

# NINETY-NINE

## News



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

### FEMME EXTRAORDINAIRE:

Marion Rice Hart 1891-1990

Centerfold? Er, The Picture in the Middle  
of the Magazine: ISA + 21 Convention  
AEMSF Forms



## PRESIDENT'S MESSAGE

# Conventions, Airshows, and Competitions

by Marie Christensen



Just what is a convention anyway? What is the purpose? Is it necessary? Do The Ninety-Nines really need a convention each year?

A convention is a formal meeting of delegates or members for political or professional purposes. The purpose is to take care of the business of the organization according to the wishes of the majority of the members.

Is it necessary? NO. It is not necessary for us, The Ninety-Nines, to have a convention each year. We could replace the convention with an annual meeting. As a matter of fact, it has been suggested that we do away with our annual convention and replace it with an annual meeting at our headquarters in Oklahoma City.

We could accomplish that very easily by allowing each of our members to travel at their own discretion and stay at any of the hotels in the Oklahoma City area. A one day meeting could be arranged at a downtown site (our headquarters does not have a room large enough to accomodate all of us). It could be as simple as a two hour comm session, followed by a two hour business meeting and climaxing with a special Amelia Earhart Scholarship luncheon.

Costs could truly be kept to a minimum with just an annual meeting and the governors of the sections have been asked to consider this possibility.

Within the framework of our organization, chapters hold monthly meetings; sections host regional meetings once or twice each year and the international board of directors traditionally hosts an annual international convention.

Conventions have been held because they afford an opportunity to hold educational seminars along with conducting the business of the organization. They also provide us with a wonderful chance to enjoy the fellowship of our peers. To learn from each others' experiences, to provide a network of business associates and to form

friendships that last a lifetime. They are generally a pleasant experience and probably far more beneficial than just an annual business meeting, but they are not necessary.

The problem with hosting a convention for a large group such as ours is that it requires a large hotel with large meeting rooms. Most hotels give us the meeting rooms without charge in trade for guaranteeing them that we will use a certain number of guest rooms at a set fee (there is no such thing as a FREE room). If our members decide to stay at hotels other than the host hotel, we can be charged a fee for the meeting rooms or the hotel might choose to book another convention into their hotel that could honor their guarantees. In addition, most large hotels have professional staff (waiters, waitresses, receptionists, etc.) that belong to a professional union. Their wages and hours are pre-set and we must honor them.

In an effort to reduce the cost of conventions to our members, last May the board of directors voted to appoint a local chairman to assist us and to prevail upon the sections to help with such items as door prizes, table decorations, etc.

We can reduce the cost of a convention somewhat, however, we cannot make it as economical as a simple business meeting with no frills. So now the decision is yours, members. Let your chapter chairman and governors know whether or not you would like to replace conventions with an annual meeting at our headquarters in Oklahoma City. Plans must be made for the next two conventions immediately if we are to have them, so please respond as soon as possible.

**AIR SHOWS:** Each summer brings an abundance of airshows from Maine to California and from Florida to Alaska. The general public loves these shows and turns out in great numbers to watch the military precision flight teams and the bi-planes of yesteryear go through their paces. The biggest air show of all is the one held at Oshkosh, Wisconsin.

This year at Oshkosh the Lockheed 12 Electra was flown during the showcase parade of planes in commemoration of the fiftieth anniversary of the Wisconsin chapter of The Ninety-Nines and as a tribute to Amelia Earhart. The Wisconsin chapter had spent many hours polishing the Electra to a high shine and she looked beautiful. Then, they prevailed upon EAA to allow them to have members of their chapter on board during the fly-bys.

On Tuesday, July 31, with Captain



# NINETY-NINE News

Monthly Magazine of the  
International Women Pilots

July/August 1990  
Vol. 16, No. 6

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Verne Jobst at the controls and four 99s on board, the Lockheed Electra lost power and crashed approximately one mile short of the runway in an open field. All five people on board were injured and were taken to a local hospital for treatment. But all five are alive and safe thanks to the skillful flying of Captain Jobst. Verne is a director of the EAA, and the most senior pilot for United Airlines, with thousands and thousands of hours of flight time in all types of aircraft.

Observers' hearts were filled with fear and apprehension as we waited to learn the outcome of the accident. Some injuries were more serious than others but all involved have been released from hospital at this time.

The accident put things in a proper perspective. What is really important? Are bylaws really important? Is the cost of conventions really important? Is the ownership of the Amelia Earhart Birthplace really important? What is REALLY important? The safety and well-being of our members and friends is more important than anything else. Our most important asset is our members. Let's not forget this when we are dealing with the everyday problems of our organization. We extend our best wishes for a speedy and complete

recovery to Diane Wade, Ann Kieffer and Kris Hinterberg of the Wisconsin chapter; Fran Bera of the San Diego chapter and Captain Verne Jobst of McHenry, Illinois.

**COMPETITIONS:** Each summer also brings many competitive flying events. Some are sponsored by chapters of The Ninety-Nines as fundraisers. Safety is the MAIN purpose of these events. To exhibit your skills in such a manner as to fly your machine so safely and so well that you are acknowledged by your peers as "the best" is a very special thrill.

Considerable planning precedes any competition. Wind direction and speed at each altitude must be carefully calculated. Terrain clearance, FARs, manifold pressures, RPMs, and so forth all must be considered. In addition some competitions test your ability to accurately calculate both your fuel consumption and time enroute.

While competing *is* fun, it is primarily a test of your skill and proficiency. I am proud that so many of our 99s chapters are willing to spend so many volunteer hours in setting up and sponsoring these events. I am also proud of all our members who risk being "Tail-end Tillie" to sharpen and hone their skills to participate. You are all winners.

## Announcement


Ann Cooper became editor of the *NINETY-NINE News* with the September 1990 issue. A resident of New Jersey, Ann has extensive experience in the aviation industry as a journalist. Members will recognize her byline as author of a host of freelance articles published over the years in *KITPLANES Magazine* and *General Aviation News & Flyer* (formerly Western Flyer) aviation newspaper, among others.

All submissions, section news, etc. should be addressed to Ann Cooper, Editor, *NINETY-NINE News*, 131 Hillside Ave., Berkeley Heights NJ 07922. (201)464-8175.

Few undertakings have been more challenging and satisfying as producing your monthly membership magazine has been for me these nearly three years.

Thank you for giving me the opportunity to serve and participate these many months.

-Robyn Sclair



# ACT I

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by Eleanor Todd

The Ninety-Nines 61st International Convention, held July 17 through 21 in Las Vegas, Nevada was a real winner by any standards. More than 500 Ninety-Nines and friends converged on this desert oasis for a stimulating week of fun, education, intense dialogue and camaraderie. Attending were members from as far away as Australia, the Soviet Union, England, India and Canada. Charter members Ascha Donnels, Bobbi Trout, Faye Wells, and Betty Gillies were also present. These special ladies are the living history of our organization.

Pilots caught their first glimpse of the Las Vegas Hilton, our convention hotel, while on base leg for 19R at McCarran

The fun portion of the convention began with an opening night cocktail reception that included a hosted bar and concluded Saturday night with the gala awards banquet, held in the beautiful Hilton Ballroom. Sandwiched in between, Ninety-Nines and guests were treated to a delightful breakfast featuring Las Vegas show girl Patricia Mountaintes, who surprised everyone with her wit and humor. And, as an added option, many attended the Western Extravaganza at Old Nevada Guest Ranch for dinner and some down home pickin' and dancing to the Cotton Eye Joe and Texas Two Step. Some real night owls even managed to squeeze in some of the spectacular shows presented at the various Las Vegas hotels,

*All that glitters ... could be rusted tin, as discord marks the 1990 Las Vegas, Nevada*

## INTERNATIONAL CONVENTION

*The news isn't all bad, though. As 99s wrestled with tough issues from politics to personalities,*



*the organization distinguished itself by honoring aviation's most esteemed women for their achievements and courage. The Ninety-Nines Award of Merit was given to Jeana Yeager, far left, Mimi Tompkins, left, and Pat Roberts, on facing page with Gene Nora Jessen.*

*Also on facing page, charter member Achsa Donnels was among those who received the new*

International Airport. A big thanks goes to the service The Ninety-Nines received from Hughes Aviation where planes were tied down free of charge.

An exciting cornucopia of educational seminars that stretched the mind and triggered the imagination were offered to conventioners, including a leadership seminar by Michael Burnson, a career opportunities seminar where Ninety-Nines could meet potential employers and learn about career openings, a biennial flight review presented by Madeleine Monaco, and a three and a half hour, nonstop, laugh-a-minute presentation by Rod Machado on aviation safety and pilot mentality.

Other seminars included preparation of AE Scholarship applications by Charlene Falkenberg, aviation insurance by Cynthia Brown, local airshow participation by Barbara Sierchio, membership ideas by Jaye Howes, and NIFA involvement by Jan Maxwell. And to top this off, the fly mart offered not only wonderful aviation items for sale, but booths representing the FAA, United Airlines, TWA and many others. Sorry Las Vegas, but with so many exciting events, who had time to gamble?



and of course, who could miss the nightly eruption of the volcano at the Mirage.

The Amelia Earhart Scholarship luncheon is always a



convention highlight and this year's was no exception. Before presentation of the scholarships, Ninety-Nines and guests were welcomed by Janet Tait, chief of staff to the mayor of Las Vegas and a local Ninety-Nine from the Las Vegas Valley chapter.

