

# NINETY-NINE



## News

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

UPDATE: Avid Flyer Sweepstakes Winner  
Bay Area Chapters' Post-Earthquake Help  
Member Profile: Combining Love  
for Art and Flying  
AE Scholarship Judges Introduced



# If...

... you appreciate the opportunity to make a difference in today's aviation world,

If you enjoy the respect of other aviation professionals,

If you like to work independently to arrive at important decisions,

If rewards that match your responsibilities appeal to you,

If you want a career you can count on tomorrow,

Become an FAA Aviation Safety Inspector.

Salaries in this important field presently reach \$53,000 with opportunities for advancement.

Benefits include up to 26 days of paid vacation per year, sick leave, and excellent retirement.



For complete information, send your name and address (on a postcard, please) to:

**Federal Aviation Administration**  
**P.O. Box 26650, Dept: NNA14**  
**Oklahoma City, OK 73125**

Equal Opportunity Employer

**Discover Today's FAA**

**LETTERS***Think for yourself*

The recent flurry of letters that are circulating to some extent among the members of our organization are of great concern to me. These letters are signed by sitting officials, charter members, and others asking you all to vote for a slate of officers. Not to consider all the people running, but to just vote this particular slate of officers in. Some of the letters say there is bad management at the top in The Ninety-Nines. Some would like us to go back to running The Ninety-Nines as we did 30 years ago. Some would have us support a "write in" candidate without any knowledge as to whether she is qualified to serve. A member of the nominating committee took it upon herself to send out a prepared slate of officers. This is not only a disservice to all she didn't mention, it is a conflict of interest to say the least.

When I was president, we set up guidelines on what could and could

See LETTERS page 28

# NINETY-NINE News



Monthly Magazine of the  
**International Women Pilots.**  
The Ninety-Nines Inc.  
June 1990

President's Message	4
Avid Flyer: Update on AE Sweepstakes Winner	8
Does Gender Affect Spatial Task Performance?	9
Member Profile: Dorothy Fowler	10
Section News	13-20
Pennies-A-Pound: Reflections Of A Pilot	22
Aussie Flying	24
Bay Area Chapters' Earthquake Relief	25
My Day To Learn	28

**Cover**—*Nadene Thorne, an Alaska chapter member (Northwest Section) sent this month's special full color cover photo. Of her Cessna 170, Nadene says "I fly it on wheels, skis and floats, as pictured here; it is the same vintage as me ... 1949!" Nadene's ratings include single engine sea and land, multiengine sea and land, plus CFII and CFIME.*



## Wings Over Africa

**KENYA - SOUTH AFRICA**  
**OCTOBER 19 - NOVEMBER 4, 1990**  
**17 DAYS**

\* NAIROBI \* ABERDARE FOREST \* MASAI MARA \*  
\* JOHANNESBURG \* CAPETOWN \*

**\*TURN THE MAGIC OF AFRICA INTO A LIFETIME OF MEMORIES\***

Experience the endless beauty of Africa - the home of millions of animals...enjoy the company of fellow Ninety Nines...Take a "Wing Safari" to Masai Mara - one of Kenya's most favored gameviewing reservations...Visit the "City of Gold" - Johannesburg.

**TOUR PRICE: \$4290.00 per person**  
(double occupancy)  
(includes airfare from New York)

**FOR RESERVATIONS AND INFORMATION CALL:**  
**MARIE CHRISTENSEN (708) 446-8505**

## PRESIDENT'S MESSAGE

### *"We approach our annual business meeting reviewing some of the issues about which we hear us talking."*

by Gene Nora Jessen



Ninety-Nines are take-charge people hardly slowed by crowded schedules. They form opinions regarding the direction of their organization and take the time to tell their elected leadership about it. The chairmen, governors and directors are favored with positive petitions for our mutual benefit — nevertheless, miscommunicated positions proliferate. We approach our annual business meeting reviewing some of the issues about which we hear *us* talking.

**Financial information:** Annual meeting delegates previously requested budgetary information prior to the meeting, implemented three years ago. For two years the proposed budget was forwarded to the governors for dissemination, which most did, a few did not. This year the figures were sent to all governors and chapter chairmen over 90 days prior to the annual meeting along with a detailed written explanation of each item. The financial statement is more of a challenge. Since our fiscal year closes May 31, it is a real scramble to get all the bills in and books closed within 30 days, allowing time only for the financial statement to be printed for each member at the mid-July convention instead of being mailed. All written reports are to be mailed to each chapter not represented at the annual meeting.

**Controller:** Perhaps a misnomer, as this position should be called accountant. The proposed position contains no authority or "control." The financial job has become much too large for a two year term volunteer treasurer. \$500 per month has been budgeted with which to prevail upon a volunteer/member who has overseen our financials for many years. Alternatively, we can retain an accounting firm in Oklahoma City (which The Ninety-Nines has done in the past), or hire a staff accountant at much greater cost. The treasurer position will continue, reviewing the financials, recommending to the board, supervising investments, putting

together the budget, etc. Of course, the delegates will decide this budget item.

**\$75 dues:** This was a figure thrown out to the delegates at the 1988 convention by the Ad Hoc Committee which they perceived to be a realistic dollar amount of what it would take to support all the organization's projects. The figure was an exceeding shock, though it was a realistic assessment of all we do on a shoestring. Odd that this topic would surface now since it is two years dead. Positive delegate suggestions resulted and have been acted upon by the board through 1) increased and successful solicitation; 2) increased product sales; 3) a plan for longterm funding outside the dues structure (the exciting Ninety-Nines Twenty-First Century Fund will be introduced at convention). No dues increase is under consideration, in fact, the board is unanimously in favor of the college student reduced dues structure bylaw change proposal.

**Nominating Process:** A flurry of suggestions for the modification of this process ranging to the extreme of doing away with the nominating committee and allowing anyone to stand for office without the review of qualifications. Obviously, we must live within the confines of present rules and the process cannot be changed on a whim in the middle of an election; it can always be modified at the annual meeting. The board serves only to carry out the members' collective wish.

**Ballot count:** Same situation as above. After the election ballots were already being mailed, a vocal minority "demanded" a change in a process developed by boards and members over a period of 60 years, though the organization has never received a protest nor has a candidate requested a recount on an election. The sitting board cannot change a process which is underway (completed, as this is printed) but will surely act at the direction of a majority of the delegates. The ballots have always been retained well over 30 days after the election is completed.

**Convention management:** The 1976-77 board of directors under the leadership of President Lois Feigenbaum addressed our growing convention size and the financial and liability load being asked of our hardworking and dedicated section volunteers rotating the convention duties. It was decided then that the organization had

# NINETY-NINE News

Monthly Magazine of the  
International Women Pilots

June 1990  
Vol. 16, No. 5

## BOARD of DIRECTORS The Ninety-Nines, Inc.

*President:* Gene Nora Jessen  
*Vice President:* Marie Christensen  
*Secretary:* Doris Abbate  
*Treasurer:* Pat Forbes  
*Director:* Alexis Ewanchew  
*Director:* Lu Hollander  
*Director:* Joyce Wells  
*Director:* Carole Sue Wheeler  
*Immediate Past President:* Barbara Sestito

## Editorial Director: Marie Christensen

*Editor:* Robyn Sclair

### Editor's mailing address:

PO Box 98497  
Tacoma WA 98498  
(313)481-8016 voice & fax  
(206)588-1743

### By overnight express:

1765 E. Laurel Bay Dr.  
Ypsilanti MI 48198

## SECTION REPORTERS

*India:* Mohini Shroff  
*Australia:* Marcia Hremeviuc  
*East Canadian:* Donna Deaken  
*Western Canadian:* Barbara Meredith  
*New England:* Meta Politi  
*New York/New Jersey:* Shirley Ludington  
*Middle East:* Evie Washington  
*Southeast:* Lucy Young  
*North Central:* Martha Norman  
*South Central:* Margaret Cosby  
*Northwest:* Carol Skinner  
*Southwest:* Mary MacDonald

The *NINETY-NINE News* is published by  
The Ninety-Nines, Inc., a non-profit  
organization engaged in education, chari-  
table and scientific activities and purposes.

Non-member subscriptions are available  
for \$12 per year.

Please send subscription monies and  
changes of address to:  
Loretta Gragg  
Executive Director  
The Ninety-Nines, Inc.  
PO Box 59965  
Wil: Rogers World Airport  
Oklahoma City OK 73159  
(405)685-7969

grown to where professional assistance was needed and large convention management groups were surveyed. We currently contract with a 99 who is a travel agent and convention planner to coordinate conventions under the direction of the board.

**Convention cost:** A real Catch 22. The board hears the members ask that costs be kept down, yet they don't come to the more modest conventions. The two most expensive conventions we ever had, Hawaii and Alaska, drew by far the largest number. So what the members say and what they do don't seem to jibe. If the majority request a bare-bones meeting, it will be. As an act of good faith, extra banquet tickets for this year's convention for the guest of a registered attendee have been reduced to a below-cost \$50.

**Protection of the logo:** This is necessary to ensure that unauthorized use denigrates neither the organization nor its members. Exactly the same policy applies to the membership directory.

**Product sales:** We've successfully increased sales of the international organization to generate income. Certain restrictions suggested by the membership are to be implemented in 1994 for individual members, chapters and sections. A study of guidelines from the membership is underway now with generous and creative input. A board member owning an aviation catalog business has generously shepherded our product sales and education, donating packaging and mailing of products and facilitating access to markets.

**Bylaw change proposals:** The organization's longterm policy has been to screen the proposals against duplication and propriety. For example, occasionally a new chapter offers a proposal having been addressed and rejected by the assembly several years prior and the committee anticipates that the delegates will not want to address that subject again so soon. Those bylaw change proposals approved by the committee and board of directors are presented to the delegates. Past boards formulating this policy apparently feared that if each member were free to offer a proposal to the assembly, the member conceivably could be unmanageable. Once again, the board serves to implement the wishes of the membership and if the majority is willing to consider

any proposal which comes up, the bylaw committee can be dismissed. That direction is not what the board has heard to date from any but a few members.

**NINETY-NINE News:** The need for more chapter news has been addressed. There was a recent criticism of an issue of the magazine bereft of chapter news from a large section. The answer was simple. The section news reporter forgot to send it in. Keep that news rolling and don't forget the special features on programs of special interest to other members.

**The Amelia Earhart House:** Why do we own it? It was a gift to The Ninety-Nines from Dr. Eugene J. Bribach of Atchison, Kansas who thought our members would treasure our first president's birthplace, share it with the public and ensure its preservation and safety. Through the generosity of our members, the citizens of Atchison and many other history and aviation buffs, we have carried out Dr. Bribach's wish with great pride. Occasionally a member suggests that it is not appropriate that the 99s own the house and that it should be "given to" the Atchison Historical Society, a curious suggestion since no representative of that group has ever made contact with The Ninety-Nines re such a proposal. The majority of the membership applauds our organization's projects in Atchison, The AE House and The Forest of Friendship, causing the board to go forward. The AE House's management and finances are separate from The Ninety-Nines under the direction of a committee composed of four 99s and three citizens of Atchison in accordance with the Bribach/99s contract.

A full discussion of these items and/or any others which members wish will be addressed at the convention communications session Friday afternoon prior to the annual meeting of the corporation. Attendance is incumbent upon all delegates and members who wish to speak to the assembly Saturday.

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.

# Over the Race Course

-from Glenn Buffington

The sixth annual Great Southern Air Race was flown May 3-4, a 1208 nm race routed over Florida and Georgia. Two round-robins were made from

Kissimmee, Florida and among 46 entries there were 31 official finishers. Race sponsors were the Florida Race Pilots Assn., the Kissimmee Municipal

Airport and the Kissimmee St. Cloud Resort area. Ninety-Nine pilots (underlined) figured prominently in the top ten:

PL	PILOTS	A/C	HCP	SPEED	SCORE
1.	Jan Morgan— <u>Eileen Morgan</u>	Marchetti	186.1	216.211	+30.111
2.	Dick McKinnon—Mike Moore	Marchetti	186.1	212.578	26.478
3.	<u>Ellie Odorico</u> — <u>Mary Bryant</u>	PA28-140	114.3	137.677	23.377
4.	Mike Wappler— <u>Cathy Wappler</u>	Bonanza	179.8	202.385	22.585
5.	Ed Daniel—Thomas Kersey	C-182RG	158.3	179.898	21.598
6.	<u>Bonnie Gann</u> — <u>Shirley Zillig</u>	GR-AA5B	141.3	161.800	20.500
7.	<u>Margaret Ringenberg</u>	PA28-160	123.0	143.043	20.043
8.	Bruce Turner—Scott Reynolds	B-Deb-33	159.7	180.040	19.820
9.	<u>Alexis Ewanchew</u> — <u>Barbara Cochran</u>	PA28-181	127.4	146.545	19.145
10.	<u>Pauline Mallary</u>	Beech C23	122.5	140.977	18.477

## Whirly-Girls scholarships announced

Diane Dowd #202, international president of The Whirly-Girls Scholarship Fund, Inc. announces the opening of scholarships to be given in 1991. Applications will be available after June 1, 1990 by writing to Captain Diane C. Dowd, Green Pond Road, RR #2 Box 67B, Sherman, Connecticut 06784.

Keeping with tradition, The Whirly-Girls will award the \$4000 Doris Mullen Memorial Scholarship, given each year since 1968, to a deserving Whirly-Girl for use in obtaining advanced add-on or

transition helicopter ratings and to further her degree of professionalism as an experienced pilot within the industry. Applicants must have proof of financial need and have demonstrated a strong desire and sincere effort to pursue a career as a helicopter pilot.

