **Old Nevada Western Extravaganza**, **A Night at the Folies**, **Grand Canyon Flightseeing** or a **Colorado River Raft Experience**. Guests and spouses will have an opportunity for a **Hoover Dam Tour and Lunch**.

McCarran International Airport will be the official airport for those flying to convention in private airplanes as well as for those arriving by commercial airlines. Airplane parking will be available at Hughes Aviation Services where parking fees have been waived. Las Vegas has 549 taxis and 236 limousines ready to take convention goers the short 3.5 miles to the Las Vegas Hilton. Special convention rates are also available through Allstate Car Rental.

The 1990 Convention is under the direction of the
International Board of Directors
and

Pat Mlady, Convention Coordinator

16 Via Verde, Wichita, KS 67230, 800-835-0206 (days), 316-733-2933 (evenings)

A detailed packet of information will be mailed soon. But, registrations are being accepted now — SEND IN YOUR REGISTRATION TODAY. Hotel reservations should be sent directly to the Las Vegas Hilton.

Start making your plans now to WIN WITH THE NINETY-NINES IN LAS VEGAS!

Win With the 99s — 1990 International Convention

Las Vegas Hilton, Las Vegas, Nevada — July 18-22, 1990

Tuesday, July 17, 1990

All Day International Board of Directors Meeting

Wednesday, July 18, 1990

8:00 am- 3:00 pm Option: Grand Canyon Flightseeing (includes lunch)
10:00 am-12:00 noon Amelia Earhart Board of Trustees Meeting
2:00 pm- 5:00 pm Leadership Seminar — Gaining with Meetings That Produce Results
Michael Burnson — Noted Management Consultant, Trainer and Seminar Leader
7:00 pm- 8:00 pm Opening Night Reception
Dinner on Your Own
Free evening to enjoy Las Vegas' entertainment

Thursday, July 19, 1990

8:00 am - 9:45 am Board of Directors, Charter Members, Past Presidents, and Governors Breakfast
8:30 am-12:00 noon Educational Seminars
How Not to Gamble with Aviation Safety
Rod Machado - Airline Transport Pilot, Educator, and President, Human Potential Dynamics
Score with Sectional Savvy
Hazel Jones - Jones Testing Services, Past AE Scholarship Winner, Past International President
Winning with the Professional Pilot Mentality
Rod Machado - Aviation Educator and Humorist
10:00 am-12:00 noon Board of Directors/Governors Meeting
12:30 pm- 3:00 pm Amelia Earhart Scholarship Luncheon
3:00 pm- 3:30 pm Amelia Earhart Scholarship Reception (Invited Guests Only)
3:30 pm- 5:30 pm BFR Flight Review (BFR Flight Checks available by appointment)
3:30 pm- 5:30 pm Career Opportunities Seminar — Reception following for seminar participants
3:30 pm- 5:30 pm Board of Directors/International Committee Chairmen Meeting
6:30 pm-10:30 pm Option: Western Extravaganza at Old Nevada (includes transportation, drinks, meal and entertainment)
Dinner on Your Own
Evening Free

Friday, July 20, 1990

9:00 am-11:00 am Showgirl Breakfast
11:00 am-12:00 noon Ninety-Nines Winning with the Twenty-First Century Fund
12:00 noon Lunch on Your Own
2:00 pm- 6:00 pm Pre-Business Meeting Communication Session (Important that all members and delegates attend)
6:30 pm Option: A Night at the Folies (Dinner and the famous Folies Bergere)
Dinner on Your Own
Evening Free

Saturday, July 21, 1990

7:00 am- 8:00 am Continental Breakfast
8:00 am-12:00 noon International Business Meeting
8:00 am- 2:00 pm Option for Spouses and Guests: Hoover Dam Tour (includes lunch)
2:00 pm- 4:00 pm Ninety-Nines Workshops - Winning Projects and Procedures
4:00 pm- 5:30 pm President's Open House
7:00 pm- 8:00 pm Gala Reception
8:00 pm Black & White Academy Awards Banquet
Special Awards. Entertainment Provided by Bonnie Graham, Peter Anthony

Sunday, July 22, 1990

Departure or Tour
8:00 am- 3:00 pm Option: Grand Canyon Flightseeing (includes lunch)
9:00 am- 4:00 pm Option: Raft the Colorado River (includes lunch)

NOTE: Registration, Credentials, Fly Market and Hospitality Room will be open at appropriate time. AWTAR, WASPS, Under 35, 1st Timers and other special interest group meetings will be announced.