This year twelve women received scholarships ranging from an instrument rating to an air transport pilot license.

One of the scholarships this year was given in memory of Beverly Shock, Three Rivers chapter, North Central Section, who was tragically killed in a train-car accident. Scholarships were also made possible by the perpetual Gerda Ruhnke Memorial Flight Instructor Scholarship and the Jane Zieber Kelley Memorial Scholarship.

Even though The Ninety-Nines annual convention is typically one of fun and friendship, the real purpose is to conduct the annual business meeting and to install newly elected officers, and this year was no exception. Delegates and international board members participated in the pre-business communication session, arousing vigorous and often heated discussions of the many issues that have beset the organization. The session, which ran five and a half hours

was constructive and fruitful. The Honorable Terry Pendell, District Judge from the state of Oklahoma served as Parliamentarian.

Key issues included the adoption of the proposed budget that included some changes in semantics and the setting aside of a reserve of \$10,000 for legal fees to be paid to the Oklahoma law firm retained to defend The Ninety-Nines, Inc. in the legal action filed against it. The \$10,000 came from a reduction in public relations and *NINETY-NINE News* spending. All five proposed bylaw changes were either dropped or defeated by the delegates.

Floor motions included a proposal to have all governors serve as advisors to the international board at all board meetings, at no expense to The Ninety-Nines, Inc. This motion was passed with the feeling that it will open up the desired line of communication between the board and the membership. Also passed was a motion directing the bylaws committee to study, re-word and clarify Article VIII (c) of the bylaws. Their findings are to be presented at next year's annual convention. Another bylaw motion that passed was the direction to form a committee comprised of four governors,

to be chosen by the governors themselves, and one Ninety-Nine, to be appointed by the president, to study the bylaws in their entirety.

Floor motions that did not pass included a proposal to eliminate the bylaws committee and a proposal to allow the delegates to hear all bylaws changes that were submitted to the bylaws committee.

Safety education awards were presented to the Fullerton, Florida Spaceport, and the Northeast Kansas chapters.

In the field of aerospace education, a grant to attend space camp was awarded to Betty Erickson, Northern New England chapter and chapter awards were made to the Florida Suncoast, Colorado and Chicago Area chapters.

The newly elected slate of international officers for the year 1990-91 was installed, and include Marie Christensen, president, Pat

Forbes, vice president, Lu Hollander, secretary, and Louise White, treasurer.

It is too bad that all Ninety-Nines cannot attend the pre-business meeting communication session and the annual business meeting, as it would give members a clearer understanding of their organization, its purpose and meaning. We all are as one, each having experienced the joy of flight, united in a common bond, and we must unify to rebuild our bridges.

Other convention items include the active proposal to the United States Post Office for a Jacqueline Cochran postal stamp.

International membership chairman Jay Howes displayed



*Katherine Wright Trophy.*

*Yesterday they were the cold war adversaries, but today they grace our stage and our presence with camaraderie. Soviet helicopter pilots Ludmila Polyanskaya and Galena Rasporguyeva, lower left got a warm welcome and an eager audience during convention.*



nonstop, exposed many of the beliefs and perceptions that have circulated among the membership. These include bylaw changes, voting procedures, value of the AE House, and communication between the international board and the membership. The ideas and opinions raised at this extremely long meeting were invaluable, enabling the international business meeting to be conducted in a rational and orderly fashion.

Just prior to the communication session, Ninety-Nines were given a chance to see the dazzling, high tech visual presentation describing the new Twenty-First Century Fund available to all Ninety-Nines and their friends.

The Saturday business meeting, attended by all delegates,



## CONVENTION COVERAGE

a Ninety-Nines membership brochure and brochure holder that is now available. This will not only help spread the word about our organization, but will look great on the counter at your local FBO.

Pat Mlady tendered her resignation as convention coordinator and Barbara Sestito declined to serve as financial advisor. These vacancies will be dealt with by our new board.

The gala Hollywood black and white awards banquet was a fitting finale to an outstanding convention. Award presentations included the Kathryn B. Wright Memorial Award to charter member Ascha Donnels, and The Ninety-Nines, Inc. Award of Merit to Gaby Kennard, Muriel

Morrissey, Patricia and C. Sheldon Roberts, Mimi Tompkins and Jeana Yeager. Charter member Bobbi Trout accepted the award for Muriel Morrissey, who was unable to attend. The Ninety-Nines presented Bobbi with her 60 year pin guard. And to add even greater excitement to the occasion, members and guests were introduced to their newest sisters in flight, Ludmila Polyanskasa and Galena Rasporguyeva, helicopter pilots from the Soviet Union and new Whirly-Girls also.

A big thank you goes out to the Las Vegas Valley chapter, convention coordinator Pat Mlady and all who worked so hard to make the 61st convention a success. And to Hazel Jones, we all missed you.

## PRESENTING: 1990 brings forth impressive slate of Amelia Earhart Scholarship winners

**HOLLY BRENNEMAN** has been involved in 99s activities since joining in 1983. She served as chapter treasurer and section flying activities chairman, and is a member of several committees. Holly is currently chapter vice chairman.

When not flying, Holly works as a community health nurse. She also volunteers time to many community service activities including "Wings of Warmth," a project providing for the needy. Holly spends leisure time competing in various sporting events.

A member of the Washington, D.C. chapter, Holly plans to use her scholarship to obtain her commercial license, having already completed her instrument rating. She intends to become a pilot for a regional airline.

**JOANNA CONRARDY** received her private pilot license in Albuquerque, New Mexico in September 1985 and then moved to Greeley, Colorado where she completed training for her instrument, commercial CFI and CFII. By October 1986, she was instructing her first student. For two years, Joanna was a full time flight instructor, both in Colorado and in new Mexico after she returned to the state in 1987.

Joanna joined the Albuquerque chapter of The Ninety-Nines in July 1987 and was chapter treasurer from November 1987 to June 1989.

During a visit to San Diego in 1988, she found Palomar Airport and an excellent instructor, so she stayed with relatives until she had her commercial multiengine rating.

Since March 1989, Joanna has been

flying single engine cargo and an occasional charter. She enjoys the challenge of flying in the wider range of weather conditions necessary with a regular run.

Joanna looks forward to refining her multiengine instrument skills in preparation for the ATP checkride. "Being awarded the Amelia Earhart Scholarship is a most wonderful and exciting opportunity," says Joanna, who feels the ATP will be a real asset for her in finding a commuter, air ambulance or corporate position.

**MARGARET DOYLE's** first plane ride was with her dad in an Ercoupe at the age of five. She didn't start logging hours until 1983, after raising three children and establishing her psychiatric nursing practice.

Margaret gained flight training at Andrews AFB where she now instructs in the C172 and Mooney that she and her husband own. A Washington DC chapter member, Margaret is teaching her son to fly.

Margaret will apply her scholarship toward a CFII, and plans to fly for a commercial airline.

**LESA GRIDER's** lifelong dream of being a pilot was fostered by her father. She began flying at the same airport in Amarillo, Texas, at which he used to take her on weekends. They would spend hours watching planes come and go, and they planned to take flight instruction together when she was older.

Today Lesa is not only a pilot but ground instructor as well. Along the

way she developed another goal, to teach others the joy of flying.

This Top of Texas 99 will use the AE Scholarship to attain her instrument rating as a first step to the goal of becoming a CFI.

**PAMELA HENGSTELER's** dream to fly began when she attended a ground school taught by Margo Smith, who enthusiastically encouraged her. She began flying in 1985, and joined The Ninety-Nines as soon as she had her license.

While working two jobs and running a small business she obtained her instrument/commercial and will graduate from Orange Coast College with an AA degree. She plans to work on a BA at California State University.

Chairman of the Orange County chapter, Pam will use her scholarship to gain her CFI; her goal is to become a corporate or commercial airline pilot.

**CINDY HUFFMAN** is an Austin chapter 99 currently flying out of Hot Springs, Arkansas for Exec Express II Airlines.

Originally from Saginaw, Michigan where her parents worked for United Airlines, she grew up in a family of vicarious pilots. After completing degree work at the University of Texas in Austin and flight certification at Robert Mueller Airport, she built hours with assorted Part 91 and 135 flying.

Fortunate to learn from such aviation notables as George Dale, John Mattingly, Tom Webb, Glen Spencer and Edna Gardner Whyte, when not



## CONVENTION COVERAGE



**Holly  
Brenneman**



**Cindy  
Huffman**

flying Cindy teaches other struggling pilots. Cindy will use her scholarship to gain her ATP rating.



**Joanna  
Conrardy**



**Gail  
LaPook**

**GAIL LaPOOK** started flying when her twin brother, Gary, talked her into it to save himself money on the cost of a flying club membership.

It all worked out, though. Gary instructed her for commercial, instrument, CFI-A and CFII, saving her more money than he saved.

Gail, from the Chicago Area chapter, also has her SAS, MEI and single engine ratings and licenses. She was recently appointed a designated pilot examiner by the FAA.

Gail will use her scholarship to obtain her multiengine ATP and, hopefully, a future airline job.



**Margaret  
Doyle**



**Judy  
Lanning**

**JUDY LANNING** has been an active member of the Alaska chapter for seven years, and has earned her instrument, commercial, CFII and multiengine ratings. A CFI for four years, she still loves to "open the world of flying to a new pilot."