The second \$4000 scholarship, funded by The Men's Auxiliary, will be awarded in memory of Jeannie Dent #518, killed in a helicopter accident in 1989. The Whirly-Girls feels Jeannie "exemplified the modern woman in her unselfishness as a

professional pilot, mentor, teacher, wife and mother.

The scholarship will be awarded to a deserving woman airplane, balloon or glider pilot to be used toward an initial helicopter rating. Proof of financial need must also be shown.

Completed applications should be accompanied by a \$15 check and must be postmarked on or before October 31, 1990 and mailed to International President Diane Dowd at the above address.

### GIFTS RECEIVED—with thanks

- Verna West, Santa Clara Valley chapter
- Ruth Rueckert, Bay Cities chapter
- Pat Roberts, Central Oregon chapter
- Evelyn Briggs, San Diego chapter
- Elizabeth Nicholas, Indiana chapter
- Omaha Area chapter
- Orange County chapter
- Mary Ann Jamison, Orange County chapter
- Ft. Worth chapter
- Mary Brown, Phoenix chapter
- Dave and Mary Lou Sclair, donation to the Jessie Woods Display
- Idaho chapter, donation to the Jessie Woods Display
- Flo Eklund, Santa Maria, California, AE Memorabilia
- Peg Ong, AWTAR photo, archives

### AIRFIELD SAFETY OFFICER UP TO \$42,312/year

Requires B.A. in Aviation Management or A.A. and 2 years experience or acceptable combination.

Call (415)875-8494 anytime. EOE.

## New aviation programming from Discovery Channel

The Discovery Channel has signed an agreement with Video Ordnance Inc. for "Firepower," a new continuing series focusing on the technology of air, land and sea combat. "Firepower" will debut this fall.

The series will provide viewers with a real-life look at some of the latest technologies available to the military, through the eyes of the soldiers and airmen who use them. One episode, for example, places viewers in the cockpit of a

modern supersonic aircraft. Another lets them experience taking the controls of a wire-guided Milan anti-tank missile as an enemy tank comes under fire, and a third puts viewers on the deck of an aircraft carrier as its jets are launched.

A spokesman for The Discovery Channel said he looks forward to being able to feature the new series. The previously run "Wings" series on aviation proved very popular with viewers, and programmers anticipate similar reaction.

## Crossreferencing helps organize updated FARs and AIM

The Aviation Book Company announced release of its new 1990 Federal Aviation Regulation (FAR) book, calling it the only available book that includes a completely up-to-date reprint of the "old" Part 91, still current until August this year, with its sections numbered correctly for today's use, plus a reprint of the new revised Part 91 that will become effective August 18. It also includes a special cross reference list so that numbered sections can be easily located in either version of Part 91.

The company says, "Pilots are finding that it's very difficult to locate desired data by section number in the new revised FAR Part 91, recently issued by the FAA. This is because nearly all sections have been renumbered in the revision, but current FAA directives, test books, training manuals, etc., still

refer to numbered sections of the old, but still current, Part 91. So until August 18, 1990, when the revised part becomes effective, pilots will find it more convenient to use an updated "old" Part 91."

In addition to reprints of both versions of Part 91, the company's new 1990 FAR includes reprints of FAR Parts 1, 61, 67, 135 and NTSB 830 plus an index.

The 1990 Airman's Information Manual (AIM) is also available, as well as a combined FAR/AIM. These new publications can be purchased from book dealers, flight schools, or by mail from the Aviation Book Company, 1640 Victory Boulevard, Glendale CA 91201. Toll free order number is 1-800-423-2708 and 1-800-542-6657 in California.

The National Transportation Safety Board (NTSB) has released its volume of aviation and marine enforcement decisions for 1982-1984. The reference work cites final decisions of the NTSB's administrative law judges in safety enforcement proceedings.

Of particular interest to all aviation and marine legal and corporate libraries and attorneys, this two volume set consists of 2,037 pages and covers 253 decisions, according to an announcement on behalf of the board.

Aviation subjects include air carrier operating certificate, airframe and powerplant rating, alcoholism, cockpit voice recorder, drugs, mechanic certification, pilot proficiency, taxiing, and visibility minimums. Decisions are listed numerically by E.A. Number and alphabetically by case name. Includes a table of aviation decisions cited and a reference guide to aviation decisions by subject matter.

To order, request PB90-100199KOE, NTSB Decisions 1982-1984, Volume 4 from NTIS, Springfield VA 22161. (703)487-4650. Price is \$92, plus \$3 handling for total order.

## GAMA announces competition to spur excellence in aviation education

WASHINGTON, D.C. - June is Learn to Fly month and primary and secondary school teachers who bring aviation into the classroom are eligible for an award sponsored by the General Aviation Manufacturers Association (GAMA).

The annual award for "Excellence in Aviation Education" is presented to three educators in each of four grade groups: kindergarten through 3rd grade, 4th through 6th grade, 7th through 9th grade, and 10th through 12th grade. In addition to the award, GAMA has teamed up with the nationwide promotional effort known as the General Aviation Market Expansion Plan (GAME Plan) to give the 12 winning teachers a free discovery flight, courtesy of GAMA. The discovery flight may be used by the teacher or any person chosen

by the teacher. Jeppesen-Sanderson will provide the teachers with an official pilot's logbook in which the flight may be recorded.

GAMA compiles the award winning education ideas and provides them to the Embry-Riddle Aeronautical University Instructional Media Center where they become part of a permanent aviation curricula collection. In the future, GAMA will publish a booklet of the top 20 award winning programs.

"Teachers who creatively use aviation as one of their regular classroom tools provide their students, and the nation, with an invaluable service," said GAMA president James D. Gormley. "As the leaders of tomorrow, these young people will be far better prepared to meet both the challenges and opportunities of the next century."

"We at GAMA and the GAME Plan want to salute these educators for their accomplishments. The best way to do that is to recognize their contributions through the Learn to Fly award and to share their work with the rest of the educational community," Gormley said.

For more information on the GAMA Learn to Fly Award for Excellence in Aviation Education, or an application, contact the GAMA Education Office at 1400 K Street NW, Suite 801, Washington, DC 20005. (202)393-1500. Applications must be received by GAMA no later than Friday, August 24. Award recipients will be notified by GAMA by Friday, September 7.



*Photo by David McNamee*

### AE HOUSE RESTORATION SWEEPSTAKES

## Update on Avid Aircraft winner

Winner of a complete Avid Flyer aircraft kit, announced some months ago, was Edith Geneva McNamee, of Bakersfield, California. Edith's winning grand prize ticket was purchased in Bakersfield at a chapter meeting, in the throes of our sweepstakes to help restore the Amelia Earhart Birthplace in Atchison, Kansas. Over 5000 tickets were sold at \$2 each.

"This is the first time I've won anything," Edith exclaimed. "My husband has always had a dream of building his own airplane and now we're going to be able to do it together."

"It was very exciting! Ninety-Nines of Bakersfield chapter, friends, neighbors and relatives helped to celebrate at the garage/hangar party."

"Our lives at 4216 Coronado Avenue have been changed since that morning on July 31 when Marie Christensen and Gene Nora Jessen called from Oshkosh to inform me I was the AE Birthplace Restoration Sweepstakes winner. An excitement filled the air every time I thought of it all. It seemed a long wait, but finally the arrival day came."

"Friday, October 20, Charles DeRega, president of Avid Aircraft flew into Bakersfield from northern

California to present me with a symbolic key. The plan, too, was to take me flying in the Avid Flyer (flown in by DeRega) but this happened to be the day of the one dust storm we usually have about this time of year. A half mile visibility dust storm! Hairdos were not respected by the wind at all this day. Don Downie was also there to do a story for *Kitplane* magazine."

Edith chose the taildragger speedwing version of the Avid Flyer. The kit is valued at \$12,195, including electric starter, tundra tires and a builder tool kit. Speaking with her to update her progress on construction of the aircraft revealed that the fuselage is complete, sandblasted and primer applied. The controls are fitted and landing gear and fairings are installed. Edith said she and her husband, Wayne, were slowed somewhat during the winter due to cold temperature that prevented wing covering. The wings will be covered within a month, Edith said, following inspection. The couple is now working on the wingtips.

Asked for an estimated completion date, Edith said, "We're working for next summer. After the aircraft is finished we have to fly it 40 hours, of

course, before leaving the area. Our desire, eventually, is to fly it back east and to go to Oshkosh."

Instrumentation will be minimal in the Avid Flyer, according to Edith, though she is planning to include a portable LORAN and a handheld radio. Outside, the aircraft will be off-white with deep pink or red trim. The interior is done in a tweedy blue fabric.

"I'm going to name it Amelia," she declared.

"Far too often, The Ninety-Nines are not included for prize donations," said DeRega in



**ARRIVAL OF THE KIT**—What a celebration it was, according to Edith. Bakersfield chapter were among a host of friends, relatives and neighbors who turned out to toast the newly delivered crate. Above from l. to r. are Joan Paynter, chapter chairman, Priscilla Spencer, Naomi Loren, Jane Rood, Edith, Susan Smith, Janice Brown, Dorothy Robinson, and Achsa Donnels, a charter 99. Photo by Bob Rood

presenting the symbolic keys to the aircraft to Edith. "We at Avid Aircraft felt that the Earhart restoration project was most worthwhile and we were enthusiastic about providing the grand prize for the sweepstakes. I'm confident that the winner will have many enjoyable flights in the Avid Speedwing. It is interesting to note that the kit in this presentation is the 600th project delivered since our initial aircraft in the spring of 1983."

Edith began flying lessons in 1979 from CFI Chuck Michel, and became a 99 right after being licensed. The McNamees have three children and five grandchildren. They fly a Cessna Cardinal and own a neon sign company.

## AE RESEARCH SCHOLAR REPORTS

# Does gender affect individuals' competence at spatial tasks?

by Claire B. Kopp

Several years ago I was the recipient of The Ninety-Nines Amelia Earhart Research award. My goal was to study the characteristics that are associated with performance on spatial tests. Virtually every aspect of flying an airplane demands expertise in spatial skills. Inherently, the topic is important for us, and I presumed that the results from the study could be applied to pilot training and maintenance of skills.

The research has been completed, presented at meetings, and prepared for publication. As part of the project, I collected considerable information about women pilots who reside in the Los Angeles basin. Because we know relatively little about our members, I believe it could be useful to provide a summary. Of course, only a fraction of our total membership participated in the study and I do not know if this Los Angeles sample is representative of the 99s in general.

This article has three parts: a description of the characteristics of the women (obtained from an extensive questionnaire), an analysis of their performance on the two spatial tasks that were part of the research and a general discussion of spatial landmark knowledge.

## PILOT CHARACTERISTICS

More than 65 women participated in the study, along with 44 men. Most of the women were members of local 99 chapters. These women ranged in age from 20 to 72 years, with an average age of slightly more than 45 years. Their flying hours ranged from a total of 75 hours to more than 13,000 with a median (midpoint) score of 553 hours. In the previous 12 months, their median flying time was 67 hours but ranged from 20 to 1000. On the average, 10 years elapsed since the women obtained their private pilot's license. For those who had instrument ratings, and most did, a mean of eight years had elapsed.

Sixty-eight percent of the women were married at the time of the study. Sixty-two percent had some college education or a college degree, and 30 percent had advanced degrees. All but 12 percent were employed; the largest percentage were self-employed (21 percent), in aviation (16 percent), in health or education (12 percent), or were in management (9 percent).

Three quarters of the women flew for recreation, and more than half in trips of over 100 miles at least once a month. All of their airplanes were equipped with VOR receivers, most with ADFs, and about half with DME apparatus. Only a few pilots reported having RNAVs and LORANs, but fully a third indicated they had autopilots. When compared with the male pilots in the study, the women had, and used, more instruments. The women may have been more affluent than the men, or money aside, they may have felt more comfortable

See SPATIAL TASKS page 23



Dorothy Fowler's art reflects her love of life and of children. Like a mirror, her art expresses a gentle nature ... the inner peace, softness and emotional tranquility shining through.

Dorothy has all the qualities needed for lasting success in the field of art. A goal setter, high achiever and enthusiastic lover of life, she is dedicated to her profession of sculpting.

Raised in Pacific Grove, California, Dorothy majored in art at San Jose State University. After her marriage she moved in 1947 to Spokane, Washington where she raised a large family.

Creativity, an important part of her life, found expression in many mediums: gourmet cook, interior decorator, landscaper, fashion designer, and since 1978 a sculptor.

A licensed pilot for 20 years, Dorothy and husband Jack have landed on Alaska's glaciers and flown the jungles of Guatemala where Jack served as dental missionary with Dorothy's assistance. These days she uses her Cessna 182 to haul sculpting supplies, carries

*"I'm very serious about my*



*work, but I'm also very serious about my flying, and The Ninety-Nines are so special to me."*

improve and she continues to grow as an artist. While attending a two week seminar at the Scottsdale Art School, she found a mentor in George Lundeen. She loves his work, admires the philosophy of his art and his integrity. Mother to six and grandmother to ten, Dorothy's own subjects are of women and children, most often caught in a poignant moment.

Dorothy recently completed her first monumental, a life size bronze of mother and child, for the Ronald McDonald House. Current plans include other monumentals, particularly one of young children at play in water, to be a piece children can interact with and touch. "I'm after a smile, an emotional response," she says. "That smile is my reward."

Married to one of the founders of Schweitzer Basin, a large ski area in northern Idaho, Dorothy spent 23 years on the mountain. There she helped fulfill the dream of a chapel on the ski hill, giving years of leadership and enthusiasm to make Schweitzer Chapel and

# MEMBER PROFILE

Dorothy Fowler, Northwest Section, Intermountain Chapter

molds to foundries, flies bronzes back, totes interested collectors of her work on foundry tours, and wings herself to far-off galleries for one-woman shows. The 182 also takes her to workshops in Arizona and Montana.