Win With the Ninety-Nines
The Ninety-Nines, Inc. 1990 International Convention
Las Vegas, Nevada, July 18-22, 1990

REGISTRATION

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

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

NINETY-NINE INFORMATION:

Please print clearly:

First Name or Nickname for Nametag: _____

Full Name: _____

Address: _____

City: _____ State/Province/Country: _____ ZipCode: _____

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

PERSONAL GUEST INFORMATION:

First Name or Nickname for Nametag: _____

Guest Full Name: _____

Section: _____

Chapter: _____

Check all that apply:

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

SPECIAL CONVENTION AIRFARES AND CAR RENTAL, LAS VEGAS PACKAGES

To obtain information or to book special convention airfares on Delta Airlines and other airlines, car rental or to inquire about Las Vegas packages, contact Pat Mlady at (800) 835-0206 (days) or (316) 733-2933 (evenings). Special convention rates provided by Allstate Car Rental.

ARRIVAL INFORMATION

By Commerical Airline: Arrival Date: _____ Airline/Flight: _____ Time: _____
(Own transportation to hotel.)

By Private Airplane at McCarran International Airport:

Arrival Date: _____ ETA _____ Type Aircraft _____ N# _____

FBO: Hughes Aviation Services. (Own transportation to hotel.)

HOTEL RESERVATIONS

Detach the following and mail your hotel reservation to: Las Vegas Hilton Room Reservations
P.O. Box 93147
Las Vegas, NV 89195-0030

THE NINETY-NINES, INC. INTERNATIONAL CONVENTION
July 18 - 22, 1990
LAS VEGAS HILTON - LAS VEGAS, NEVADA

Sleeping Room - Single or Double: ☐ \$70.00
(Additional 3rd or 4th person: \$15.00)

RATES VALID JULY 14-25, 1990

SUITE RATES WILL BE PROVIDED UPON REQUEST

Date Arriving _____ Hour _____ AM/PM Date of Departure _____

NAME _____ HHonors _____ PHONE _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

NOTE: All rates quoted above are subject to 7% Clark County Room Tax. Please return prior to July 1, 1990 to insure confirmed reservations. All reservations are guaranteed until 6:00 P.M. unless a later arrival time is confirmed. Subject to availability.
LAS VEGAS HILTON RESERVATIONS 1-800-732-7117

Convention Registration Fees

Full convention registration includes:

Leadership Seminar	Noted Speakers
Opening Night Reception	Music and Entertainment
Amelia Earhart Scholarship Luncheon	Souvenir Bag and Charm
Showgirl Breakfast	Souvenir Program
Saturday Continental Breakfast	Registration Materials
Gala Reception	Decorations
Academy Award Banquet	Printed Materials
Education Seminars	Nametags

PLEASE NOTE:

1. Payment must accompany registration form.
2. Forms may be copied.
3. No telephone registration can be accepted.
4. Registration cancellation fees:
Up to June 15, 1990 - \$25.00
From June 15 to July 8, 1990 - \$100.00
After July 8, 1990 - No Refund
5. No refunds on other options after July 8, 1990.

REGISTRATION FEES: Registrations must be received by July 13, 1990

No. Required	Before June 15	After June 15	
_____ Arrival Wed., July 18, 1990	\$265.00	\$300.00	\$ _____
_____ Arrival Thur., July 19, 1990	235.00	270.00	\$ _____
_____ Arrival Fri., July 20, 1990	200.00	235.00	\$ _____

Extra Tickets:

_____ Amelia Earhart Luncheon @ \$50.00 ea.	\$ _____
_____ Gala Reception/Academy Awards Banquet @ \$100.00 ea.	\$ _____

Total Options	US\$ _____
Total Registration Fees	US\$ _____
Total Registration & Options	US\$ _____

CONVENTION OPTIONS:

_____ 7/18/90	Grand Canyon Flightseeing (includes transportation, lunch, airplane flight, tax) @ \$176.00 ea.	\$ _____
_____ 7/19/90	Western Extravaganza at Old Nevada (Min. 100 people) (includes transportation, drinks, meal, entertainment) @ \$ 65.00 ea.	\$ _____
_____ 7/20/90	Dinner & Folies Bergere (includes meal, coffee/tea, show, special seating, tips) @ \$ 37.00 ea.	\$ _____
_____ 7/21/90	Hoover Dam Tour (Min. 45 people) (includes transportation, lunch, entrance fees) @ \$ 30.00 ea.	\$ _____
_____ 7/22/90	Raft the Colorado River (Min. 45 people) (includes transportation, lunch, rafting) @ \$ 68.00 ea.	\$ _____
_____ 7/23/90	Grand Canyon Flightseeing @ \$176.00 ea.	\$ _____

FORM OF PAYMENT

Fees are payable to **The Ninety-Nines, Inc.** by check, Visa or Mastercard. Fees must accompany this form or registration cannot be processed.

☐ Check Enclosed

☐ Visa

☐ Mastercard

Credit Card No. _____ Expiration Date _____ Signature _____

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

LAS VEGAS
Win With The 99'
JULY 18 - 22 1990

INTERNATIONAL BOARD of DIRECTORS *submitted by Lu Hollander, Member*

The fall 1989 international board of directors meeting began with an informal brainstorming session Thursday October 5 at 4:00 p.m. Concerned with long range planning, the session's name was "Bright Future," and discussion revolved around who the 99s are, what they do, what their strengths, weaknesses or obstacles are, and where they are heading.

From this discussion, and several others which continued during the evening, a formal statement of philosophy for the organization was formulated. It stated:

"The philosophy of The Ninety-Nines, Inc. is to provide peer support for women in aviation and to support the aviation community and the general public through our commitment to aviation education and safety."

When the list of "good works" was tallied, there were 34 different projects in which 99s around the world participate (and the board probably missed a few).

A statement of purpose was also drafted to read:

"The purpose of this organization is to engage in educational, charitable and scientific activities and to provide a close relationship among women pilots and unite them in any movement that may be for their benefit or for that of aviation in general."

Long range planning is certainly a topic which is covered to one degree or another at each board meeting. It's an exciting discussion, even if punctuated with such comments as, "How can we implement this program (or project or fundraising effort)?"

The formal agenda began October 6, at 8:00 a.m. and concluded at noon on October 8. One of many subjects discussed involved recommendations to improve and enhance the functions of the international nominating committee. Verna West, chair of this group, presented the conclusions of her evaluations and recommendations, and was duly congratulated for the thoroughness with which she had completed her task.

Membership count at the time of the meeting was 6,814 with 514 life memberships.

Revision and updating of the international SOPs is well underway, and the new packet will be available for governors and chapter chairmen on

request from headquarters. The international policy book and standing rules were also being computerized at headquarters to simplify updating each one.

The legislation agenda included a report from Chair Madeleine Monaco requesting approval of an official position statement on substance abuse, and the US Federal Aviation Administration's proposals for drug testing. The formal statement reads:

"The Ninety-Nines, Inc. strongly opposes substance abuse of any kind. However, the FAA's mandatory random drug testing program of commercial pilots, as written, falls short of its objectives, seriously violates due process and is incapable of implementation

or enforcement.

"The Ninety-Nines, Inc. requests the entire regulation be held in abeyance until a complete study can be obtained and a reasonable program against substance abuse can be implemented. It is a strong policy of this organization to oppose the suspension of any pilot certificate on the basis of one random drug test due to lack of quality control in laboratories and deficiencies in the regulation as written."

Since the FAA has recognized the certification for recreational pilots, holders of said certificate were declared eligible to hold membership in the 99s.

Continued next page

CANDIDATES FOR INTERNATIONAL OFFICE

Amelia Earhart Scholarship Trustees

Mearl Frame



A Ninety-Nine since January 1966. Chairman Greater St. Louis chapter 1969. Charter member Greater Detroit 1975. Chairman 1981; held all chapter offices. Chaired North Central Section meeting Ann Arbor 1982. Recipient of Governor's Service Award 1983.

Obtained private license in 1965. Hold SEL, MEL, instrument. Travelled Europe, Mexico and extensively in the US as flight attendant on corporate jets.