In 1984 she organized the Short Field Clinic that has become an annual event; it won section and international safety education awards. Her passion for teaching has included developing and teaching a pinch hitter course at the University of Alaska, Anchorage.

Judy will use her scholarship to obtain her multiengine instructor certificate. Her goal is full-time flight and classroom instructing.



**Lesa  
Grider**



**Carolyn  
Martell**

**CAROLYN MARTELL**, an Idaho chapter 99, bought her husband an introductory flight lesson when they were newlyweds. Little did she realize the hidden interest that became a reality in 1984 when she obtained her pilot's license.

She joined the 99s and immediately became involved in fundraising for the chapter's contribution to the AE Scholarship Fund.

Carolyn served as chairman and vice chairman of the chapter, and as section historian. She was awarded a highway mail contract in 1989 which has inspired her to go for the goal of air carrier contractor.

Carolyn will use her scholarship to gain her instrument rating.



**Pamela  
Hengsteler**



**Nancy  
McGinnis**

## CONVENTION COVERAGE

**NANCY W. McGINNIS** began flying in 1985 with a lot of encouragement from her husband, a pilot. She earned her license in 1986, joined the 99s and is a Tennessee chapter member. Nancy holds a commercial license with instrument and CFI ratings.

Working towards an aviation career was a complete change of direction for Nancy; she credits flight instructor Evelyn Johnson for the influence key to changing her career direction.

Nancy will use her scholarship to earn a multiengine rating.

**ANGELA WILKERSON** worked as a flight attendant for 10 years before she realized that her interests were in flying.

After her first flight in the left seat, she realized that her decision to earn an associate aviation degree was right.

The Minnesota chapter 99 just had to figure out how to support the expensive addiction of flying. She



**Angela  
Wilkerson**

continued as a flight attendant while working on additional ratings.

With her CFI in hand, Angela began instructing at the St. Paul Downtown Airport. She will use her scholarship to add a multiengine rating to her skills.

**LAURA WINKLEMANN**, Greater St. Louis chapter member, began flying three years ago, heard of the 99s and contacted us. Laura started her connection with the 99s by helping to



**Laura  
Winklemann**

judge a NIFA competition. She is currently chapter secretary.

Laura holds a commercial certificate with instrument rating and expects to complete her CFI early this summer. She will teach at Scott Aero Club.

Her scholarship will be applied toward a multiengine rating with the goal of becoming an airline pilot.

## International Safety Education Award winners

*from Roberta Taylor,  
International Safety Education Chairman*

The 1990 winners of the International Safety Education Competition are as follows:

- 1. FULLERTON CHAPTER:** For their Girl Scouts aerospace badge project, which includes a tower tour, a "hands-on" cockpit demonstration, a maintenance hangar demonstration of flight controls, etc., and a talk by 99s.
- 2. FLORIDA SPACEPORT CHAPTER:** For their "cockpit cool" presentation which is designed to improve the image of general aviation safety in the public mind by informing about a variety of subjects including flight characteristics, instruments and radios, and emergency procedures.
- 3. NORTHEAST KANSAS CHAPTER:** For their project "Insights to Safe Flight" which is designed to enhance knowledge and awareness of safety issues through a series of newsletter articles covering topics such as low and slow flight, weight and balance/loading factors, traffic procedures and pre-flight inspections.

These chapters each receive a certificate of recognition and their projects will be placed on file at headquarters.

Honorable mention goes to two 99s, Mirjana Ivanovic (Switzerland member-at-large) and Ruth Stafford (Greater Kansas City chapter) for their submission describing their trans-Atlantic Flight Seminar which they instruct, along with Ruth's husband, Sheldon Stafford, for the benefit of pilots planning flights between North America and Europe. Although it didn't meet project criteria, their's is an impressive venture.



## CONVENTION COVERAGE

**New International Committee****Operation Skywatch offers flying and opportunity to give environmental service**

*Operation Skywatch is a newly established international committee, profiled in the following report. Committee co-chairmen are Marilyn Kamp and Margo McCutcheon.*

Skywatch was started by the First Canadian chapter in the province of Ontario about 12 years ago as a program of community service, aimed at assisting governments in stopping the illegal pollution of our environment.

Central New York chapter has been trying to initiate Skywatch in New York state and on the international level of The Ninety-Nines for the past two and a half years.

Here's our view: 99s in Ontario, Canada would volunteer to fly Province of Ontario, Ministry of Environment photographers. They have established a set of guidelines and a flight test for the 99s pilots who fly these aerial assignments.

The effectiveness of the program is documented, and the Central New York 99s had hoped to initiate a similar program of Skywatch in New York state. Central New York chapter's guidelines and flight tests were previously sent to the international board.

The New York Department of Environmental Conservation suggested a different approach, however, using a hotline telephone number to report suspicious sites from the 99s' personal flying. New Jersey also has established a hotline number for reporting.

This type of program would also involve educational seminars to be conducted by government officials to instruct the 99s pilots in what pollution problems can be spotted readily from the air. The NY-NJ Section meeting this fall in Newburgh, New York has scheduled just such a seminar, with officials from the Department of Environmental Conservation.

This type of Skywatch program should be easier to implement on the international 99s level. A simple set of steps to follow would be:

**A)** Either the section or a chapter in each state, province or government entity should contact the respective government department to determine if a hotline is already established. If one has not been established then the 99s should encourage their government to do so immediately.

**B)** The next step would be to arrange educational type seminars for the 99s within the state or province area, conducted by government personnel or academic institutions. The seminars could be held on the chapter or section level to educate the 99s as to what they should be looking for to report, and the type of information that would be useful in making a report to the hotline number.

A report should include coordinates on the sectional map, altitude flown, sky conditions — clear, haze or clouds — description of what was sighted, and identification of roads, buildings, etc. in the area.

**C)** Each chapter or section could use the Skywatch logo posters to put up at various airports and public events they participate in. This would bring attention to the fact that the 99s are involved in this community service and are assisting in stopping illegal pollution.

**D)** Each chapter or section should have some sort of award or recognition for its members who make, for example, 3 to 5 reports within a year. This recognition could be in the form of the Skywatch logo patches, pins or certificates.

We at Central New York chapter believe that this approach would be the most effective on the international level. It would be the most easily established in any country. The cost element of this type of Skywatch would be the most economical to the government entities as well.

The sense of purpose to 99s' personal flying would be increased. We would be making a difference!

Skywatch has gained the support and attention of Congressman Sherry Boehlert through the efforts of Central New York chapter member Joanne Bolton. He is awaiting our input.

If you have questions or would like more specific details, please contact either chairman. We are always happy to talk about Skywatch and the 99s.

# Air Race Classic results

The fourteenth annual Air Race Classic was flown June 24-27 from Temecula Valley, California to York, Pennsylvania, the eight leg race covering 2659.47 sm. Ninety pilots, including 35 first time ARC entries, started the race in 44 aircraft. Nine airline transport rated pilots were in the lineup. The top ten places went to:

PLARC#	PILOTS	A/C	<sup>201 228.313</sup> HCP	SPEED	SCORE
1. 39	Esther Grupenhagen, Mardell Haskins	Cessna 310D	<del>209</del> → 228.313	236.313	+27.313
2. 10	Margaret Ringenberg, Nancy Fitzpatrick	PA28-160	120	145.906	25.906
3. 17	Marjorie Thayer, Ruby Sheldon	Cessna 182RG	160	183.891	23.891
4. 14	Mary Creason, Barbara Goodwin	GrmAA5B	142	165.889	23.889
5. 2	Rita Buhl, Mary Jo Volk	Cessna 172H	112	135.003	23.003
6. 4	Eddie Whistle, Joyce Hilchie	PA24-180	145	167.458	22.458
7. 21	Jenny Wright, Joan Steinberger	PA28-236	149	171.428	22.428
8. 8	Dottie Anderson, Alice Sloan	PA28-181	133	154.083	21.083
9. 37	Cathy Wappler, Rose Lepore	Beech A36	181	202.070	21.070
10. 16	Norma Futterman, Margaret Mead	Beech A36	181	201.802	20.802



**ARC WINNERS**—Above left are the winners of the 1990 Air Race Classic, Esther Grupenhagen and Mardell Haskins. Above right are third place finishers Marjorie Thayer and Ruby Sheldon. At left are runners-up Margaret Ringenberg and Nancy Fitzpatrick.



# SECTION

## News

July/August 1990



**Marjorie Van Vliet Zeuch and Frank Martineau at Lee Airport with a map plotting their trip, Operation Appleseed, across the U.S.**

### Marjorie Van Vliet.....

Eastern New England chapter, was killed June 15 on the last stop of a 48 state, 18 day journey she and companion Frank Martineau had undertaken to present state charters at each stop for the World Friendship Association. Marjorie was 67 years old, Martineau 69.

Marjorie had learned to fly at the age of 55 and was head-over-heels in love with the freedom and beauty of private flying. She dreamed of a world flight for peace and had established a foundation working toward that goal. Her final flight was dubbed "Operation Appleseed" and Marjorie and her stalwart booster Frank Martineau were aiming for a new speed record for flying a single engine airplane to all 48 contiguous state capitals. The self-professed "ancient airpersons" were making an instrument approach to the Charleston, West Virginia airport when they were lost.