Dorothy studies hard to

*"Yesterday's Dream, Tomorrow's Memory"—Above is Dorothy's creation for the waterfront at Lover's Point Park near Monterey, California. At left, the sculptor/pilot at work on her sculpture "The Strongest Bond" for the Ronald McDonald House.*

Welcome to what will be an ongoing series spotlighting The Ninety-Nines' very best assets, the widely varied women who are The Ninety-Nines, composing our organization's rich and fascinating personality.

Your contribution is welcome and wanted. Please send a typewritten submission and quality photos to the Editor, PO Box 98497, Tacoma WA 98498.

Youth Center a reality. Besides their own large family, the Fowlers shared their busy lives with many foreign exchange students. An avid skier and outdoor person, it seemed natural that she begin sculpting the children skiing.

Becoming a sculptor formed a huge change in Dorothy's entire life, and her ability to fly figured strongly in the transition: "I was, until the last eight or nine years, what I call a recreational flyer. The Ninety-Nines activities, fly-ins and vacations were what I used my airplane for. As my sculpting career started to take off, all of a sudden my Cessna 182 became very important to me. I have used it to fly all over to workshops to study with different sculptors, and to galleries, and mainly to a foundry in Joseph, Oregon. I go down there every few weeks. It is a four and a half hour drive in good weather; it takes me one hour to fly there!

"I have had a complete lifestyle change. No more luncheons, golf or social life to speak of. I am totally consumed with my career. I have always been a goal setter and I have very high goals to reach with my sculpting. The one thing I will always keep in my life is my affiliation with The Ninety-Nines. I have always been very active in our chapter. Have held each office—two years chairman—and many committee projects."

It's obvious Dorothy's flying saves time, making her work expedient. The ability and pleasure she can display by "getting there" by private aircraft also sets her apart from other aspiring

sculptors who struggle for a toe-hold in prestigious galleries. "My dedication and love for my art is starting to show results for me now," Dorothy attests to her combination of effort

inch aviator. He is of antique vintage, with breeches and leather jacket. His hand is up above his shoulder hanging onto a propeller. A radial engine forms the backdrop.

*Make no bones about it—That's no ordinary copilot sitting beside Dorothy. It is a skeleton she uses for anatomical study, that's all.*



*"As my sculpting career started to take off, all of a sudden my Cessna 182 became very important to me."*

and transportation efficiency. "The piece I did for the Ronald McDonald House has been so well received, it is now in the process of becoming the symbol for all the houses."

Dorothy was commissioned to do a sculpture for Lover's Point Park on the Monterey Peninsula near Carmel, California, planned for dedication in October. In an aviation flavor, she says, "I have completed a sculpture to honor aviation ... an 18

Hopefully, one day I can do something for The Ninety-Nines. A wonderful life size!"

Dorothy says she really enjoys doing life size or larger works, and has set her goals on doing "meaningful" public works.

"I have several proposals for life size sculptures being considered at this time." Meanwhile, Dorothy's "The Aviator" will emerge from the foundry in July.

# SECTION

## News

June 1990



**99 ACHIEVEMENT AWARD**—L. to r. above are 99 judge Cindy Brown, 3rd place winner Janis Alderson, So. Ill. Univ., 1st place winner Sharon Steiber, Miami Dade CC, 2nd place winner Debra Falanga of Nichols State Univ., Gene Nora Jessen, Int'l Pres.



**TOP FEMALE PILOT**—Gene Nora with Kristen Jensen, Univ. of Ill. and Jon Mace, All Ohio chapter.

## NIFA Results—

by Gene Nora Jessen

Looking to the future through the past was the theme of the 41st edition of U.S. National Intercollegiate Flying Competition. The University of Illinois provided outstanding hospitality and facilities, and tolerable weather, for the cream of the country's collegiate pilots. Dedicated to Harold Wood, NIFA's founder, the 1990 air meet exemplified the purpose of "Safety Through Education, Excellence Through Competition."

A loyal group of Ninety-Nines returned to judge this annual spring competition, attracted to the 5:00 am airport calls and judging in the rain and wind—all at their own expense—for which they receive a huge supplementary shot of inspiration about young people and the future of our industry. Member Polly Gilkison raises a good portion of the supporting funds for NIFA from individual 99s, chapters, and sections. All of the aviation industry supports awards for the victorious. This

year University of North Dakota extended a long string of national championships followed by Ohio State and University of Illinois. The top pilot was William Ruddell of the Air Force Academy and top female pilot was Kristen Jensen of the University of Illinois. Joan Mace awarded the Arlene Davis Trophy to Kristen on behalf of the All-Ohio chapter and she received a scholarship from The Ninety-Nines plus the Pat Roberts Scholarship. The 99 Achievement Award along with scholarship funds and an AE Medal Achievement Award went to Sharon Steiber of Miami Dade.

Chief judge Pat Roberts did an outstanding job making some tough calls, as did so many dependable 99s supporting virtually all events. Join us at Nichols State University next year (probably the last week in April) in Thibodaux, Louisiana. Try it. You'll love it.

## What's going on—

*Madam Sabika Gokcen, perhaps the world's first woman military pilot who came into fame over 50 years ago was felicitated by the Indian Women Pilots Assn. and the India Section of The Ninety-Nines in Bombay on March 15.*

*Madam Gokcen was specially invited to this function by India Section and Mr. Alka Sen, editor of Indian Aviation - Civil and Military. Presiding over the function was Air Marshal P. K. Dey, Air Officer Commanding-in-Chief, South Western Command who presented the memento initiated by the India Section.*

*Air Marshal Dey in his personal opinion "whether Indian women aviators should be allowed to join the Indian Air Force," said, "I am not doubtful about it, it is inevitable and hoped that Indian women pilots would be inducted in the Air Force in the near future."*

## SECTION NEWS

Section Governor Mohini Shroff welcomed Madam Gokcen, the grand old lady of Turkey, who had accepted the invitation very gracefully to visit India. She was a great encouragement to women aviators of the country. While accepting the memento she said that she was overjoyed to be in India and amidst Indian women pilots. With nostalgic memories she recalled her 1950 trip to the U.S. as a 99 where she had met American women pilots including Jean Ross Howard, well known for her promotion of the civil use of helicopters. In a message to the women aviators of today, Madam Gokcen said that they should "LOVE" their flying to be successful in life.

Present on this occasion were some eminent personalities from Indian Air Force, representatives of Indian Navy, Army Aviation Corps, Indian Coast Guard and various airlines. It was a pleasure to receive Vicki Karnes of Delta Airlines. Chanda Budhabhatti was missed as she was in the U.S.

**East Canada Section sent an update on its women pursuing aviation careers:** Kathy Lang is the first woman sales representative for deHavilland, a subsidiary of Boeing. With her multiengine instrument rating, Mary Norman has now expanded her instruction expertise at Toronto-Buttonville Airport. Chris

Gallant, the First Canadian newsletter editor, began her first commercial flying job as a flight instructor at Oshawa Flying Club.

Operation Skywatch pilots Muriel Pigeon, Lyn Shinn, Julie McGuire, Sue McHaffie, Margo McCutcheon, Anna Pangrazzi and Katharine Price were introduced to the challenges of survival in the bush the first weekend in May. They learned from hands-on (or should it be bush-in?) experience skills in preventing hypothermia, conservation of energy, building a fire and lean-to shelter, use of a heliographic signaling mirror and so on. Foraging for food had its successes and failures ranging from raw fiddleheads (the newly sprouted ferns, for the uninitiated) to granola bars and wine (all in the bush, they say!). A few mosquitos joined the night fire watch in her vigil and the group generally had a fun time and a fine learning experience.

## GENERAL COUNSEL

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

## *Flying—even taxiing—needs extra vigilance these days*

Many of us feel that there seems to be a concerted effort being made these days by the FAA to cite airmen for violations and institute certificate actions against them. This goes hand in hand with changes in the FAA's civil penalty program.

New legislation was passed at the end of 1987, and became effective nine months later, which provided, among other things, that (1) even a settlement with the FAA whereby the airman pays a civil penalty (a fine) will now result in a finding of a violation; (2) when an airman contests the proposed FAA action, the FAA may now proceed to trial with a civil penalty case, whereas formerly, it had to request the U.S. Attorney to proceed; (3) judicial review is now available only on issues of law, (4) the new rules do not specify how the amount of the civil penalty will be determined, which will probably lead to inequities, and (5) there is no provision for giving litigation costs to the airman should the FAA put on a case which should not have been prosecuted.

As to certificate actions, the pilot of a Cessna 421 was found guilty of careless and reckless taxiing and given a 15 day suspension of his certificate when his wingtip struck the nose of another aircraft, even though the second aircraft was improperly parked and the damage was so minor that it was not reportable. Another airman received a 30-day suspension for operating his newly purchased aircraft across the border into Mexico before having received his registration certificate. Even carrying the "pink slip", that is, the duplicate copy of the registration — which allows one to fly for 30 days on domestic flights, will not qualify one to fly outside the country. As an added note, a telex copy of the certificate is available from the FAA, often within 48 hours, and will be considered legal for such flights. A pilot's certificate was suspended for 20 days for taxiing his aircraft across an active runway contrary to an admittedly confusing taxi clearance.

Always make sure you understand the call sign used by a controller. One pilot had his certificate suspended for 60 days when he took off thinking the clearance was his when it was not. Because the abbreviated call signs used by the controller were very similar ("one zero eight" and "one zero echo") the full NTSB reversed the suspension, but the pilot had, by this time, spent considerable time and money on the matter, through first an informal conference with the FAA, then a trial before an administrative judge, and finally before the entire board.

**North Jersey chapter of the New York-New Jersey Section presented an outstanding section meeting with their "Just Plane Travel" held April 21 and 22 in Saddlebrook, New Jersey.** Attendees described the meeting as educational and fun.

With all but one of the NY-NJ Section chapters presented, the group enjoyed varied activities. Two excellent safety seminars were presented. Kathy Stewart gave "Part 91 Review" which was far from dull as she led us through her imaginary rule breaking cross country trip with attendees vying to point out the goofs. Leslie Highleyman's topic was "Weather Services for Pilots" and was chock full of vital information. Those present at both were given credit toward the FAA Wings program; one attendee had her logbook and the required flying time, and so received her wings.

Dianna Dade presented "Oshkosh 89" and Richard Lawrence spoke on "Flying to Las Vegas in the Summer." The sessions ended on Sunday with the "Dirty Hands Seminar" at the Teterboro School of Aeronautics.

Marie Christensen represented the international board and brought us

## SECTION NEWS

up to date on international events. For those who would rather tour than sit, tours to the New Jersey Aviation Hall of Fame and the Teterboro tower were available.

**Long Island chapter held a spot landing and flour bombing at Brookhaven Airport on March 24.** The winners' crown was small but the enthusiasm great.

**Greater New York chapter held its annual "Meet the Authors" night at the Wings Club in New York City on May 9.** Authors included Doris L. Rich, author of "Amelia Earhart: A Biography"; Patrick E. Brady, author of "Pilot Upgrade: How to Stay Current in Safety"; Russell Munson, "Skyward: Why Flyers Fly"; Dan McKinnon, "Bulls Eye—One Reactor" and "Everything You Need to Know Before You're Hijacked"; Jim Morris, "The Devil's Secret Name"; Henry Sollman, and Sherwood Harris, "Mastering Instrument Flying."

**North Central Section's Indiana Dunes chapter members awoke to fog and low ceilings April 14, forcing a drive-in instead of a fly-in tour of the School of Aviation at Purdue University in Lafayette, Indiana.** 66 Marilyn Lee, her instrument rated husband and a pilot friend were the only fly-ins among the 11 members and five guests. The tour was both informative and interesting as they observed the labs, simulators and aircraft that Purdue students use for their degrees.

**Weather was also low IFR with less than a mile visibility for Michigan chapter's Easter Egg Hunt on April 1 at St. Clair County Airport.** The drive was worth it since hosts Nancy Walters and Linda Campbell kept guests busy with games and prizes, a picnic lunch and a visit from the Easter Bunny.

**Gail Allinson, Chicago Area chapter, attended the Soaring Society of America's annual convention in Indianapolis, Indiana.** The three day event included a talk by Karol Hines. She attended the European Feminine Gliding Contest in the Soviet Union last summer.

### VINTAGE AIR RALLY: LONDON TO AUSTRALIA—

*Touching down in Bahrain April 12 in their Bonanza are 99s Marion Jayne, Aileen Pickering and Lois Marie McKay en route for Australia. The Vintage Air Rally following Britain's old Imperial Airways Mail Route has 18 vintage aircraft ranging from a Fairchild 24, to a Stinson, a Howard, Beech Bonanzas, Cessna 140 and 170, with also a Piper Cub and Piper Tripacer.*

*All pilots were in fine form on arrival at Bahrain, says Yvonne Trueman, 99 from the British Section at large in Arabia. Their pioneering spirit reflects the golden era of earlier days.*

*The total distance is approximately 10,000 miles and the journey time 30 to 40 days, with the average leg of 264 miles. The rally is in celebration of the 70th anniversary of the first single engine light aircraft flight from the United Kingdom to Australia, the 60th anniversary of the first passenger flight with Imperial Airways, and the 55th anniversary of the first regular airmail flight.*

*-from Yvonne Trueman*



**Dayton, Ohio was a busy airport Friday April 27, with the arrival of North Central Section members for their spring section meeting.** The All-Ohio chapter hosted the event under the able leadership of Judith Westerheide. The Wright-B Flyer was on display at its new hangar at the airport. The Flyer's crew was on hand to meet the 99s and share welcoming hospitality under the wings of their beautiful bird.