Attended almost every section meeting and many international. Volunteered at Oshkosh for many years. Flew or worked Michigan Small Race.

Presently AE Scholarship Chairman North Central Section, position held for eight years. Fly Cessna 177 and 180. Work part time at corporate hangar.

Carol Rayburn



Carol Rayburn joined the 99s in 1963 and has belonged to SD, Santa Rosa, Utah, Fresno, and Washington D.C. chapters. Current membership is with the Eastern New England chapter. She has held numerous chapter offices and committee chairmanships including Southwest Section AE Scholarship chairman. She obtained instrument and instrument instructor ratings with an AE Scholarship in 1965.

Carol began flying in high school and flew in industry for ten years prior to being hired by the FAA in 1974. She progressed through inspector and management ranks to her present position as Manager, FAA New England Region, Flight Standards Division.

Dorothy Robinson and Pat Chan have agreed to co-chair the oral history program for the 99s, and will proceed where former historian Judy Logue had to stop her work.

A number of items of memorabilia was contributed to the archives, including an unpublished photo of Amelia Earhart and Mrs. Geo. C. Marshall; a history of the Southeast Section 1929-1940; a scrapbook of the World Aerospace Education Congress and installation of the Israeli Section of the 99s; additional items from charter member Viola Gentry; and several videos from Pat Chan.

An ad hoc committee to further consider long range funding options met several times in the evening, and recommended that a permanent investment fund be established for the 99s. It would be titled "Twenty-First Century Fund" and interest only from it would be used to supplement operating expenses for the organization. The Life Member Fund will become a part of the new fund, and a chair for the project will be sought.

Pending legal and insurance considerations, the board agreed to pursue a museum loan program requested by the Liberal, Kansas Air Museum.

A notation was made to include leadership training seminars in all future convention agendas.

Approval of the development of a "years of service" pin guard was given; design of the guard was to proceed, with the item to be purchased through headquarters.

The 99s were asked to be involved in the FAA Safety and Efficiency Review meetings held in various areas of the US; in addition, consent was given for Legislation Chair Madeleine Monaco to attend the FAA Listening Sessions with Vice President Christensen.

Improving personal contact between sections, new chapters, new members and headquarters was an agenda item as well. Revisions of existing materials was authorized, and a chair to oversee the project would be sought.

The spring meeting of the board was scheduled for March 29 through April 1, 1990 in Oklahoma City, Oklahoma.

PROFILE

Continued from page 15

high school, but finances just wouldn't permit it. After joining Conoco Sharon inquired whether the aviation department was looking for pilots. "Maybe," was the response. So she asked for educational leave from the company to enter the aviation program at MDCC, a col-

lege in Florida. Conoco granted her nine months leave in 1989 and 1990.

Conoco was acquired by DuPont a few years ago, which runs the aviation department for both companies. No, Sharon doesn't have a guarantee of a job as a corporate pilot, but the requirements to be based in Ponca City are 1500 hours. Twelve pilots there fly a regularly published schedule of flights using a dozen aircraft ranging from the Hawker 800 to Gulfstream jets. A new pilot, however, may be moved to work out of the Wilmington, Delaware headquarters of DuPont. The Wilmington aviation department requires only 1000 hours.

Sharon expects to receive her associate of science degree in aviation by December 1990. She'll have her private, instrument, commercial, and multi-engine ratings by that time. Sharon's goal is to be a corporate pilot, not to work for an airline. And she wants to eventually be based out of Ponca City, where she owns a home and enjoys the company of family, friends, and the wide open spaces.

With her high placement in the NIFA regionals Sharon is off to a great start on demonstrating the flying skills for her new career. Oh, and Sharon, before you take off in any of those bizjets, be sure to include evaluating the quality of the welding in your checklist.

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ASSISTANT OR ASSOCIATE PROFESSOR - Southern Illinois University's newly-created MPA(A) program needs an aviation - oriented faculty person with the background to teach in any two of the following areas: Aviation Law and Regulations; Issues in Civil Aviation Policy; Advanced Airport Administration; Public Administration; Business; Aerospace; or a related field with an educational or career interest in aviation required. Three years of appropriate aviation industry experience is required.

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