Jean Levin and Celia Pearson, of the Maryland chapter, wrote that "We had the pleasure of greeting Marjorie and Frank on their scheduled stop at Annapolis, Maryland. Our meeting was brief, but Marjorie left us with a profound sense of caring. She conveyed her enthusiasm for her cause, which was to promote world peace through friendships with individuals. If anyone was capable of achieving this goal, Marjorie was that person. We knew her for all of 30 minutes, but felt by the end of that time a sense of companionship usually associated with years of friendship. We hope her worthy cause will be carried on in her memory."

Marjorie was a vivacious and enthusiastic aviator, tenacious and dedicated to her goal, whose sparkle and good humor will be remembered by all fortunate enough to have crossed airways with her.

### What's going on—

*From New England Section: We have a 99 race winner! After a 24 hour delay for bad weather, 21 planes took off on June 10 for the Garden State 300. Evelyn Kropp was among them, flying a Piper Arrow with her nonpilot son as her co-pilot. The route was flown through New Jersey and Pennsylvania with four check points. Evelyn placed fifth overall. She told me that the four male pilots who finished ahead of her were equipped with loran and she was not, but she still arrived only one minute off of her estimated time. For her fine performance she received the Alice Hammond trophy which is given to the first place 99. She also won this award in 1984 and will now have her name engraved on the base of the cup for the second time. We congratulate Evelyn for a job well-done. -Meta Politi*

Continued next page



## SECTION NEWS

**North Jersey (New York New Jersey Section) chapter's 1990 poker run was a roaring success.** Chairman Barbara Mead reports that 89 hands were played and 38 planes participated. Use of the rain date did not dampen enthusiasm. Working on the event were Barbra and Richard Lawrence, Jeanne Kent, Blossom Friedman, Kaye Hilbrandt, Susan Palmer, Myrna Ramirez, Carol Emmens, Jackie Patel, Leslie Highleyman and enthusiastic 66s Beverly Shennan, Ann Blazier, Jean Kinney, and Carol Cook.

**Garden State chapter had to make use of their rain date also for the Garden State 300,** but initial reports show all participants had a great time and a safe race.

**Western New York chapter staffed the hamburger-hot dog-soft drink booth at the Niagara Falls, N.Y. Airshow** and reported good sales while enjoying the Thunderbirds Precision Team.

**Members are on the move in Eastern Pennsylvania (Middle East Section) chapter!** Elaine Bardsley took Kitty Ross in the Comanche to Kansas City, Kansas to attend a Comanche Chief's meeting. Elaine and Kitty spent a fascinating evening with Art Parchen (AE buff) looking at clippings, photographs, and listening to his stories of AE and the "olden days." On Saturday they rented a car and drove to Atchison, where they had a personal tour of the AE house, walked around the Forest of Friendship, and examined the Santa Fe Depot Museum before driving back to Kansas City for the evening Comanche festivities. Anne Shields, Gayle Henze, and Adelle attended the safety seminar at Lower Marion High School that the chapter helped host.

Dottie Miller has been busy: She attended the safety seminar at Lower Marion High School with an idea of starting young people thinking about the value of local airports. She also spoke to the Warrington Flying Club about flying experiences in her past.

Anne Shields has returned from a rather exhausting, but interesting, trip to the Soviet Union with a group of WASPs. They met and exchanged experiences with some of the Soviet women who were the Night Witches

during WWII. Those women flew fighters, day and night bombers, and the name Night Witches was given to them by the Germans. Anne will have the book about them by Bruce Myles for those interested in purchasing a copy.

**Delaware chapter is the proud owner of the C310 simulator granted by the Delaware Transportation Authority.** Responsibility also rests with the chapter for care of the machine. Recent exciting guest speakers include Mary Feik of Potomac chapter who was the first woman engineer in the Engineering Division at Wright Field in Dayton, Ohio and who recently retired from Garber Facility in Silver Hill, Maryland,

where she was the leading lady in aircraft restoration. She is an electrifying speaker. Pat Valdata gave an impressive presentation on soaring in Australia.

**In the North Central Section, Joy Black, media specialist at an elementary school in Gary, Indiana culminated the activities of her school's aviation club with a visit to the Octave Chanute Memorial and a tour of the Gary Airport.** Gail Schroeder, a third grade teacher in Rolling Prairie, Indiana is teaching aviation to a group of students in an enrichment program.

**Chicago Area chapter staffed a booth at Glenview Naval Air Station's Air Expo 90.** Staffing the



**GREATER K.C. NINETY NINES**—Anita Nickless, Helen Hamilton, Ruth Seck, Mary McBurney, and Darla Gerlach of the Greater Kansas City chapter are shown at the marker for their Adopt-A-Highway project.



booth were Ruth Rockcastle, Sharon Schorsch, Marge Sundmacher, Rita Adams, Mary Panczyszyn, Cynthia and Ralph Madsen, Gail Allinson, and Loretta Sincora. The chapter also hosted a pinch hitter course attended by seven. The flying portion of the course was delayed by rain. Teachers included Gail Allinson, Beverly Bliets, Donna Webster, and Sharon Schorsch. Ruth Rockcastle held a session for pinch hitter companions. Others lending a helping hand were Ann Penstone, Nancy Hayes, and Loretta Sincora.

Polly Gilkison and Diane Cozzi attended the National Congress on Aerospace Education in Reno. The congress broke all records with an attendance of over 1300 educators from all over the country.

**Minnesota chapter members installed new officers at a barbecue held at the home of outgoing chairman Kathleen Berg.** New officers are Chairman Debbie Sorrenson, Vice Chairman Shirley Christenson, Secretary Cathy Balazs, and Treasurer Myrna Logan. The nominating committee consists of Ginnie Reed, LaJean Firminac, Vicky Knutson, Mollie Little, Janet Schermersten, and alternate Karen Meyers.

**Officers of the Greater Kansas City chapter were installed June 7 by Clara Johansen, past governor of the North Central Section.** Officers are Chairman B.J. Vanecek, Vice Chairman Darla Gerlach, Treasurer Karen Folsom, Recording Secretary June Wolff, and Corresponding Secretary Fay Rogers. Safety chairman Shannon Jipsen will participate in a two week 4-H aerospace workshop for junior high age youth. The workshop is sponsored by the University of Missouri Extension Service.

**Indiana chapter 99s learned all about NIFA and the Purdue Flight Team from sponsor Paul Goebel.** The program also included a demonstration by a student on the team, Brian Frances.

**South Central Section's Austin chapter installed Carol Heiser as chairman, Robbie McBride, vice chairman, Thelma Havice in charge of membership and as secretary, and Peggy Womble treasurer.**

**Colorado chapter is working on funding and planning for the fall section meeting.** The annual picnic was held at Ann Luce's home. The spring Flight Without Fear program was successfully completed.

**New El Paso chapter officers** are Didi Shaffer, chairman; Nancy Mayo, vice chairman; Lois Doyle, secretary; and Marsha Mascorro, treasurer. Mauricio Rodriguez, Ysletta High School, is the recipient of a \$25 award and plane ride as winner of our aerospace science awards essay contest. Second runner-up is Adrian Alvarado, Eastwood High School. He received his plane ride to West Texas Airport for breakfast.

"Minoo" Saudamini Madhav Deshmukh, a 737 captain from Bombay, India joined the chapter for a barbeque in her honor. She is visiting Norma Kudiesy while on her way to California to obtain a US ATP rating. Minoo is one of only two female captains in India. At the Amigo Airshow in October, be sure to stop by at our 99 chalet. Hot air balloons, the Snowbirds of Canada, the Army's Golden Knights, and the Stealth will all be there!

Greater Kansas City installed B.J. Vanecek as new chairman, Darla Gelach as vice chairman, June Wolff recording secretary, and Fay Rogers, corresponding secretary. The chapter adopted a half mile section of the highway for litter patrol, and says, "Getting lotsa exposure — publicity and otherwise."

Kansas Sunflower chapter held an annual picnic and pool party. New officers are Cheryl Button, chairwoman; Bonnie Bohannon, vice chairwoman; Marty Benham, secretary; Marguerite Lawrence, treasurer; board members are Pat Wilson-Hobson and Phyllis Blanton.

Northeast Kansas chapter's new officers are Joyce Russ, chairman; Jan Raymond, vice chairman; Dorothy Maloney, secretary; Lisa Lockhart, treasurer; Virgene Smolik, program; Marjorie Wahle, airmarking; Brooks Powell, aerospace education. The chapter played host to the Forest of Friendship festivities June 15-17.

Oklahoma chapter says greetings to 66s Karin Wells and Laura Rushing from Oklahoma U. Flight School. The chapter now counts 11 student pilots.

Purple Sage chapter's Priscilla

Barbee, Jo Ann Bates, Janet Koonce, and Mary Alice Tidwell flew to Denver City for breakfast. Somehow, they observed, breakfast tastes better when served and eaten in a hangar.

San Antonio chapter Vice Chairman Virginia Spikes came up with a beautiful installation program and dinner at the Ft. Sam O' Club. Chairman Gloria Blank presented a special certificate of recognition to Ginny McDaniel for her ever-present participation as a brand new member. Also honored as outstanding 49 1/2 of the Year was Bill Ash, and 49 1/2 Martyr of the Year went to I.H. Spikes for his support. Laura Richter received a silver candy dish as 99 Pilot of the Year and Martyr of the Year for the second time in a row went to Margaret Cosby after her two years as Pilot of the Year.