Martha Lunken, an FAA Accident Prevention Specialist from the Cincinnati FSDO, gave a safety seminar and a video presentation Friday afternoon. The evening ended with a wine and cheese party. Special guests for the hangar flying session were Martha, Jim Walden, corporate pilot for Amcast Industrial Corporation, and J.R. Wedikind, executive director of the Dayton Air and Trade Show. The local Zonta chapter lent a helping hand in the hospitality room.

Twenty three chapters were represented by 166 members at the business meeting. Governor Clara Johansen presented chapter charters to two new chapters. Joy Rickels, chairman, received the charter for the Illiana Cardinals chapter. Chairman

June Beers received the charter for the Renaissance chapter.

The Wright family picnic was held Saturday at noon. A very able impersonation of Katherine Wright, Orville and Wilbur's sister, told us about the lives of our pioneer aviators. In the afternoon we could choose between visiting the Air Force Museum or the International Women's Air and Space Museum.

Saturday evening's banquet was a very special event. The Ohio Cardinal Cloggers, an all girl clogging team, ages seven to 12 years, presented an energetic program. AE Scholarship winners Pat Thomas, Mary Rutherford and Laura Warman, received their scholarship medals. The coveted Governors Award was earned by Charlene Falkenberg. The attendance trophy went home with the Greater Detroit Area chapter. Other awards included, for aerospace education, the Chicago Area chapter, for airmarking the Minnesota chapter, for aviation activities the Greater Detroit Area chapter, for legislation Aux Plaines chapter, for 66 membership the Indiana Dunes chapter, 99 membership the Greater Detroit Area chapter, for safety education the Kentucky Blue Grass

## CALENDAR

### JULY

- 1** **Central New York** **Kamp Airport**  
Section fly-in event: pancake breakfast. Contact Nancy Morgan.
- 7-8** **Kalamazoo MI** **Battle Creek Int'l Airport**  
1990 High on Kalamazoo Air Show. Write the event at 128 N. Kalamazoo Mall, Kalamazoo MI 49007. (616)381-8237.
- 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.
- 25-29** **Santa Fe NM** **Hotel El Dorado**  
Lawyer-Pilots Bar Assn meet. Contact David Prewitt, 1845 Walnut St., 21st Floor, Philadelphia PA 19103. (215)751-0500.
- 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

- 8** **Southern California**  
25th and final Pacific Air Race. El Cajon—Apple Valley—Kingman—Blythe—Palm Springs. Limited to 60 entrants. Sponsored by El Cajon Valley and San Diego 99s. Race kits: send \$5 to Vi Chambers, 9255 Magnolia, Sp. 299, Santee CA 92071. (619)448-1759.
- 12** Greater Kansas City chapter's Royal's Night. Kansas City Royals vs. Toronto Blue Jays. Contact Darla Gerlach (913)829-9162.
- 12-16** **Virginia Beach VA** **Cavalier Hotel**  
45th Annual Relunion of China-Burma-India Hump Pilots and support personel. Contact Mrs. Jan Thies, PO Box 458, Poplar Bluff MO 63901. (314)785-2420.
- 14-16** **Watkins CO** **Front Range Arpt**  
Mile High Air Derby by Colorado chapter 99s. Mystery race route starts at Front Range, ends at Minden, Nebraska. Entry fee \$65 by August 6. For kit send \$3 to Mile High Air Derby, 14337 W., 32nd Ave., Golden CO 80401-1475.
- 15-16** Michigan Small Race, by Lake Michigan chapter. Contact Barbara Goodwin, 3828 Grand Prairie, Kalamazoo MI 49007 (616)349-4914.
- 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.
- 29-30** **Wilmington DE** **New Castle County Arpt**  
20th EAA East Coast Fly-in. Show aircraft with awards, static displays, flew market, forums, pancake breakfast. Contact EAA East Coast Fly-in, 2602 Elnora St., Wheaton MD 20902-2706. (301)942-3309.

### OCTOBER

- 5-7** **Greenville MI**  
Michigan Air Tour (and beautiful Michigan fall colors). Contact Gregg (313)286-4966, Juanita (313)437-0012.
- 13-14** **Phoenix AZ** **Deer Valley Airport**  
23rd Annual Kachina Doll Air Rally. Open to everyone. We give you the distance and you tell us your computed time and fuel. Then you fly about 350 miles over Arizona scenic terrain to match your estimate. Cash and trophies awarded. Contact Elaine Ralls, 1461 E. Grandview, Mesa AZ, 85203. (602)835-5072.
- 24-27** **Palm Springs CA**  
Aircraft Owners and Pilots Assn (AOPA) annual convention.

chapter, for scrapbook the Chicago Area chapter, and for public relations the Greater Detroit Area chapter. New officers for the North Central Section were installed. They are Delores Jewel, governor, Virginia Sutherland, vice governor, Anne Black, secretary, Marjorie Sundmacher, treasurer. The All-Ohio chapter presented its special achievement award to Judith Westerheide, chairman for the section meeting.

**The South Central Section meeting was held April 20 through 22 in Austin, Texas.** A hearty welcome and a busy, entertaining, and educational weekend was provided by the Austin chapter assisted by San Antonio. 99s and guests had opportunities to visit the LBJ Ranch, the UT Aerospace Wind Tunnel, Castleberry Instruments, tour the state capitol with a gourmet cocktail buffet in the Lt. Governor's reception room, and Ester's Follies.

Seminars included a slide presentation by 49 1/2 Dr. Jerry Brown of German aircraft and Hannah Reitsh, Hitler's personal pilot; aviation insurance by Ben Johnson; Pat Shaub of the Texas Dept. of Aviation presented "Come Fly With Me," a talk about challenges facing aviation and the need to educate today's children so they will be prepared to meet the future; five SCS chapters presented "How To Do It" seminars on air derbies, poker runs, treasure hunts, and flying companion seminars.

The Oklahoma chapter was presented the travel trophy for attendance at the business meeting. The banquet speaker was charter member Nancy Tier. Gene Nora Jessen, international president, installed the new section officers, who are Pat Ward, governor; Judy Reinhart, vice governor; Carol Sutton, secretary; and Shirley Brown, treasurer.

Nema Masonhall, Oklahoma chapter member, was attending her sixty-ninth consecutive section meeting.

**Chapter rundown from the South Central Section includes Austin chapter's Robbie McBride, who distributed copies of a letter she sent to congressional representatives opposing an**

**increase in user fees in the aviation sector.** Carol and Bob Heiser, Robbie, Judy Reinhart, Pat Mazey and Paula Faught were on hand for the San Marcos Terminal dedication and to sell sweets and beverages. Most of the chapter's recent activities were aimed at putting on the South Central Section meeting which turned out to be a-okay.

**Colorado chapter** held a meeting at Stapleton Airport's United Flight Training Center with NTSB Accident Investigator Greg Faith speaking on his expertise as related to aviation safety.

**The El Paso 99s** breakfasted at West Texas Airport and will meet there monthly through September not only for the purpose of raising funds but for public contact. They held a joint meeting with the Daedalians. U-2 pilot Larry Driskill was guest speaker. They worked on the Amigo Airshow as well as hosted the Regional ICAS convention brunch at the Air Museum in Santa Teresa.

**Golden Triangle chapter** members refreshed their knowledge of sectional and TCA charts with the guidance of Shirley Roberts. Tracy Jeter and Helen Hill planned the chapter fly-in to Granbury, Texas with lunch at the Nutt House and a visit to the Granbury Opera House for a matinee of "See How They Run."

Tracy and Jason Jeter, Shirley ad Evan Roberts and Mary and Christopher Wheelock and guest Susan Ratcliff and Penny and Don White joined the **Dallas chapter** for a NASA presentation about the space telescope, shuttle and other NASA aircraft.

Dallas chapter's Missy Upshaw directed an aviation writing activity, and Wanda and Rod Cochran led the discussion and slide show on hot air balloons. They attended a NASA presentation with 99s from all over the area. Slides and scale models were displayed to illustrate the history and future projections of space exploration. Glenda Pinkston got a VIP seat to watch the latest launch with the Hubbel telescope. Marge Watson will be reporting on her People to People exchange to Russia for WWII women pilots.

**Kansas chapter** flew and drove to Wichita for a tour of Amelia Earhart's home and the Forest of Friendship. Tour leader Cheryl Sutton

advised the Mode C requirement had been waived for the Amelia Earhart Airport for those flying in. Marilyn and Tommy George, Marguerite Lawrence, Janet Yoder, Marty Benham, Carol Lanning, and Bonnie Johnson and daughter Julia attended the Hutchinson Cosmosphere to view "To Fly" and to visit the space museum. Karen Tucker and Janet Yoder have signed on for the Air Race Classic this summer from California to Pennsylvania. Dave and Phyllis Blanton, Marilyn and Tommy George, and Marguerite Lawrence went to the Sun 'n Fun fly-in at Lakeland, Florida.

**Northeast Kansas chapter** hosted retired Eastern Airlines Captain Harold Keck at a recent meeting, speaking on the "Whats and Ifs" of safety and flying. Jan Raymond presented an excellent written report for the membership on a preflight safety check of your brakes.

**San Antonio chapter** members Gloria Blank and Margaret Cosby battled weather in Margaret's 177RG to and from the NIFA Safecon in Houston. Ruth Nichols, Mary Ann Greer, Lena Cronk, Ginny McDaniel and Gloria Blank attended the Zonta Amelia Earhart dinner with WWII Pilot Tex Hill fascinating everyone with his war stories. Gloria and Margaret became First Lieutenants in the Civil Air Patrol and took advanced courses in Corpus Christi, where they visited with 99s Alice Foeh and Jean Wolcot, both of All-Ohio chapter residing in the south. Coincidentally, Margaret and Gloria received greetings from Italian 99 Fiorenza de Bernardi while she was visiting in the U.S., (see profile of Fiorenza in the March issue *NINETY-NINE News*). The two sent an acknowledgement by courier to her home in Rome with our "99s are Lady Pilots" patch and a 99 wings pin.

It happened again. The weather closed in on **Shreveport chapter** and its long awaited fly-in to DeRidder, Louisiana turned into a drive-in in a van, courtesy of Helen Wray. Those attending met with two new members from Louisiana Tech and were given a super tour of the state of the art facilities in that area. The chapter was especially impressed with the updated methods for finding lost aircraft. The "Holiday in Dixie" airshow was

hosted by the chapter with tower tours, plane rides and super aerobatic performances, and all for free!

**In participation with Women's**

## MEETINGS

### JULY

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

**27-8/2** EAA Convention, Oshkosh WI, Norma Frier

### AUGUST

**23-26** Northwest Section mtg, Seattle WA, Carolyn Carpp

### SEPTEMBER

**8-9** New England Section mtg, Greenville ME, Betty Erickson

**21-23** Southeast Section mtg, Miami FL, Lee Orr

**21-23** Southwest Section mtg, Long Beach CA

**28-30** Western Canada, Vancouver, BC, Mary Oswald

### OCTOBER

**5-7** South Central Section mtg, Boulder CO, Joyce Hilchie

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

**18-11/1** Africa Aviation Exchange, Marie Christensen

**19-21** Middle East Section mtg, Washington DC, Bev Sharp

**24-27** AOPA Convention, Palm Springs CA

**27** Caribbean Section mtg, Freeport, Bahamas, Mary Higgs

**27-28** New York-New Jersey Section mtg, Neuberger NY, Robina Asti

### 1991

**3/22-24** NCASE Education Congress, New Orleans LA, Jule Zumwalt

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

**7/14-19** WAEO Congress, Montreal, CAN, Jule Zumwalt

**7/9-14** Int'l Convention, Orlando FL, Pat Mlady

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

**9/5** Northwest Section mtg, Bozeman MT, Gwen Vaseden

**9/27-29** Section meetings: Southwest, Lake Tahoe NV, Lois Erickson and North Central, Chicago Area chapter, Dodie Jewett

**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.

**History Month in March, the Siskiyou chapter of the Northwest Section invited a handful of other clubs to an informal fly-in at the Montague-Yreka Airport, Rohr Field.** The sky was blue, the wind light and the temperature a pleasant 60 degrees which drew 17 women pilots to this friendly little airport on Saturday afternoon of March 24.

The Cherokees, Cessnas, a 1947 Navion and Chevrolet (a local pilot) came from Redding, Eureka, Scott Valley, Mount Shasta, Montague and Yreka in California and Ashland, Eagle Point and Grants Pass in Oregon. The pilots gathered on the lawn to swap lies, tell stories and renew friendships put on hold due to the Pacific northwest winter blues.

A variety of ladies were in the bunch including a couple of mother-daughter teams and one pilot who flies her Cessna 182 from the right seat only. Synthia Smith from Scott Valley just thought it was logical she learn to fly from the right seat nearly 20 years ago because her husband, Vern, already had his license and always flew in the left seat. When asked about it, she says "That's my seat, that way we don't have to switch places when we fly," implying the normality of it all.

Among the pilots, the ages spread over 50 years and three wars. Kay Gott Chaffey, a former WASP from Eureka was there with many stories to tell, which she is currently putting down on paper in a book.

This was the first gathering of the year and of the decade for these 99s. Siskiyou Chapter Chairman Virginia Raffaelli, of Montague, was more

than pleased with the turnout and was glad her request for good weather to the Red Bluff Flight Service Station a few days earlier was honored. Not more than seven days earlier snow was on the ground in some parts of Siskiyou County.

Sack lunches were munched on, followed by low calorie desserts provided by the local chapter. There were no flying contests, planes judged or barbecues, but this simple gathering was fun and exciting just the same.