In highest heat and humidity, the chapter held its second annual pancake breakfast at Castroville Airport. Ginny McDaniel organized (to put it mildly) this program aided by a staff of dozens. The local FSDO was accused of coming to ramp check when all he and his wife wanted was to have breakfast.

A respite from the work schedule came with the arrival of Edna Gardner Whyte, who came to Kelly AFB to be installed as a Daedalian. She was able to stop off in Boerne for a Sunday luncheon with some 18 99s and friends to celebrate with her.

Shreveport was delighted to accept the Arkansas chapter's fly-to-lunch invitation, but had to drive — weather again — to Texarkana. It was a great day anyway, they report, with Dogwood also attending for good food, door prizes, and an excellent speaker.

**Northwest Section member Carol Skinner and her 49 1/2 Hal participated in the 1990 Oregon Air Tour in their 1941 Interstate Cadet.** Also participating was member Wanda Morgan and her 49 1/2, Jim, in their Cessna 170. Sponsored by the Oregon Antique and Classic Aircraft Club and the Oregon Aviation Museum, the tour is a re-creation of the Oregon Air Tours of the 1920s and 30s. Thirty five departed from Cottage Grove, Oregon on July 1 for a week of flying around the state of Oregon with RONS at five towns in

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# ISA + 21 meeting held in Washington D.C.

This year's ISA + 21 annual convention was held May 8-10 in Washington D.C. The meeting site was the Crystal City Marriott and the meeting was attended by 106 ISA members. Total attendance was 152 members and guests.

ISA + 21 is the International Society of Women Airline Pilots. It was organized in 1978 by Beverly Bass of American Airlines and Stephanie Wallach, then of Braniff, now an Alaska Airlines pilot. The "21" in the name refers to the original 21 women pilots who met with the purpose of forming a social support

group for themselves and other women airline pilots. In the 13 years since ISA's inception, the organization has grown to over 350 members, including members from sixteen countries representing 44 airlines.

Membership requires employment as a flight crewmember, or maintaining a seniority number with a major air carrier (FAR 121 or international equivalent) that operates at least one aircraft with gross weight of 90,000 pounds or more. The applicant need not be flying that large aircraft herself to qualify for

membership. The benefits of being an ISA member include the support and friendship of others with the same experience unique to the profession, and the chance to promote the airline career side of flying to other women who, though interested, may not have considered it an option for them.

The convention officially began May 8 with afternoon registration and an evening social gathering. The get together allowed members the opportunity to meet new members and to get re-acquainted with old friends. The annual business meeting, luncheon and group photo on

**NOT JUST ANOTHER GROUP SHOT**—Members of the International Society of Women Airline Pilots (ISA + 21) convened in front of the U.S. Capitol building for this impressive group photo.





Wednesday were followed by dinner hosted by the Saudi Arabian Consul at the Saudi Arabian Embassy. Thursday morning, May 10, three tour options were available. The choices were the White House, the Smithsonian Air and Space Museum, or a boat tour to Mt. Vernon. The tours were the last scheduled events for the convention.

At the Washington D.C. meeting some of the ISA + 21 projects which were discussed included the two annual scholarships that ISA awards to women pilots aspiring to the major airlines, and a museum exhibit that ISA will be helping to create for The International Women's Air and Space Museum, located in Centerville, Ohio. Look for the museum to promote the exhibit opening some time in September.

ISA + 21 also maintains a master

seniority list of women airline pilots. It depends upon our membership and other interested parties to volunteer information to be updated, and is not as complete as we would like. But currently, it was reported in Washington D.C. that over 1600 women are employed by major airlines throughout the world. United employs the largest number of women pilots with 302 on its seniority list, but USAir has the largest number of women captains at 40. The approximate number of women captains at major airlines is over 250.

Following the business meeting on Wednesday May 9, the membership and guests were treated to luncheon. Two of the guests were women pilots well known and respected by all. They were Jean Ross Howard, first president and founder of

The Whirly-Girls, and Gene Nora Jessen, president of the 99s. During the luncheon a show of hands of ISA members who also were members of the 99s elicited a response by more than half of the women. Presentation of ISA's Captain Club Awards, honoring the 19 new captains in the ranks, and the distribution of the door prizes were also accomplished during the luncheon.

The original 21 members of ISA + 21 were seeking the camaraderie of their peers when they first met in 1978. They did not know where it would lead them or that ISA + 21 would become what it is today. But as with the 99s organization, the whole is greater than the sum of its parts.

## SECTION NEWS

Continued from page 15

Oregon and one each in southern Washington and northern California. Visits were made to museums, antique aircraft collections, a maritime museum, and several other points of interest. Another member of the tour was Paul Meyerhoff, new Oregon Aeronautics Administrator, flying his Cessna 180, plus several planes from California and Washington.

Intermountain chapter was joined by members from Eastern Oregon and Greater Seattle chapters and Section Governor Linda Nave for a fly-out to Joseph, Oregon in June. The group toured the foundry where member Dorothy Fowler has her sculptures bronzed, and saw the wax mold for the sculpture she is creating for the EAA Air Museum in Oshosh, Wisconsin. A tram ride up 10,000' Mt. Howard, a prime rib dinner, and attendance at the rehearsal of a play by local residents (complete with booing, hissing, and clapping) contributed to a fun time.

Rainier chapter recently spent an evening at the Boeing Aircraft Company. All had a turn flying the 737 simulator, and a tour of the adjoining facilities.

### PRESENTATIONS:

Within the New York-New Jersey Section, Shirley Ludington

spoke to the gifted class at Driver Middle School in Marcellus, New York. For the Central New York chapter she presented three books to the school library: *Take Off* by Bonnie Tiburzi, *Last Flight* by Amelia Earhart, and *So You Want To Be An Airline Pilot* by Jean Harper. Shirley used two short videotapes and hand out materials but reported that the high point seemed to be the assembly and testing of balsa wood planes donated by Avianorth at Oswego County Airport.

**Jackie Patel and Carol Emmens of North Jersey chapter** participated in Aviation Day for the Bergen County Girl Scouts at Teterboro Airport.

**Leslie Highleyman, North Jersey chapter** spoke on Women in Aviation at the May 10th meeting of Essex Zonta.

**The new Keystone chapter's** (Middle East Section) first experience with Girl Scouts was a group of eight working toward their aerospace badges. Chapter reporter Alice Helm says the presentation was delightful because of the girls' enthusiasm and cooperation and because the 99s were able to introduce the girls to aviation in general and as a career. "The importance of exposure to aviation was reinforced by our amazement that very few girls have any experience assembling a balsa wood glider, much less a model airplane. It was fun to





watch the girls flying their gliders straight and level, loops ... stalls," Alice writes. The scouts also were given the opportunity to sit in an airplane cockpit for the first time, with a challenge to find the two compasses. Rae Klahr, a 66 in the chapter, put together an astronomy presentation for the girls. A tour of the ABE rescue facility and tower brought forth many thought-provoking questions. Alice writes that the chapter now has a waiting list of scouts interested in working with them on their aerospace badges.

**Karen Gauby of Eastern Pennsylvania chapter** spoke to girls at Penn State Reading Campus about

females in non-traditional occupations. Her speech was sponsored by the American Assoc. of University Women. She then kept an eleventh grade girl busy observing a day in the life of an air traffic controller. Karen had some FAA literature about women in aviation which profiles Arlene Feldman, head of the FAA's New England Region.

**Bev Sharp has been busy as guest speaker.** She was invited to speak to two separate groups of high school youngsters as a direct result of the chapter's participation in the Herndon Success Campaign/Flunkbusters Program. In the first instance she was asked to conduct a

workshop on the subject of "Self-Esteem, Self-Respect and the Workplace in the Year 2000" at the Xerox Training Center. The session involved nearly 70 children. With the second group of about 20 children, the topic was "Career Exploration." Although she used many participatory devices to help keep the children involved, she reported that she got the distinct impression that they were willing to listen to what she had to say in large part because they were fascinated by the fact that she flies airplanes. Bev reports that these types of events make her feel very proud to be a 99.

**Chicago chapter 99s presented**

## CALENDAR

### OCTOBER

#### 5-7 **Greenville MI**

Michigan Air Tour (and beautiful Michigan fall colors). Contact Gregg (313)286-4966, Juanita (313)437-0012.

#### 12-14 **El Paso TX**

10th Annual El Paso International Amigo Airshow, Twilight Friday 4-10 pm. Day shows Saturday and Sunday. Call (915)545-2648.

#### 19-21 **Kerrville TX** **Louis Schreiner Field**

26th Annual EAA Southwest Regional Fly-in and Convention. Contact visitor's bureau at (800)221-7958 or B.J. Martin at (512)690-9960.

#### 19-21 **Salinas CA**

15th Annual Salinas His and Hers Great Pumpkin Classic Air Race, approx. 250 miles. Co-sponsored by the Salinas Owners and Pilots Assn and Monterey Bay 99s. Entries accepted August 1 thru October 8. For \$5 race kit or info contact Dennis Hill, PO Box 5494, Salinas CA 93915, (408)722-7969 or Kay Harmon, 322 E. Market St., Salinas CA 93901. (408)424-0051.

#### 20 **San Carlos CA**

Aviation Career Workshop, an employment seminar for pilots and mechanics. By Airline Ground Schools Inc. (800) 824-4170.

#### 20 **Brookhaven NY**

Flights for Ida Van Smith Flight Club for children. Contact Jill Hopfenmuller.

#### 24-27 **Palm Springs CA**

Aircraft Owners and Pilots Assn (AOPA) annual convention.

#### 26-28 **Santa Maria CA** **Airport Hilton Hotel**

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

### NOVEMBER

#### 9-11 **Tucson AZ**

Tucson Treasure Hunt sponsored by the Tucson 99s. For an entry kit send \$4.50 to Linda Duckworth, 6424 N. Calle De Los Seris, Tucson AZ 85718. (602)297-9818 or (602)747-0475.

### JANUARY

#### 25-27 **St. Moritz Switzerland** **Hotel Kulm**

3rd Annual Trans-Atlantic Flight Seminar. This seminar provides pilots with the necessary knowledge to undertake flight across the Atlantic Ocean in a single or light twin engine aircraft. Contact Mirjana Ivanovic, Stafford-Ivanovic Seminars, Postfach 220, 7500 St. Moritz 1, Switzerland.

*The third annual trans-Atlantic flight seminar has been scheduled for January 25 through 27 in St. Moritz, Switzerland. The seminar aims to provide pilots with the necessary knowledge to undertake flight across the Atlantic Ocean in either a single or a light twin. Two past seminars have brought over 30 pilots in attendance from nine countries. Some who have made oceanic crossing flights will be on hand at 1991's seminar to share their experiences.*

*Topics covered include pilot/airplane preparation, flight planning, special weather conditions, navigation, radio communication, flight procedures for normal and emergency conditions, ditching, and search and rescue.*

*Instructors for the course, held at the Hotel Kulm, are Sheldon and Ruth Stafford, and Mirjana Ivanovic. All are veteran trans-Atlantic pilots. Both Staffords hold ATP, CFII, multiengine land and sea ratings, and have journeyed across the Atlantic and Pacific. Sheldon counts over 100 crossings and 10,000 plus flight hours. Ruth has more than 60 ocean crossings to her credit, and somewhere in the area of 8000 total hours. Mirjana Ivanovic holds ATP and CFII ratings, and has crossed the North Atlantic 12 times, with over 2000 hours of flying time.*

*The seminar has been organized after consultation with the International Civil Aviation Organization, and the Canadian, Icelandic, U.K. and Danish Civil Aviation Authorities. For more information contact Mirjana Ivanovic, Stafford-Ivanovic Seminars, Postfach 220, 7500 St. Moritz 1, Switzerland.*



20 Air Bear classes to 493 school children during the month of April. In addition, members **Beverlee Greenhill and Beverly Blietz** conducted tours of Palwaukee Airport and tower for 140 scouts.

**San Antonio chapter** (South Central Section) says it took on some 16 boy scouts, exposing them to the intricacies of section map reading, weather, planning a flight, preflight and an actual flight. **Fran Wehman** gathered the troop and coordinated the program, followed by a help-yourself-to-lunch, all held at 99 Alyce Taylor's Alpha Tango Flight School.

**South Central Section Governor Pat Ward, Lauren Ward, and South Louisiana chapter member Leslie Wightman**, South Central Section newsletter editor, are serving as officials for the 1990 U.S. National Hot Air Balloon Championship being held in Baton Rouge, Louisiana in July. Pat is the competition events coordinator for the local event organizers and chief of flight operations for the Balloon Federation of America. She received the Balloonmeister's Award and the BDFA President's Award for her service to the 1989 championships.

Pat coordinates all services ancillary to the championships, ranging from national weather service, chase crew teams, civil air patrol and launch field activities. Lauren is assistant chief observer official this year, and Leslie is observer coordinator. Observer officials are required to be certified by BFA to officiate in the U.S. Nationals. The event, which is internationally televised, and an FAI sanctioned aviation sports classic, attracts nearly 200 hot air balloon competition pilots each year to vie for \$66,500 in prize money and a position on the U.S. Hot Air Balloon Championship team, which represents this country in the FAI sanctioned world championships.

**Columbia Cascade chapter** (Northwest Section) participated in Career Days at LaCenter High School in LaCenter, Washington. Laura Schneider, controller at Portland, Oregon International tower and Dorothy Mercer offered career suggestions to three student groups.

## MEMBERSHIP:

**North Jersey chapter** (New

York-New Jersey Section) welcomes new members **Anita Smith and Candace Oldham**.

**Keystone chapter** (Middle East Section) welcomes new members **Pat Etoroski and Joyce Gemo**. Joyce is a controller at ABE Airport in the Lehigh Valley, Pennsylvania. New 66s include Luane Maniscalco, Janine Polakovics, and Nancy Bokeko.

**Chicago Area chapter** (North Central Section) welcomes two new members, **Terry Trykall and Kim Filippi**. Terry is a corporate pilot and multiengine CFII. Kim holds commercial, instrument, and multiengine ratings. She works for Luminair at Aurora Airport.

**The Renaissance chapter**, newest in the North Central Section, has 13 charter members. **June Beers** serves as chairman.

**Purple Sage chapter** of the South Central Section found three new prospective members through its June membership drive hosted by **Jo Ann and Marcus Bates** at Bates Field.

**Columbia Cascade chapter** (Northwest Section) welcomes new member **Carole Gabel**. Mid-Columbia welcomes **Barbara Churchill** as its newest member. New chapter officers are Ann English, chairman; Renee Brewer, vice chairman; Liz Gordon, secretary and newsletter; Marjy Leggett, treasurer and news reporter; and Anna Rademacher, membership.

## AIRMARKING:

**Long Island chapter** (New York-New Jersey Section) completed the compass rose at Brookhaven Airport in early summer. Participating were Mae Smith, Dottie and 49 1/2 Harold Campbell, Gloria Bryant, Sue Mirable, Cindy Burton, Dot Lee, Pat Rockwell and chapter chair Jill Hopfenmuller.

**Pam Bertino** is the new **airmarking chairman for Colorado chapter** (South Central), with plans for three airports on the calendar.

**Under the direction of airmarking chairman Lena Cronk, San Antonio chapter** spruced up the runway at Seguin with Laura Richter, Jo Agee-Housler, and Gloria Blank also wielding the brushes. Following in tight formation was Air Force day activities at Kelly AFB. The stout-hearted 99s gathered to serve oceans

of iced tea to the sweltering masses. Alice Foeh spearheaded this activity from her home in Corpus Christi, Texas.

**Shreveport chapter** says it took three full days because of our erratic spring weather, but we finally completed a beautiful compass rose at Harrison County Airport in Marshall, Texas. **Airmarking chairman Mary Jo Voss** took her motorhome loaded with refreshments and supplies and, with the help of Dogwood chapter, the mission was accomplished.

**Columbia Cascade chapter** (Northwest Section) members and 491/2s airmarked the Scappoose,

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## MEETINGS

### OCTOBER

- 19-21** Middle East Section mtg, Washington DC, Bev Sharp
- 24-27** AOPA Convention, Palm Springs CA
- 27** Caribbean Section mtg, Freeport, Bahamas, Eugena Granger
- 27-28** New York-New Jersey Section mtg, Neuberger NY, Robina Asti

### 1991

- 3/23-25** NCASE Education Congress, New Orleans LA, Jule Zumwalt
- 4/26-28** North Central Section mtg, Central IL, Dodie Jewett
- 5/10-12** South Central Section mtg, Lake Charles LA, Pat Ward
- 6/14-16** Seaplane seminar, Speculator NY, Harriet Bregman
- 6/21-23** Forest of Friendship, Atchison KS, Faye Wells
- 6/20-23** COPA, Edmonton, Canada, Mary Oswald
- 7/9-14** Int'l Convention, Orlando FL
- 7/14-19** WAEO Congress, Montreal, CAN, Chanda Budhabhatti
- 7/26-8/2** EAA Convention, Oshkosh WI, Norma Freier
- 9/4** North Central Section mtg, Chicago IL, Dodie Jewett
- 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
- 10/12-14** New England section mtg, Eastern New England, Michele Cabot

**NOTE:** 99 members are welcome to attend all business meetings. Please send dates to Date Coordinator.



## NEW HORIZONS

### NEW YORK-NEW JERSEY SECTION

*Julie vom Saal, Greater New York chapter*, had been a Ninety-Nine for over 30 years when she died June 17. She served in all chapter and section offices in the Greater New York chapter and New York-New Jersey Section. Her talent was recognized and she was elected to the 99s board of directors for two terms. In 1969 Julie co-chaired the fortieth anniversary convention with headquarters at the Waldorf Astoria Hotel in New York City. It was a tremendous success, thanks to Julie's attention to the multitude of details.

Julie's many friends rallied around during her long illness and placed her name, along with that of her husband, Dr. Frederick vom Saal, in the 1990 Forest of Friendship. Julie's last days were brightened with the knowledge that her granddaughter Jill and her son's wife, Diane, would represent both her and Fred at the ceremony June 16 in Atchison, Kansas. That same day was also their fiftieth wedding anniversary.

### SOUTHEAST SECTION

*Shirley Ann Smith, Alabama chapter*, was reported deceased recently by her husband, Clay.

*Clara Louise Lutz, New Orleans chapter*.

### NORTH CENTRAL SECTION

*Harry Thornburg, 49 1/2 of Hope Thornburg, Minnesota chapter*, died May 25, 1990. Harry's sense of humor and intelligence will be missed.