As the afternoon got late, the pilots piled back into their airplanes and headed for home, leaving with smiles on their faces indicating that a good time was had by all.

### PROJECTS:

**The Maple Leaf chapter of the East Canada Section has established a new annual award of \$250 to be presented to the best female student pilot in the area served by their chapter.** This is viewed as an encouragement to women pilots as well as a publicity and membership drive activity.

**The Angels of Flight Canada Inc. is an organization of registered nurses who provide equipment and escort patients on flights from one hospital to another.** It was founded in 1988 by a new First Canadian chapter member, Gail Courneyea. Gail commenced her Transport Nurse career as a fearful flier but became so curious and enthralled that she acquired her pilot's license.

**Weather was not cooperative**

**for the two chapters of the North Central Section, which delivered daffodils for the American Cancer Society in April.** It was an IFR day with up to five inches of snow for the Greater Kansas City chapter. Donna Burrows, Velma and Tom Mynster, Anita Nickless and June Wolff drove their boxes of daffodils to cities in eastern Kansas. The Indiana Dunes chapter was undaunted by low clouds as their members delivered 250 boxes of daffodils by car and van to nine airports on April 3. Barbara Jennings, chairman of the event, made two trips from Valparaiso to Kokomo, Indiana.

**Planning for the Colorado chapter's September 14-16 Mile High Air Derby is led by Linda Horn and Anelladee Spencer.** The Derby is scheduled to terminate in Minden, Nebraska where the 20 acre Pioneer Village outdoor museum is located. Three airmarkings are also planned, along with an airplane wash and the chapter's annual picnic. Look for the Pylon Air Race at Front Range Airport June 23 and 24.

**El Paso chapter is working on an aerospace education essay contest and has obtained an airplane for the flight from Air Transport Inc. and Wingett Enterprises.**

**Kansas chapter's Marilyn George headed up the chapter's Coffey County airmarking.**

**Purple Sage chapter participated in the Ector County Pilots Assn. safety seminar with Kay Walling telling about the 99s activities.** The chapter also sponsored

**Section News continues page 20**



**MEETING AT MONTAGUE**—Standing, l. to r. are Virginia Raffaelli, Grace Greenwalt, Synthia Smith, Kay Gott Chaffey, Katie Mulhallen, Rose Albachten, Michelle Ryan, Elaine Hanten, Lois Van Zelf, Eva Shummay, Carol Townley, Debbie Hartridge. Kneeling l. to r. are Rose Hanan, Linda Mayfield, Elsie Schulze, Bev Romero.

**BOARD of DIRECTORS***Submitted by Carole Sue Wheeler, Board Member***NEW ITEMS**

**FOR ARCHIVES**—Alexis Ewanchew and Virginia Oualline examine an Angel Derby scrapbook. Alexis transported 88 pounds of Angel Derby memorabilia to headquarters when she attended the spring board meeting. Six additional boxes of Derby items were sent later by donor Virginia Britt. Photo by Lu Hollander.



The board of directors met in Oklahoma City at the international headquarters on March 29 through April 1, 1990 for the annual spring board meeting. The three day meeting was very productive. Many items, new and old, were discussed, voted on, action taken, tabled. Letters from members, happy and disgruntled both, were read, discussed and acted upon. The BOD sponsored a reception on Friday night for aviation friends, museums, chamber of commerce and other support groups in Oklahoma City. This was a two-fold event, being an opportunity for the board to meet the various community groups and an opportunity for the community to see our building and learn what we are attempting to do with the organization. There were approximately 50 people in attendance.

The following are some of the items discussed at the meeting: The board voted to obtain bids to begin finishing half of the upstairs for our use. We are continuing attempts to get a tenant for the other half of the building. Susie Sewell, Oklahoma chapter, has agreed to begin working on a docent program at headquarters, with the board's full support. The board voted to purchase pin guards. The guards will be in five year increments starting, five through 60 years. It is felt these will be useful to the chapters as gifts for chairmen, governors and for honoring their members. Many items have been given to the resource center. Library shelves are needed for this

continued expansion. A partial list of gifts includes Virginia Farr memorabilia, brought to headquarters by Barbara Evans; Marjorie Brown memorabilia sent by her nephew, Chip Smith; 109 slide negatives from the Jessie Woods Collection; Doris Lockness memorabilia; "The Earhart Papers," a five volume set given by Jan Maxwell; history of Angel Derby, brought by Alexis Ewanchew; many photos, books, newspaper articles and videos. As you can see our historical interest continues.

Anita Lewis presented her ideas on the Twenty First Century Fund, which we hope to kick off at the international meeting. The bylaws committee report was read and discussed. There will be five bylaws to be voted on at the international meeting. Awards of merit will be presented at convention, also. The purpose of this award is to recognize individuals who have made significant contributions to aviation, aviation education, science, aviation history, or the 99s. Any chapter and /or section not represented at the international business meeting will be sent the annual report which is normally given out at the convention. The remainder of the time was spent working on the budget. A budget was finalized and a copy has been sent to all chapters and governors for their information. This will enable all to come to the meeting with knowledge of what your organization is doing and hopes to do in the future.

## NEW HORIZONS

### NEW ENGLAND SECTION

*Lorraine Benham Harrison, Connecticut chapter*, leaves her fellow chapter members saddened by her murder on November 20, 1989, while doing errands near her home in Virginia outside of Washington. Members say, "We knew her when she worked as a flight instructor in the early '70s, then flew for a commuter airline before she joined the FAA as inspector. Although she was transferred by the FAA to different places, she stayed a member of the Connecticut chapter. Her latest assignment was at FAA headquarters in Washington. She sure made us proud of her accomplishments and we truly miss her."

*Judith Von Scoy, Connecticut chapter*, died April 6 in a car accident. Judith lived in Stamford, Connecticut when she joined the chapter. She held a CFII and instructed at Westchester County Airport near New York City. About a year ago Judith's husband retired and they moved to Hilton Head, South Carolina. At the time she was working for IBM and was able to transfer and continue working and instructing.

### NORTH CENTRAL SECTION

*Bert Pacey, 49 1/2 of Ginny, Greater Kansas City chapter*, went to new horizons while working on their prized aircraft. Bert and Ginny had been partners in marriage for 49 years.

### SOUTH CENTRAL SECTION

*Ann L. Bowman* died the end of July, 1989.

*Frances M. Tepper, Colorado chapter*.

*Jane Jugenheimer, Phoenix chapter*, died March 25 after a traffic accident. Jane, 26, was manager of the Glendale Air Center. She was secretary of her chapter, and a certified aircraft broker with commercial license, multiengine and instrument ratings.

### SOUTHWEST SECTION

*Miriam Elaine Brugh, Bay Cities chapter*, died of cancer at her home in Pittsburg, California April 14, 1990, age 71. Miriam earned her private license #490014 in Houston in 1943, and together with other women pilots formed a 99 chapter. She transferred to Bay Cities in 1946, became a life member, and held nearly all chapter offices. Because of her warmth in welcoming new and prospective members, Miriam was called our "public relations member." She chaired nominating, airmarking and transportation committees, resulting in a legion of friends because of her sincere greetings to all attending international and section meetings. A plaque was placed in the Forest of Friendship for Miriam in 1981. She was later denied her license because of a heart problem, but continued to arrange airmarkings, seminars and encouraged members to apply for scholarships. Bay Cities chapter has lost a dear member we shall all miss.

*Orpha Maurine Wilson* died March 20, 1989.

*Susan Oliver*, a star of the "Peyton Place" television series and a veteran of many other TV shows and movies, has died of cancer. A 99 since October 1966 and a current member of

## NEW RATINGS

Karen Greenburg, Chicago Area, multiengine  
 Marie Miller, Chicago Area, instrument  
 Sharon Krause, Chicago Area, multiengine  
 Mary Rutherford, Indiana, commercial  
 Lisa Fall, Indiana, instrument  
 Nancy Warren, Indiana, multiengine  
 Jean McLaughlin, Central Illinois, CE500 type  
 MayCay Beeler, Kitty Hawk, commercial and multiengine  
 Leslie Manheim, Kitty Hawk, CFI  
 Karen Tucker, Kansas, multiengine  
 Sabrehna Wyche, Purple Sage, instrument  
 Brooks Powell, Purple Sage, commercial  
 Connie Trober, Purple Sage, ATP  
 Suzanne Batz, Purple Sage, B737 First Officer  
 Ginger Elliott, Texas Dogwood, multiengine  
 Martina Chavez, Colorado, instrument  
 Sandy Phillips, Shreveport, instrument and multiengine

## FORMER 66s

Valeria Gorra, Chicago Area  
 Jacqueline Hann, Chicago Area

the Southwest Section, Susan was born in New York in 1936. She was educated in a Tokyo convent while her father, a newspaperman, was head of the US Information Agency, Far East Division.

She was an actress of stage and screen before her first solo flight in 1964. In 1966 she was the only woman in the Reno Air Celebrity Race, winning 2nd place by 10 seconds.

She held five world records, men and women Class C-1-c single engine Aero Commander. In a solo transatlantic flight she flew 6,259 miles from New York to Copenhagen, Denmark, then headed for Russia where she was refused a visa. She co-piloted the winning plane in the 1970 Powder Puff Derby. Susan held a commercial AMEL license, with instrument and glider ratings. As well as an actress, she was a director and author. She appeared on television shows including "Star Trek" and "The Wild Wild West," and in movies, including "Butterfield 8" and "Looking for Love."

## HEADQUARTERS WISH LIST

VCR tape cabinet  
 front window covering  
 chair recovering    landscaping  
 IBM PC and printer  
 folding machine  
 lateral file cabinets    library table  
 museum display case  
 "AM Weather" sponsor

## SECTION NEWS

Continued from page 18

a "Back to Basic, II" safety seminar at Odessa College. Al Robson, Lubbock FSDO, presented "Aircraft Maintenance" and "Owner/Operator Responsibilities." Guest speakers were Jerry Chad Lewis on "Local Air Traffic Procedures" and George Alexander, Midland FSS on "Pilot Weather Briefings."

**Texas Dogwood chapter sponsored a successful flying companion seminar in Longview, at Gregg County Airport.** Jan Maxwell was in charge of the event with help from Jody McCarrell, Sally Coker, Bonny Feather, Jerry Jurenka, Clara Pace, J.C. Harder, Stephenie Roberts, and Aina Hancock teaching various phases of the course.

**Montana and Wyoming chapters** of the Northwest Section have been laying groundwork for the section meeting they will jointly sponsor in Bozeman, Montana next year.

**AWARDS & HONORS:**

**New York-New Jersey Section member June Simpson, of Hudson Valley chapter, received a very special award at the recent section meeting.** In September, June was at Warwick Airport when a pilot was seriously injured in an ultralight accident. June is a registered nurse and her expertise and actions immediately following the accident were instrumental in saving the pilot's life. This fact was made known by paramedics who later arrived with an ambulance.

The special citation reads: "New York-New Jersey Section certificate of appreciation presented to June Simpson to commend your quick action in saving a pilot injured in an ultralight accident at Warwick Airport, Warwick, New York on September 17, 1989."

**The Chicago Area chapter held its Achievement Awards banquet on March 15 at the Cypress Restaurant.** Those receiving awards were Ruth Rockcastle, Chapter Service Award; Arthur Anderson, Chapter Service Award for 49 1/2s; Mary Lou Mueller, Eileen Ferch,

GINNEY Coughlin and Madeleine Monaco, Updater Awards; Madeleine Monaco, Chapter Activities; Donna Webster, Flying Activities; Tina Thomas, New Member Award; Ellen O'Hara, Aerospace Education; Donna Karp Webster, Air Safety Education; Sharon Schorsch, "Golden Wrench" Award; and 49 1/2s Ralph Madsen, Richard Henson and Frank Schorsch, Certificates of Meritorious Service.

**El Paso chapter's Evelyn McLaughlin** will be presented for induction into the Forest of Friendship. **Kansas chapter member Karen Tucker** is now adjunct professor for Embry-Riddle Aeronautical University in continuing education at McConnell Air Force Base. Husband Sid planned and officiated the Arthritis Foundation Air Rally. The *Corpus Christi Caller Times* published an article with photos on **Micky Axton**, about her days as a WAFS pilot. The feature was picked up by the Associated Press. As a result, the Navy's Training Air Wing Four Commander has invited Micky to speak at one of its graduating classes of Naval aviators.

On the pretense of only honoring our 49 1/2s, reads news from the San Antonio chapter, we roasted our blond bombshell, **Ann Ash**, and crowned her "queen for the dinner" in celebration of Ann's 46 years as a 99. A very few highlights of Ann's flying career include a first place win in the Powder Puff Derby, organizing the Japanese 99 chapter in Tokyo in 1954, serving as chapter chairman and now as Amelia Earhart chairman.

**Shreveport chapter is very proud of Mary Jo Voss**, recently retired ground instructor with Royale Airlines, who has reactivated her air activities by getting her level five and six wings from the FAA.

**Texas Dogwood's Stephenie Roberts** has been appointed to the board of the Texas Department of Aviation. **Caroline Greer** is the state president of the Texas Aviation and Space Education Forum.

Northwest Section's lifetime member of The Ninety-Nines, retired CFI, manager of the Jordan Airport, and our friend, **Vivienne Schrank** was presented with a beautiful plaque at the awards luncheon on Saturday

March 3 at the Montana Statewide Aviation Conference. We are very proud of her and her aviation career.