*Mary Wedel, Aux Plaines chapter*, died April 28. On May 19 Mary's family and many friends celebrated her life at a gathering at the home of Johanne Nolle. Mary was her chapter's nominee for the 1989 Governor's Service Award and richly deserved the nomination. She was a most gracious lady whose greatest interests in life in addition to her family were aviation and work with gems and jewelry. As a gemologist she was responsible for several fundraising items for the chapter and in aviation she served as chairman of the chapter, chapter board member, chairman of the 49 1/2 committee and nominating committee. During her time as 66 chairman her chapter won the North Central Section 66 award. She served six years on the board of the Illi-Nines Air Race, co-sponsored by Aux Plaines, Central Illinois and Chicago chapters. Mary also worked on impounding and hospitality at these races. We will all miss her greatly.

### SOUTH CENTRAL SECTION

*Lynn Stover, El Paso chapter*, died of cancer May 22. Lynn, 49, was past chapter chairman and news reporter. She was sponsored by the El Paso chapter into the Forest of Friendship.

### NORTHWEST SECTION

*Lucile Wright, Northwest Section*, died June 12. She was a pioneer pilot, 89 years, from Cody, Wyoming who caught the flying bug on her first flight with the late Billy Mitchell in 1922. She owned airplanes for many years and participated in Ninety-Nines and the general aviation community activities.

A prominent businesswoman, Lucile was secretary of the Jamestown, New York telephone company and chairman

## NEW RATINGS

Debbie Dolan, New England Section, instrument  
Jan Ceparano, New England Section, commercial and multiengine  
Carol MacNeil, Eastern New England, CFI  
Sandy Sellers, Central New York chapter, CFI  
Lola Tonlinson, Eastern Pennsylvania, instrument  
Evie Washington, Potomac, commercial  
Sandy Elwell, Eastern Pennsylvania, commercial and multiengine  
Mary Beth Studenic, West Virginia Mountaineer, instrument  
Gay Williams, Potomac, CFII  
Edna Dragoo, Potomac, CFII  
Jeanie Carter, Hampton Roads, CFI  
Barbara King, Hampton Roads, CFI  
Vicki Cox, Hampton Roads, instrument  
Peggy Doyle, Washington DC, CFI  
Pat Slade, Maryland, instrument  
Jessica Waltz, Keystone, CFII  
Noreen Ryan, Florida Spaceport, commercial, instrument  
Ann Marie Schorsch, Chicago Area, multiengine instructor  
Lynn Van Etten, Indiana, commercial  
Nancy Warren, Indiana, commercial, multiengine, instrument  
Linda Warren, Greater Detroit, CFII  
Beth Keyser, Collin County, instrument  
Peggy Goll, Collin County, instrument  
Carol Adams, Collin County, CFI  
Charlotte Norman, Colorado, multiengine, commercial, instrument  
Kassie Parritt, Colorado, commercial

## FORMER 66s

Katharine Barr, Eastern New England  
Michele Heiney, Keystone chapter  
Barbara Creighton, Maryland  
Wendy Banks, Indiana Dunes  
Kay Case, Wisconsin  
Julie Doherty, Chicago Area  
Nicholette Curth, Chicago Area  
Ann Bates, Chicago Area  
Karen, LaBonte, Collin County  
Jennifer Bankston, Collin County  
Shirley Mastenbrook, Collin County  
Mary Ann May, Collin County



**NEW CHAPTER, NEW PILOT**—Keystone chapter's first student affiliate, Michele Heiney, received her private pilot license while still a senior in high school. Michele enters Purdue University's General Flight Technology Program. She's considering an ROTC scholarship at Purdue, but her goal is to fly for the airlines.



## NEW HORIZONS

MARION RICE HART  
1891-1990:

# *Femme Extraordinaire*

Marion Rice Hart spent the first 84 years of her life out in front of the world's idea of women, although she was opposed to the Equal Rights Amendment and the feminist movement generally. "If I can do these things, so can any



woman; why do you need legislation? And All that demonstration fuss? Just do it!"

Marion was born on October 10, 1891, the fourth of six children. Her parents in her words, "didn't believe in thwarting children" so from an early age her favorite pursuits were unusual for a girl of her generation. Her older brother, Tom, seemed to be the ringleader. When as a small child the family went to Europe, she and Tom would find someone to take them down to the engine room of the ship where they stood for hours watching the "huge silvery throw of the cranks, sweeping magnificently round and round, while the tremendous piston rods swung smoothly up and down and all the smaller articles of machinery kept time." In these same years, she and Tom would sneak off for school to watch the six day bicycle races at the old Madison Square Garden.

Her high school days lasted only two months, because the principal unjustly accused Tom of lying during an argument. Tom, Marion, and their younger sister Marjorie

declared they would never go back to that school. Marion never did, but some years later she wanted more education, so she enrolled at the Massachusetts Institute of Technology (M.I.T.) for a chemical engineering course, which she completed in three years, and became the first woman graduate of M.I.T. in 1914.

After a stint in the Research Laboratory of General Electric in Schenectady, New York, she returned to New York City and received an M.A. in geology at Columbia University in 1918. She was very briefly married during the 1920s.

Individuality runs in the family. Her older sister Dorothy became one of the very few women pilots in 1916. While living in France she decided to do some sailing, bought a ketch and — shades of Auntie Mame — borrowed a nephew to sail the Mediterranean during the summer. One thing led to another, and they sailed around the world to arrive in New York in late summer 1939. Because her captains kept disappearing through illness or alcohol abuse, Marion taught herself celestial navigation, and became her own captain and navigator.

When the United States entered the war she tried to enlist in the Coast Guard, unfortunately many years too early. However, the navigation book she wrote, about the best I have ever studied, was accepted by the Coast Guard, and 50 years and several editions later is still one of its primary celestial navigation texts.

She was, briefly, an inspector of electrical and radio equipment on Buccaneer and Buffalo Navy fighters for the Brewster Aircraft Company, but her standards were perfection, so her rejection rate was too high for the company to accept.

Deciding in August 1945 that learning to fly might be a good idea, she consulted the Classified Telephone Directory, picked up a flight school at Teterboro (she lived in New York City), and started the same day. In July, 1946 she received a private license, and soon bought a C-140, in which she made several trips to Cuba, Florida, and California. As she often said, "I would like a plane to take me somewhere ... flying is probably the safest form of private transportation ... a plane is not capricious like a horse nor collision-prone like a car."

By 1950, having graduated to the new C-170, she decided to enter the Powder Puff Derby, which she did, flying solo and coming in eighth out of a field of 33 airplanes which left from San Diego, California to arrive in Greenville, South Carolina via Charleston, South Carolina. Her account of this race in her book "I Fly As I Please" is quite hilarious.

Between 1947 and 1958, she owned five airplanes, flew 1750 hours while making trips to Alaska, Florida, Cuba

See FEMME EXTRAORDINAIRE page 24

of the municipal airport commission. She received many honors in aviation and was widely recognized as a generous philanthropist to aviation causes. Lucile was a strong supporter of The Ninety-Nines' new building. She was a backbone of

the International Northwest Aviation Council and an honorary life member of the American Association of Airport Executives. Her love of art was manifested in eclectic, stunning collections.



# Oshkosh!

Story and photos by Ann Cooper



**AND THIS IS JUST A PORTION OF THE WHOLE**—Hundreds of campers and airplanes, large and small, blanket Wittman Field. Photo by Ann Cooper.

This year's Experimental Aircraft Association Convention and Fly-in — *Oshkosh* — is over. Trampled grass attests to the horde of humanity that gathered persons in 17,000 airplanes; campers; aviation enthusiasts who viewed displays; attended forums; saw, heard, smelled, and tasted aircraft; and, best of all, met with one another. For aviation buffs, it is THE place to have been, the unique gathering of kindred souls with a common bond.

Crowds flocked around the obvious drawing cards: the SST Concorde, the F-117A Stealth fighter, modern fighter aircraft, the display commemorating the 50th Anniversary of the Battle of Britain, the X-29, and a restored Lockheed Super Constellation. To film maker's delight, people clicked shutters at the daily airshow and at exhibited aircraft from warbirds to replicas; from experimentals to antiques, from classics to custom builds; from rotorcraft to ultralights. Much more than mere entertainment, Oshkosh offers much from which to choose and a serious student of aviation can learn a great deal from the plethora of forums, workshops, presentations, exhibits, and interviews.

The 1990 crowds, despite occasionally heavy rain, numbered greater than 300,000 on each day of the busiest weekend and grey skies may have

dampened the days but not the spirits. The EAA accomplishes such a masterful job of handling huge crowds that large corporations send delegates to discover the secrets that make the convention so successful. Corporations generally find that the key ingredient is *volunteers*.

Volunteerism is the "stuff" of Oshkosh. Ninety-Nines give of themselves to promote our organization in a hospitality tent and in a booth among the exhibits — key locations for all of us to locate friends and renew acquaintances. Just as there are 99s donating their time; there are Kansans registering airplanes, New Yorkers teaching spouses in the crafts tent, an Oklahoman leading aerobics at the Theater in the Woods, Canadians judging aircraft, Californians scheduling the airshow personnel, Floridians parking airplanes, and Australians assisting in the forum tents — willing volunteers from all over the world. Fire, medical, FAA, and police personnel often use vacation time as volunteers at Oshkosh. One annual highlight that brings a smile to everyone is the parade of the brigade who volunteers to empty the trash containers — no mean feat. By week's end they are a companionable and lively crew. Each and every visitor to the convention is a volunteer, asked to help keep the grounds

"Oshkosh Clean." In remarkable aftermath to the presence of hundreds of aircraft and hundreds of thousands of people, uncluttered but trampled grass is mute testimony to success.