Vivienne attended the international convention every year for many years. She had her first airplane ride at age 11 in a Jenny, when Frank Wiley came through Miles City, Montana, barnstorming. Wiley Field in Miles City is named for him, and he was also the first director of the Montana Aeronautics Division. In 1943 Vivienne started learning to fly, and in 1950 attained her instructor's rating. She has shared her love of flying with many students over the years. She flew cross country twice in her Piper Cruise as a contestant in Powder Puff Derbys. In 1929 Vivienne married Milton Schrank, and they had one daughter. She was widowed in 1976 and regretfully sold her Cruise this past year, proclaiming "but a girl is still flying it."

Vivienne runs the unicom at Jordan and at least half of the pilots at the convention mentioned talking with her as they flew over Jordan this past year. Vivienne, we salute you also, as did the Aircraft Owners and Pilots Association (AOPA), with the following words:

"AOPA Special Citation to Vivienne D. Schrank, whose participation in search and rescue, airspace development, furtherance of the international Ninety-Nines' goals, and untiring dedication and efforts in supporting and improving general aviation in Montana is gratefully appreciated. AOPA salutes your pioneering endeavors and acknowledges these with gratitude and pride.

February 1990

John L. Baker, President"

-Loretta Chapman

**Adrianne O'Brien** sent a short piece telling about the Orange County 99s' sponsorship of Eddie Martin into the Forest of Friendship:

"Eddie Martin (1901-1990) flew for over 40 years, learning as a young man in an era when there were no radios, towers or flight plans. Orville Wright signed his pilot's certificate in 1924. Charles Lindbergh, Amelia Earhart and Howard Hughes visited his airport. He flew over the Hindenberg moments after it crashed. He barnstormed and wingwalked

while fostering the highest standards of aviation in California.

"He taught countless people to fly including the first woman to take lessons in Orange County, Peggy Sacha Hall (99 charter member). Other 99 charter members taught by Eddie were Marcella Huyette and Gladys O'Donnell. In later years, he entertained many 99s with stories of his exciting life in aviation.

His achievements included founding the Eddie Martin Airport (forerunner of today's John Wayne Airport) and the Eddie Martin Pilots' Association (forerunner of Orange County Pilots' Assn). He flew for Western and American Airlines, was a longtime corporate pilot and tested Lockheed P-38 fighters during World War II.

### MEMBERSHIP:

Hats off to **Colorado chapter** for its 21 new members.

**El Paso chapter** welcomes new student pilot **Robin Wineman**.

**Dottie Martin** and guest **Nancy Ezell** joined the **Northeast Kansas chapter** at its annual fly-in membership breakfast. Other perspectives were grounded due to weather.

**Purple Sage chapter** welcomes transferee **Linda Lane Hailey** from **Arkansas chapter** and new members **Nancy Ezell, Cynthia Godshalk, Connie Johnson, Cathy Kleckner, and Dorothy Malone**.

**San Antonio chapter** welcomes new members **Ginny McDaniel** who flies her own Grumman Cheetah, and **Ramona Jones**, who recently earned her private license at 99 Alyce Taylor's flight school. The reinstatement of **Barbara Faulk** was exciting, as well as the return of former member **Alice Foeh** from Potomac. She commutes to meetings from Corpus Christi.

**Texas Dogwood chapter** welcomes new members **Camille Brackeen, Jo Jones, Christy Henegar, Trish Ruiter, Caroline Greer and Aina Hancock**.

### PRESENTATIONS:

**Marie Spense and Susanne Wilkins** did the first **Maple Leaf chapter** presentation of the Air Bear program to the kindergarten class at St. Ignatius School in Bothwell. It was great fun and a wonderful

success.

**First Canadian members Mary Norman and Anna Pangrazzi** have been sharing their personal careers and other aviation careers with Toronto primary and secondary students during the schools' career day activities.

**Central New York chapter** was present at the Herkimer Valley Community College May Fest with their booth—lots of information on flying and two videos were shown, "Let's Go Flying" and "Careers for Women in Aviation."

On April 7, the **Chicago Area chapter** helped the **Illinois Prairie Girl Scouts** and **FAA** present an **Aviation Career Awareness Day** at the **FAA building** in **Des Plaines, Illinois**. Three **Air Bear Programs** were presented for **Daisy and Brownies**. **Ruth Rockcastle, Sharon Ann Schorsch, Marge Sundmacher, and Cynthia Madsen** made presentations. **Ilene Helfand, Chicago Area**

chapter is having a good year doing **Air Bear presentations** in **Rockford, Illinois**. Also presenting **Air Bear programs** are **66 Meg VanDyke, Joan Van Reeth and Mary Lou Mueller**.

**Polly Gilkison, Chicago Area chapter**, presented an **Air Bear program** during a "Space Flight Toward 2000" workshop sponsored by the **Aerospace Association of Oregon**.

**Kansas chapter member Kay Alley** has been teaching **Girl Scouts** about opportunities in flying, and **Dave and Phyllis Blanton** put together an aviation day for local elementary students.

For the second year, **San Antonio chapter** has hosted a **Boy Scout troop** at **Boerne Stage Field** giving them weather, map reading, course planning, preflight and an orientation flight, followed by safety videos and lunch.

## PENNIES-A-POUND:

### Impressions of a pilot

When I first read the short piece that follows I envisioned the lush green grass and tired, cracked pavement of a small local airport. I saw people of every age milling around in the dull warmth of a late summer sun, having come out to the airport for a ride in an airplane. For many, it would be their first ride aloft; for most, it would be their only flight in a small airplane. For all, I imagined, the experience would live somewhere in memory for the duration of their lives. And I guess that's why I like this piece so much: it talks of the special happenings alongside the dailiness of life ... the stuff of which small, sweet memories are made. Unfortunately, I don't know who wrote it! Would you please give me a call or drop a line, whoever you are, so I can give you a byline for capturing your impressions in such evocative style? Thanks.

-Editor

The Long Island chapter sponsored a pennies-a-pound flying fundraiser. The event, staffed totally by volunteers, had passengers weighing in and paying five cents per pound, with a \$4 minimum. This fee bought a short flight around the airport. Held in conjunction with Brookhaven Airport's Antique Airplane Fly-in, the event was a huge success. Over \$1300 was collected for the chapter coffers.

Although I am glad my time contributes money for a worthy cause, it's neither that nor the hours of practically free flying (the chapter pays for gas) that draws me to this kind of event. It's the passengers.

Having to be at my paying job the first day of the event, I flew only on Sunday. The most memorable flight was with two young brothers, about 14 and 12, up for their first ride in a small airplane.

The elder brother really wants to be a pilot, and has a computer at home on which he frequently plays with an airplane program. After

sitting quietly during takeoff, he began noting the change in altitude every time I drifted up or down (somewhat maddening, like an instructor next to me), named all the instruments on my panel, and asked question after question on how the airplane works, and why and how come. When I asked him if he's going to learn to fly, he answered that his father doesn't like flying so he doesn't know. I advised him not to give up the dream, and to work on his father. Perseverance worked for my brother, who is now a pilot despite my mother's initial objections.

Then there was the 2-3 year old. His father sat in the back seat with the child on his lap. Enjoying the experience from the start, the boy wouldn't sit still. When we landed I took a peek at the back seat; the kid was all smiles, and the father was obviously pleased his son had liked the ride so much.

"What do you want to be when you grow up?" I asked the little boy, expecting him to say a pilot.

He shyly looked away, but his father gently pushed him to answer and he finally did, saying: "Meaot-riviegist." I gave his father a questioning look, and he translated: "Meteorologist."

There were others. Among them a 13 year old who didn't have to be asked if he enjoyed his first flight, a college sophomore who made his little sister sit in the back, another man with his son who'd flown in a glider, but not a small plane, and an older man whose wife was so scared of planes she wouldn't go near mine, not even just to take a look inside.

Once we were inside the plane, the man wouldn't stop talking. He was a pilot, just hadn't flown for a while, but used to fly a lot in different parts of the country. I told him about the flying companion seminars, and sympathized with how hard it must be to fly when your mate may not like it. They owned a boat, on which they have a loran he enjoys using. His question of why I don't have one in my plane began a discussion on the pros and cons of instruments. Afterward he thanked me for giving him the incentive to get back to flying.

My last flight was another duo. The father sat in front, his little girl, about 6, in the back where she could see better. By this time I was really

## SPATIAL TASKS

Continued from page 9

with these aids.

In discussing their piloting strengths, most of the women (75 percent) rated their skills as good, in contrast to the 21 percent who said their skills were excellent, and the rest who rated themselves as fair. Of interest, more of the men rated their skills as excellent. By far the majority of women pilots mentioned safety and caution as their first or second strongest skill. Other strengths noted included navigation, flying knowledge, and experience, but with the exception of navigation which was listed by 25 percent, the numbers were small. The women were remarkably candid about their flying weaknesses: 21 percent for flying techniques, 14 percent for inexperience and lack of knowledge, 14 percent for low self-confidence, and 8 percent for carelessness. At least half of the sample reported getting lost at least once, and a very small number indicated their involvement in an incident or accident.

In terms of flying skills that were easiest and hardest to learn, half reported navigation the easiest task. Becoming adept with controls was a distant second. What were the most difficult hurdles? Landings and learning to navigate, with a third and a quarter of the sample mentioning each of these. Clearly, the women in the sample did not show consensus on navigation.

I asked the women if they used hints and aids to maintain their flying skills and to describe them, if they did. The responses were quite diverse. Some indicated practice was of primary importance, others said they thought about safety, and a few provided examples of techniques. One woman mentioned that she applied the same kinds of analytic skills she utilized in business to the challenges she encountered while flying an airplane. Another vividly described the imagery she used, although it applied most particularly to the spatial task that I had presented. She did have a nearly perfect score.

Overall, the women who participated in the study seemed very representative of today's working woman. Educated, articulate, thoughtful, and responsible are adjectives that come to mind. Flying is important to them, and many consciously think about aviation. The one attribute that was surprising was the age of the sample. Bear in mind these were women from local 99 chapters. Are today's young women pilots uninterested in the 99s? If so, why?

## SPATIAL TASK PERFORMANCE

The study consisted of two paper and pencil tests; one mentally rotating drawings of airplanes in order to match terrain views of mountains and water, the other involved visualizing designated flight paths, remembering landmarks, and sketching them in on a blank Los Angeles TCA chart. Neither task was particularly easy (The questionnaire about personal, education, recreation, and aviation histo-

Continued on page 26

tired, so I wasn't saying much beyond explaining the route to the ocean, the steep turn to come back and how we'd maneuver through the pattern to land. They had a ball anyway, the girl glued to the window.

After we landed I looked back at her, and she was all smiles. So I asked: "Are you going to be a pilot when you grow up?" Before she could answer, her father interrupted, "Oh, yes ..." and explained to me how he and his wife are both in aviation-related jobs. His little girl is not going to lack exposure to aviation.

So I asked the girl again. She nodded.

Other volunteers who flew passengers have their own stories to

tell. Doris Abbate and her 49 1/2 Ron, Mae Smith, and Dan Brodsky flew both days of the weekend. Debbie Bonnard, her father Vincente, and Pat Rockwell also participated Saturday. Joining us on Sunday were Jimmy Leys and Dick Kenny.

Ground crew overseeing passenger loading and keeping nervous families occupied until their loved ones returned safely to earth included Cathi Reilly, Joan Axton, Bambi Brodsky, Dolores Bonnard, Jill Hopfenmuller, Carol Richard, Vivian Abbate and Cindy Friefeld.

We all have our own reasons for volunteering. But I think the one that stands out the most is the passengers.

# Aussie flying connects the vast spaces of continent to bring services to its people

by Marcia Hremeviuc

Light aircraft serve a variety of uses in the centre of Australia. The special purpose aircraft are the Royal Flying Doctor service medical aeroplanes, and the Police Air Wing Navajo. We also have the occasional visiting aircraft carrying out high level aerial photography for mapping. Of the aircraft which live here, Aboriginal Airlines' mainly Aboriginal and freight carriers are Cessna 206 up to Cessna 402 aeroplanes, and these operate mainly to and from the Aboriginal communities in the Northern Territory, ranging into south and Western Australia.

The air charter companies' work includes:

- scenic tourist flights
- photography
- training
- pipeline survey
- charter to stations or communities
- carrying fuel for other jobs where road transport is either impossible or would take excessively long
- carrying politicians
- medical evacuations where this is quicker than the Royal Flying Doctor Service (we have an aeroplane based in Tennant Creek mainly for this work)
- flying engineers to fix unserviceable aircraft
- carrying newspapers
- carrying freight
- filling in on long trips when the airlines are on strike
- regular public transport flying on short routes up to 250 nautical miles
- transferring personnel to and from mining camps, and flying the gold out ...
- weekly mail delivery
- searching for Lasseters lost gold reef
- flying people to the Birdsville horse races
- chasing National Scientific Balloon Facility balloons for cut-down
- search for lost aeroplanes and people
- transporting the safety investigation people to the scene of the accident

Helicopters in central Australia can be found doing:

- medical evacuations and rescues (particularly from the top of Ayers Rock)
- search and rescue
- geological surveys
- cattle mustering
- pipeline surveys
- collecting samples of gas, rocks or sand
- lighting fires or putting them out
- picking up sling loads, particularly recovering National Scientific Balloon Facility payloads
- transporting politicians, or flying the administrator of the Northern Territory to visit all the stations
- flood patrol and rescues
- photography

- scenic tourist flights
- searching for Lasseters lost gold reef
- marking proposed roads
- flying Aborigines around to ensure mining activity does not infringe on sacred sites
- placing survey markers

Then there are the private aeroplanes, from the local doctor's pet Super Cub to the politicians' Cessnas and the station planes, which can do anything from cattle mustering to ferrying the "cocky" and his family to town for the cricket match.

And of course you have the aeroplanes that fly around (anywhere) to keep an eye on all the other aeroplanes, the Civil Aviation Authority.

## *NY-NJ members give support to child-seat advocates on TV*

The safety of babies too small to occupy a seat aboard a commercial aircraft was the subject of a live, televised discussion on "The Jane Wallace Show", aired on the Lifetime channel. Representing The Ninety-Nines were New York-New Jersey Section members Doris Abbate, Jill Hopfenmuller, and Mae Smith, all Long Island chapter members. The show featured six people promoting FAA regulations for mandatory approved child safety restraints on the airlines. In the wake of the Aviance crash "about five miles from my house," Doris reported, "doctors and rescue workers described the sad plight of many dead and injured children. Laurie Michaelson and her baby Sabrina, survivors of last year's Sioux City, Iowa DC-10 crash were on the show via satellite. Laurie said, "The stewardess instructed me to put the baby in a basket on the floor at my feet unanchored and surrounded by pillows. Sabrina ended up in an overhead bin several feet away. I couldn't find the baby, and had to evacuate the crashed plane with only my two little boys. Later, my husband found Sabrina in the arms of a stranger.""

Spokespersons on the show expressed desire for secure restraint for infants, saying "My husband must be secured and my carry-on bags must be secured, but not my baby. I must put him under my own belt or on the floor."

Expressing her viewpoint on behalf of The Ninety-Nines, Doris said "Women pilots are committed to safety education. I would not permit my child in a car without an individual safety belt or car seat. Certainly, I would not do it in a plane ... As responsible parents we must educate ourselves and exercise our options. If the carrier will not permit a car seat in flight, select another carrier for its safety policy in addition to its destination policy. Parents must check with the airline and confirm the policy prior to making reservations. It is a matter of safety education for the non-pilot community."

**SOUTHWEST SECTION**

## Bay Area chapter members lent a 99s-style hand to earthquake victims



*Amelie Richard, Jeanne Ringwalt, Michele Scott and Dee Selman participated in the 52-plane airlift from Marin County to Watsonville, California on October 22, carrying supplies to earthquake victims along with other pilots from Marin, Sonoma and Napa. On Saturday, the 28th, another group of 26 planes flew supplies to Hollister with l. to r. above Dixie Goldsby, Michele Scott, Cathy Morshead, Marilyn Christiansen, and Julia Amaral participating.*

Marin County 99s were among a group that made the newspapers during last year's San Francisco earthquake:

"Separated by 50 minutes of air space, the ties that bind Marin to Hollister are an earthquake, two high schools, and a great opportunity to make a point about an old runway.

"The ties were knotted on the kind of Saturday that's perfect for a Homecoming parade, but about 20 San Marin High School students instead loaded small single engine airplanes with food, clothing and supplies they had collected throughout the week. A comparable sized group of private airplane pilots seized this same opportunity in the earthquake's aftermath ...

"The supplies were all airlifted to Hollister where one third of main street was demolished in the October 17 earthquake and destruction of the cannery left thousands unemployed.

"As they filled out flight plans for the 90 mile

journey, the pilots reminded themselves that the earthquake could just as easily have gone the other way.

" "People say save the ferries," said Ham Kirchmaier, one of the fliers who gathered ... to hear the instructions on the mass flight plan that was developed for the airlift.

"Well, save the airport, too." "

"Pilots from throughout Marin networked in the days after the earthquake organizing themselves in the Marin Air Relief Network ..

"Charley Gallagher, a Tiburon pilot, had notified his contacts through the Aircraft Owners and Pilots Assn within 48 hours of the earthquake ... Things networked quickly. For instance, the local chapter of the 99s, founded by Amelia Earhart in 1929, sent five of their female pilots that day thanks to Kentfield resident Cathy Morshead."

-Excerpts taken from the *Ross Valley Reporter*, story and photo by Cinda Becker, Editor.

## SPATIAL TASKS Continued from page 23

ries was filled out after the tests were completed.)

### MENTAL ROTATION TASK

In general, the women pilots did not like the mental rotation task. This is not unusual for females who, as a group, tend to do relatively poorly on tests involving rotation. It has been suggested that females would do better on these tasks if they had more experience with "traditional" male activities and course work. However, I did not anticipate finding sex differences in performance because I presumed both male and female pilots would have similar training in spatial skills.

In this study, the women's scores ranged from perfect to dismal. This was true of the men as well, although the percentage of men who received high scores was high and the percentage of high scoring women was relatively low.

However, the study result that was most intriguing had to do with the factors that related to test performance. I could find nothing in the women's educational, personal, or aviation background that related to performance. In contrast the results were unequivocal for men in that the number of high school and college math and science courses that they had taken was related to test performance. Stated another way, the more math and science courses the greater the tendency for higher scores on the mental rotation task.

I was puzzled by these data, and talked to colleagues. Several suggestions were made. The one that was most intriguing and had some research to back it had to do with childhood and adolescent sports and hobby activities. Subsequently, I went back to the women's interviews and encoded and reanalyzed their responses about childhood and adolescent recreational activities. I looked for activities that involved body rotation (for example soccer, basketball) or use of diagrams or schematics (for example model building or car mechanics) in contrast to activities that do not involve mental rotation (for example reading, sewing, skating). Then, I compared the women who scored highest and lowest on the mental rotation task for types of recreational pursuits. In fact, many of the women who did well on the mental rotation task had been involved in recreational activities that had also involved rotation. This was not true of the women whose test scores were very low.

Though this result is tentative, it is a clue that may be worth further study. However, if these data are replicated, there would be implications for the experiences we may want to provide for young girls. It may be that more traditional male activities help young females derive extensive working knowledge of space and feel comfortable with spatial task demand.

### VISUALIZING FLIGHT PATHS

The women pilots did better on this task than on the mental rotation one, and their scores were not too discrepant from those of the men. More important, I was unable to find meaningful relationships between background and test scores for both the women and the men. For women pilots, flying experiences, specifically total hours, hours flown in the preceding 12 months, and the number of years since the private and or instrument rating were obtained related to better accuracy in visualizing flight paths. Although the relationships were not statistically large, in the aggregate they indicated that flying experiences are important to knowledge of airspace. Surprisingly, these results did not pertain to the men pilots. Once again, the earlier background in math

and science courses was most related to test score. It may be that the training in analytic thinking that the men had provided them with all of the skills they needed in order to tackle diverse spatial tasks. Thought provoking, isn't it?

### LANDMARK KNOWLEDGE

Intrusion into controlled airspace continues to be a problem in high density locales. I realized that I had potentially useful information about pilots' accuracy of landmark identification. This might help understand why intrusions occur.

I went back to the visualization test forms and reanalyzed them with the following questions in mind. How well do pilots know this geographic area? What landmarks do they use as cues? How precise are they in fixing the location of landmarks? (Accuracy was defined by drawings that were within a three mile radius of the actual location of any given landmark. This was measured by laying a transparent grid of the Los Angeles TCA over each pilot's drawing.)

I arbitrarily made three subsets of pilots (including males and females), those with low time (68 to 250 hours), a group who was relatively experienced (1000 to 1500 hours), and a high time group (3000 to 20,000 hours). The number of pilots in each group was 19, 15, and eight respectively.

Looking first at the group as a whole, the pilots were most accurate in locating (and using) hills and mountains as landmarks. They were also quite accurate in the placement of long freeways that traverse the city and environs. Pilots did least well (actually, quite poorly) in placements of buildings, race tracks, and sports arenas such as the Rose Bowl or Anaheim Stadium. These structures must seem like blips in the sprawling environment in contrast to the highly visible mountains or freeways. Yet some of these structures (for example, the Rose Bowl) are used to demarcate boundaries of controlled airspace (by pilots, ATC, and even on charts).

Looking at the responses by groups, the high time pilots were the most accurate in their landmark placements whereas the other two groups' scores were lower but similar. Despite this similarity, the groups were different. Almost half of the low time pilots either filled in a limited amount of landmark information or they mislabeled major landmarks. They even mislabeled local airports. In contrast, the more experienced group did not leave blank spaces and they rarely mislabeled. They made errors related to placement, and most often the errors pertained to location of manmade structures.

Clearly, the results of this analysis have to be treated cautiously. One paper and pencil study does not hold all of the answers for landmark identification. Nonetheless, several inferences can be drawn from these results. Pilots who fly in communities with controlled airspace probably need to develop their own strategies for identifying and using major landmarks for controlled airspace boundaries. Pilots may need periodically to review their landmark identification skills. Low time pilots and student pilots likely need extensive instruction and practice with landmark identification.

### FINAL COMMENTS

I deeply appreciate the support provided by the Amelia Earhart Scholarship Trustees for this research. As a researcher (usually around child development), and an educator, I find research invaluable for understanding and clarifying issues. There are numerous topics in general aviation, or even in terms of women in aviation, that deserve study. Finally, I thank the pilots who devoted several hours to this study. They were not only giving of their time, but were interested and interesting.

## INTRODUCING: AE SCHOLARSHIP Judges for 1990

An astronaut, a helicopter test pilot, an aviation safety-interested congressman, and the host of "Jeopardy!" were the four final judges for this year's Amelia Earhart Scholarships.

John M. "Mike" Lounge, NASA astronaut, was graduated from the U.S. Naval Academy with a degree in physics and mathematics and from the University of Colorado with a master's degree in astrogeophysics. Upon graduation from the academy he spent nine years in a variety of assignments including a nine month cruise in southeast Asia aboard the USS Enterprise, completing 99 combat missions as a radar intercept officer in F-4J Phantoms. He has six Navy Air Medals and three Navy Commendation Medals.

Lounge has been employed at the Lyndon B. Johnson Space Center since July 1978. He was selected as an astronaut candidate in 1980.

Lounge was a mission specialist aboard two space shuttle missions. During the first in 1985, he deployed an Australian communication satellite and operated the remote manipulation system. The crew also deployed two other communication satellites, and intercepted and successfully repaired the ailing 15,400 pound Suncom IV-3 satellite. He next flew in 1988 as a mission specialist on STS-26, the first flight after the Challenger accident. When it landed after deploying another satellite, he had logged over 267 total hours in space. Lounge is currently assigned to another space flight this year.

Test pilot Dorman A. Cannon was graduated from Texas Christian University and went to Pensacola, Florida for naval flight training in 1953. He was designated a naval aviator and commissioned as a second lieutenant in the United States Marine Corps in 1954.

Cannon has been with Bell Helicopters since 1965 and spent three years as a production test pilot, 20 years as an experimental test pilot and is currently a V-22 project pilot.

Among his awards are the Ivan Kinchelos Award presented by the Society of Experimental Test Pilots in 1980, co-recipient of the Fineburg Award by the American Helicopter Society in 1981, and the Harmon Trophy from the Harmon Trust for XV-15 flight testing in 1983. The last was presented to Cannon by former President Ronald Reagan at the White House.

Attorney Dan Glickman, serving his seventh term representing the fourth congressional district of Kansas in the U.S. House of Representatives, is active in both agriculture and aviation legislation. As a member of the Transportation, Aviation and Materials Subcommittee, Glickman's advocacy for the traveling public has made him a recognized leader in the area of air safety. His focus on aviation has been in ensuring that the nation's aging commercial fleet is maintained and inspected properly.

Glickman has aided general aviation by fighting restrictive trade policies. With his legal experience and seat on the Judiciary Committee, he has led the battle for product liability reform within the general aviation industry. Glickman founded and remains the driving force behind the Congressional Aviation Forum established to promote aviation interests in congress.

Alex Trebek, moderator of "Jeopardy!", America's top quiz show, won the 1989 Emmy for Best Game Show Host.

A native of Canada, Trebek got his start with the Canadian Broadcasting

See AEMSF JUDGES next page

*Mike Lounge*



*Dorman Cannon*



*Dan Glickman*



My day happened on a trip last year.

Enroute to Sanibel, we faced stronger than normal headwinds and had to make two stops instead of one with partial

# My Day To Learn:

Your input is invited: Write to us about the airborne experience that taught you the most. See editor's address page 5.

## "The Best Weather Surveillance Will Not Protect You From Sudden Changes"

by Bev Sharp

tanks. The second stop was in Jacksonville. Our pit stop included refueling ourselves and N53E and a call to FSS. The reported enroute weather and forecast were VFR with chance

of scattered thundershowers. Radar showed no significant precipitation. I filed IFR anyway because of the generally volatile nature of summer afternoon weather in the area.

As we took off, a small, innocuous looking cloud was located off the south end of the field. We were cleared to 5000 feet, to expect 6000 ten minutes after departure. Level at 5000 I was vectored toward the VOR and my filed route. The vector went right into the little cloud. I noted that the Stormscope was clear just as I was cleared to 6000 feet. I increased the throttle for the climb and everything went *bananas!* The attitude indicator and airspeed indicator showed a steep right banking dive. The altitude indicator and VSI depicted a rapid climb. There were NAV flags on both VORs and the LORAN. It was raining to beat all and you guessed it, the Stormscope lit up like a K-Mart special. I throttled back, leveled the wings, and reported the situation to ATC. They reported my altitude as 7200 feet! Another vector, a shallow turn, and about ten seconds brought us into clear skies. Sometime later my pulse returned to normal.

I learned a few things from this experience. One, the best weather surveillance will not protect you from sudden changes. Two, even *little* clouds in subtropical areas can carry a big wallop. Three, all that training in handling unusual attitudes pays off when you need it, because *you don't have time to think*. Although I was getting conflicting information from my instruments, I knew *without thinking* that I had to slow down and stabilize. My reactions in those few seconds were crucial. So if your emergency procedures are getting a little rusty, take them out and polish them off. You never know when a little armchair flying might save the day.



Alex Trebek

### AEMSF JUDGES

Continued from page 27

Company where he worked in national news, radio, television and live coverage of special events. He also hosted "High Rollers," "The \$128,000 Question" and "Battlestars." In addition to his current post, he also hosts "Classic Concentration" on NBC.

Trebek is on the World Board of Governors for the USO and active in additional charities, including the United Negro Fund and World vision. In his work with the latter, Trebek tapes reports from refugee camps in third world countries, including Mozambique, Ethiopia, Zimbabwe, Brazil, Thailand, India and Pakistan. He also sponsors underprivileged children in third world countries. In 1988, Trebek emceed the president's reception and dinner held at the U.S. Air Force Museum during the enshrinement weekend of the National Aviation Hall of Fame held in Dayton, Ohio.

### LETTERS

Continued from page 3

not be done to campaign for election. In part it stated that the candidates could not send out or cause to send out more than one piece of material concerning the election. They couldn't unfairly advertise in the *NINETY-NINE News*. The idea was that all would have an equal chance to be elected. All of this has been forgotten, ignored, or deliberately disregarded. The guilty parties have decided that they alone know what is best for The Ninety-Nines and although it may be self serving, you must be instructed on how to vote. They have assumed that you are not wise enough to make sound decisions.

I would not presume to tell you how to vote or for whom to vote. I know that you all are independent thinkers, and will see through this "mudslinging," misinformation, alleged improprieties, and untruths and will make up your own minds how you wish to vote and for whom you wish to vote. You have always been vocal in your likes and dislikes

and I hope this time is no different.

I urge you to vote. It is your responsibility. Take it seriously and vote as if the future of your organization depends on it. For it does. Remember the importance of continuity. Do not blindly follow the suggestions of this canned slate, but look at all of the candidates and then decide who will best serve The Ninety-Nines for the next two years. I know your judgment will be sound and you will elect officers who will serve all the members, not just a few, and who will cause The Ninety-Nines to continue to grow and be a viable voice in the aviation community. Let the dissidents hear your voice loud and clear that you can think for yourselves.

Hazel Jones  
Past President  
Dallas Redbird

## *Kids, too, please*

When I flew to my first section meeting in Austin, Texas (South Central Section, April 20-22), I never imagined I would meet so many fun loving and energetic 99s there.

In addition to the international officers present, Nancy Tier was the most fascinating speaker at the banquet. Meeting Ila Fox Loetscher made me respect women pioneers in aviation even more. I suddenly realized that even for women who do not seek careers in flying, membership is not passive but rather a way for ideas, questions, and criticism to be integrated into the structure and purpose of the organization.

It is my turn now to make a comment and to ask some questions about an issue that I believe concerns many young 99s and their families: I saw very few younger women at this meeting and only one other child—I had brought my 18 month old son along. Could it be, among other reasons, because there are no babysitters available at meetings? Have 99s brought their children in the past and then felt rejected by some attendees? Before the business meeting Saturday morning I was asked by one officer to please leave with my son, which seemed to me like a categorical non-acceptance. I could have been told about this the day before, and I would certainly have left the room had he become disruptive, without being

asked. Would mothers of young children attend section meetings if they did not have to leave them for several days?

My priorities are my children. I do not want to leave them, and I will not attend meetings where they are not welcome. On the other hand, several 99s at the meeting offered help, if I needed it, and others told me they were happy to see children there, and one in particular regretted very much having left her 10 month old at home for the first time. I feel that especially working mothers will not sacrifice a weekend with their children in order to attend an event like this.

Ninety-Nines are women who have shown incredible self-determination, resourcefulness and creativity and we can find a solution to this (involuntary?) exclusion of a whole generation of future and present pilots, but I need your input. Why do only few younger 99s attend section meetings? How many would come if babysitting was provided? I will personally make it available for the South Central Section 1991 meeting in Lake Charles, Louisiana and I would appreciate your comments and suggestions on this subject.

Flying is a big part of my life, but even more so are my children. They need to be compatible, otherwise the choice is obvious—and for an organization with not even 7000 members out of tens of thousands of licensed women pilots our financial contribution can only be secondary to our individual efforts. We are the pilots in command.

Annette Salles  
South Louisiana chapter

## *Bylaw voting*

I am writing about the voting method we use to change the bylaws. I feel that the entire membership should be allowed to vote on these changes. As it is now, just the delegates to the annual business meeting get to vote.

I know the delegates are supposed to vote as per the chapter preference, but not all the chapters are represented at the international convention. I would be surprised if 10 percent of the 99s can attend the international convention.

Since this is the USA and voting is a right for all citizens I should think that all 99s would be allowed to vote on the issues affecting our organization. It is probably too late to bring this up at the 1990 convention, but I would like to know how all the 99s feel about this.

Since ballots are sent out to elect the board members, why can't a ballot be sent out to vote on bylaw changes at the same time? This would seem to me to be the most economical method.

As you know we are working hard to increase our membership. It was perhaps very easy to handle bylaw changes with less than 100 members, however times have changed and so has the way women take part in our society. I think all 99s should have an equal say in matters affecting our organization. One 99—one vote.

Diana Nichols  
San Fernando Valley chapter

## *Jessen on bylaws*

Thank you for your thoughtful letter of April 24 having to do with our bylaw change procedures. Under our present system, all the members do have opportunity to address the bylaws changes through the election and direction of their delegates.

Having personally attended some 20 conventions through the years, my own opinion is that I would hate to miss the opportunity to participate in the delegates' discussion. Many bylaws are quite difficult to understand without hearing the debate and the reasons for and against the change. I think that it would be extremely difficult to understand them fully on a ballot.

In thinking about the other organizations to which I belong, I don't recall ever receiving a bylaw ballot through the mail. I'm certainly not against breaking new ground, but I wonder why others don't do it that way.

However, that is just my opinion and I don't even have a vote at convention. Our communications session is set up to address this very kind of issue and I suggest that you be prepared to present your case at that

Continued next page

time. I am sending a copy of this letter and yours to Harriet Fuller, chairman of the bylaws committee, who would be most involved in this issue. Thank you for your special interest in keeping an eye out for better ways to do things.

Gene Nora Jessen  
International President

## Stop on in, y'all

I have been a Ninety-Nine member for a number of years and am very supportive of the organization. We, my husband and I, would like to invite any and all 99 members flying to the Oshkosh convention to stop at the Marion Airport, operated by our business, P&N Flight and Charter, to use any or all of our services. We'll have a discount on both mogas and avgas for all 99s during the convention. Tie downs and overnight camping are available no charge and, of course, a pit stop with free coffee and goodies. We're open 24 hours. Phone (319)377-9437 or 377-0457. Unicom is 122.7, elevation 862'.

Jan and Perry Walton  
Owners/Operators  
P&N Flight and Charter  
Marion Airport *IA*

## More on chapter scholarships

I read with great interest Charlene Falkenberg's response regarding the subject of chapter scholarships. As past scholarship chairman of the Sierra Foothills 99s, I would like to address several of the issues.

The chapter scholarships of \$300 to \$500 are not meant to cover the complete cost of training, nor are they advertised as such. However, they are a great incentive and help in allowing a student pilot to complete training or a pilot to complete an advanced rating, as in the case of our 1989 recipient. She used the scholarship to finish her CFI training and has achieved her rating.

Local chapters work hard to raise funds for the scholarships. These fund raisers are supported by the communities and the aviation community in particular. These fundraisers are aviation oriented and promote the 99s as a vital aviation organization, thus dispelling the image of "those gals who sell kisses at the air fairs," as a male pilot recently stated. By making scholarships available to local high

school students (age 16 or older), student pilots, or pilots going for an advanced rating, we in turn support our community and gain goodwill for our airports and aviation in general.

Our scholarship committee discovered that six out of ten applicants did not know about the 99s until they applied for the scholarships. As a result of the information they received about the 99s, several entered the 66 program and our recipient is a new 99. This, to me, is a real vote of confidence for chapter scholarships.

At the spring section meeting in Santa Maria, I had the opportunity to talk with members of other chapters. Everyone was in favor of chapter scholarships. If the general membership of the chapters are in favor of the scholarships, and if there are problems concerning protocol for these scholarships, then I highly recommend that the suggestions put forth by Kay Underwood be strongly considered and implemented by international.

The A.E. Scholarship is important and should be fully supported by all chapters, but chapter scholarships are equally important and should be supported by the international organization.

Shelah G. Morgan  
Sierra Foothills chapter

## 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)



# Plane Stuff

The Aeronautical Gift Catalog

617 Mountain View Ave.  
Belmont, CA 94002  
(415) 591-5344



Send for your  
**FREE**  
Gift Catalog  
Today!!

## The 99 News needs your help!

Show your FBO or favorite pilot  
supply this issue and encourage  
them to consider using The 99  
News as an advertising tool.

## The 99 News

POBox 98497 Tacoma, WA 98497  
(206)588-1743 FAX (206)588-4005

## SMALL SPACE ADS SELL!

If you looked at this space, think  
how many others did, too. That  
means you could be selling, buy-  
ing, etc. Send your ad to THE 99  
NEWS, POBox 98497, Tacoma,  
WA 98498-0497

**BOOKS** - Extensive catalog of training  
materials, fiction, non-fiction, hundreds  
of titles. Lowest rates available. For  
FREE CATALOG write RoBen Books,  
POBox 44400, Tacoma, WA 98444.

**TWO SFV 99s** need overnight accom-  
modations or hangar space during  
August / September. We're flying an  
Avid Flyer, California - Maine - Cali-  
fornia. Write Nichols, 12038 Carl St.,  
Lakeview Terrace, CA 91342.

**LARGE TAVERN** for rent for parties,  
receptions, weekends, reasonable rate.  
Book now for your Christmas party.  
Call (206)746-4975, (206)223-9167.

**ATP & FE 2-Day** cram courses world-  
wide. Average score 96. \$235. Bill  
Phelps AIRLINE GROUND  
SCHOOLS (800)824-4170. California  
(800)223-0788.

**WANT LATEST NEWS?** You'll read  
great Pireps, huge classified section,  
travel pieces, provoking editorial col-  
umns, full color photos, extensive cal-  
endar of events plus much, much more  
in the oldest, most complete nationwide  
aviation newspaper - Western Flyer and  
General Aviation News. (Now merged  
into one nationwide publication.) Sub-  
scribe now and get 26 giant issues in-  
cluding our Residential Airport Special  
Section for only \$15. Send name, mail-  
ing address to WF/GAN, POBox 98786,  
Tacoma, WA 98498. Bankcard users  
can call TOLL FREE (800)426-8538.  
Sample copy only \$2.50.

## B-727 FLIGHT TRAINING

Complete training for Flight Engineer Certificate using our  
motion/visual B-727 simulator. 25-day course includes  
housing, examiner fees and certification check. \$5,495.  
3-day written prep courses for FE/ATP/Dispatcher  
offered in Calif. at SNA and VNY airports. \$195.  
Call 1-800-331-B727. In Calif. call (714) 756-1040  
19531 Airport Way South, Santa Ana, CA 92707

**ACCELERATED**  
GROUND TRAINING

## FLY IN & CLUB PINS

- Custom Made Cloisonne  
Enamel Pins
- Medals and Cap Badges
- Embroidered Patches

Send SASE Envelope for FREE Brochure

**FOREST VIEW ENTERPRISES**

P.O. Box 899, Running Springs, CA 92382 (714) 867-2433



# CLASSIFIEDS

# 20 Words \* 2 Issues \* \$15

99 Classifieds Work Great!! Ad Form:

Over 20 words, add 38¢ per word, per issue

Phone \_\_\_\_\_  
Name \_\_\_\_\_  
Company \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ ZIP \_\_\_\_\_

**When you place a classified  
ad in THE 99 NEWS, you ac-  
cess the group most likely to  
buy your product, NEARLY  
8000 READERS EACH ISSUE!**

**Let us help you design the  
ad that'll say it all — with pic-  
tures, words, and energy.**

**Call today: (206)588-1743.**

# CLASSIFIEDS

(1-\$15)	(2-\$15)	(3-\$15)
(4-\$15)	(5-\$15)	(6-\$15)
(7-\$15)	(8-\$15)	(9-\$15)
(10-\$15)	(11-\$15)	(12-\$15)
(13-\$15)	(14-\$15)	(15-\$15)
(16-\$15)	(17-\$15)	(18-\$15)
(19-\$15)	(20-\$15)	(21-\$15.75)
(22-\$16.50)	(23-\$17.25)	(24-\$18.00)

Mail with check or money order to:

**THE 99 NEWS**

PO Box 98497, Tacoma, WA 98498-0497



## Cloud Dancers Flying Society

### Some benefits are:

- Receive *CLOUD DANCERS*—the national fly-in travel guide—Volume 1, over 100 pages of information and photos **FREE!!**
- Hotline information service to fly-in vacation spots.
- Travel seminars.
- Annual meeting/convention.
- Auto rental discounts.
- Monthly scheduled flyouts.
- Safety seminars.
- Accommodation discounts.

Limited **Charter Membership** available.

## Invites You!!

to become a  
**Charter Member**  
of the most unique flying  
association ever conceived.

Name _____
Street _____
City _____
State _____ ZIP _____
Phone (____) _____
Pilot? <input type="checkbox"/> Yes <input type="checkbox"/> No

**Cloud Dancers Charter Membership** is open to anyone seriously interested in aviation.

Mail application along with \$40.00 annual dues to:

**Cloud Dancers Flying Society, P.O. Box 194, Lincolnshire, IL 60069.**  
(312) 634-0800

## NINETY-NINE News

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

PO Box 59965  
Will Rogers World Airport  
Oklahoma City OK 73159

*Address correction requested.*

NON-PROFIT ORG.  
U.S. POSTAGE  
PAID  
SEATTLE, WA.  
PERMIT NO 3792