As crowded as are the skies near Wittman Field, it is not surprising that accidents and incidents mar the convention. This year it was particularly distressing that the second prototype of the fiberglass Wheeler Express kitplane was destroyed in Wyoming with three fatalities as the craft winged its way from the factory at Tacoma, Washington. On the field, a Lockheed twin reportedly lost an engine during a turn toward the field during a flyover. Although injured, five escaped from the subsequent crash, our own Fran Bera among them. Best wishes, Fran. And when you think about it, for an

airport that is busier than Chicago's O'Hare for a week, the FAA controllers deserve kudos that the safety record is so commendable. Have any of you heard the "Frantic Friday" tape of actual Oshkosh controller-to-pilot transmissions during a height of arrivals at a former Oshkosh fly-in that is sold by Dave Yeoman, RR #3, Marion, Iowa? It's an eye-opener and a laugh.

Are many of you building your own aircraft? Flying to Oshkosh? NAA record setting is a possibility for you. Lance Turk, Arlington, Washington, set an official record in his non-stop flight from Seattle, Washington to Oshkosh '90 in his prizewinning homebuilt Glasair, a repeat performance of his record non-stop flight to Sun 'n Fun in Florida. He and his well-instrumented homebuilt demonstrate the opportunities for pilots and for the experimental aircraft market — the growing group of aircraft and homebuilders for whom this huge convention was originally designed.

Well prior to Oshkosh '90, Edith Geneva McNamee, a 99 from Bakersfield, California won an Avid Flyer aircraft kit in the sweepstakes that helped the 99s earn money toward the restoration of Amelia's birthplace at Atchison, Kansas. Seeing two Avid Flyers, one on floats and the other an amphibian, at the Brennand Seaplane Base at Oshkosh '90 brought Edith to mind. The two

Continued on page 30



## SECTION NEWS

Continued from page 19

Oregon airport and followed it up with a pancake breakfast. The chapter also painted letters, numbers and a chevron at the newly paved Grove Field at Camas, Washington.

### AWARDS AND HONORS:

**Ida Van Smith, Long Island chapter (New York-New Jersey Section) has received the World Airspace Education Organization Award on the occasion of the Ida Van Smith Flight Club, Inc. being inducted into the Duke Ellington PS 1400 School's education curriculum.** Because of this honor, and because of the contribution the club had made to education in Queens, Claire Shulman, Queens Borough president, proclaimed May 2 Ida Van Smith Flight Club Day.

**Washington DC chapter (Middle East Section) salutes its own Commander Jane O'Dea, who was among several women featured in "Women in Naval Aviation,"** two companion articles that appeared in *Naval Aviation News* to commemorate the fourth biennial convention of Women Military Aviators. Excerpts from the pieces include the following:

"Commander Jane O'Dea was one of four active duty Navy women to enter Navy pilot training in 1974 and earn her Wings of Gold. Since that time she has achieved ... aircraft commander in the C130 and C-1A, carrier qualification in the C-1A, Navy instructor pilot in the T-34, and mission commander in the EC-130 TACAMO aircraft ... She is the Navy's senior ranking woman aviator

"My advice to younger women starting their careers would be to work as hard as you can to get the most qualifications that you can. The way to prove yourself is to get out there and get good grades, good flight passes and be professional at all times. Walk the straight and narrow. Do the best you can," emphasized the 15 year aviator.

"I don't think it's good to isolate ourselves in the military because we're all officers, but there are issues and laws that are pertinent only to

women, and those issues can be helped through networking ...

"I never had the chance for the camaraderie, or for a mentor to go to for advice, mainly because there just weren't any other women senior role models in the ranks ... I've seen changes in the attitudes of men. They've grown up with us. They know that we've put up with much of what they put up with. In today's Navy the junior men are used to having women in leadership roles. It's all just a matter of time ... I think that we can all do the same job, but I'll be the first to admit that men and women are different in many ways. With the current laws, women will never be fully integrated into the system. So, you have to learn to deal with reality and make a contribution as best you can ... Do a good job and establish a degree of credibility first. Then people will listen to what you have to say, and when you have a chance you can bring up issues that are important to you."

**Morgan Reeb** was hired as a First Officer by American Airlines. **Kathy Radcliffe**, West Virginia Mountaineer chapter, graduated from Air Traffic Control School in Oklahoma City, Oklahoma.

**Greater Kansas City (North Central Section) chapter** has awarded its Blue Maxine Award to **Karen Folsom**, the chapter's 99 of the year. The chapter's Blue Maxine Scholarship was given to **Debbie Matthews**, who will use the scholarship to complete her private pilot training.

**Fort Worth chapter member (South Central Section) Edna Gardner Whyte** was honored June 30 with induction as an honorary member into the men's Air Force organization The Order of Daedalians. **El Paso chapter's Jennifer Beckham** was hired by Southwest Airlines. **Lucile Bledsoe**, Colorado chapter, as appointed to the state aviation board. **Gretched Jahn**, also of Colorado chapter, was appointed to the aviation technical advisory committee.

The Ruth Deerman Award for outstanding and dedicated support of the El Paso chapter 99s has been established and **Marsha Mascorro** is its first recipient.



**Charmain Byers-Jones**

**Willamette Valley chapter of the Northwest Section honored member Charmain Byers-Jones with induction in the Forest of Friendship.** She was inducted June 16, along with more than 30 others, one of whom was her friend, Max Conrad. Charmain has flown CAP missions and Red Cross blood deliveries, as well as 68 transcontinental flights in her Cessna 182. A high point was her flight across the North Atlantic in 1973 with Max Conrad.

Sadly, after leaving Atchison, Kansas following the induction ceremonies, Charmain and her passenger crash landed in a driveway

Continued on page 30

### JUST PLANE FUN

Handpainted wood airplane with bandana and matching earrings. \$10.00 for the set. Available in pierced or clip. Add \$2.50 for shipping.

#### Plus:

A complete line of handpainted wood airplane accessories: Pins \$2.95, Tee shirt slide \$3.95, Shoe slides for your tennis shoes, a set is only \$1.95. Plus dress up an ordinary hat with a scarf and coordinating airplane. \$3.95 for the set. Send check or money order to:

#### Sisson's

3515 Nebraska St. Louis, MO 63118

For more information call (314) 664-0754  
Color varies, indicate color choice. Most color available—solid colors or two tone splash.



## CAREER OPPORTUNITIES

My name is Orit Katzir and I am a 25 year old Israeli pilot who belongs to the Israeli Women Pilots Association.

I have been a member of the 99 organization for almost a year now. I appeal to you so you may assist me in finding proper employment and advancement in my profession since you are an international women's organization. It is my hope that you will be able to help a woman pilot with instrument and multiengine (turboprop) ratings who is aspiring to become an airline pilot.

In Israel there are no possibilities for women to advance in this field since the major airlines accept only men pilots who served in the Israeli Air Force, so I left without any feasible employment opportunity. The small airlines are not eager to employ women pilots either.

The only alternative left for me is to seek my future abroad and the most prominent place seems the U.S.A. However, the major obstacle now is acquiring a work permit.

I appeal to you as an international women's organization who is well appreciated and known, to use your clout and influence in seeking employment opportunities for women pilots all over the world and advance my cause.

Please write to me if you can connect me with any companies who are willing to give women a chance and might be interested in myself as a member of their crew.

Your immediate reply is much appreciated. Enclosed please find my resume.

Orit Katzir

### RESUME

Orit Katzir  
19 Malchei Israel St.  
Herzlia, 46363  
Israel

**SCOPE:** To present my candidacy to a Flight position in an Airline.

**CERTIFICATIONS:** Commercial, single and multi-engine, Instruments, single and multi-engine. 1st class Medical.

**FLIGHT EXPERIENCE:** Over 1000 Accident-free flight hours (4 years). Turboprop twin engine (DHC-6).

1989 - 1990 P.I.C. on charter flights  
"ELROM AVIATION" Israel.  
"SNUNIT AVIATION" Israel.  
"SHAHAF AVIATION" Israel.

### POSITIONS HELD:

PRESENT	Operations clerk El-Al Israel Airlines
1985 - 1988	Operations clerk "SHAHAF AVIATION" Israel
1983 - 1985	Operations NCO ISRAELI AIR FORCE (Transport Command Squadron).

Recommendations shall be submitted upon demand.

### PERSONAL DATA:

BORN:	JUN 5th 1965 ISRAEL
CIVIL STATUS:	Single
HEIGHT:	176 cm
WEIGHT:	60 kg
HEALTH:	EXCELLENT (Non-smoker).

## Femme Extraordinaire ... Continued from page 21

around the northern part of South America and the islands of Caribbean, did enough glider flying in Elmira, New York, Florida and Indio, California to get several upgrades so she bought a Bonanza.

When I met Marion in 1962, she had already flown that first Bonanza to Europe and back with a Pan Am navigator, and was planning another trip.

For many succeeding years it became her habit to spend one year in New York (later Washington) keeping an eye on the political situation and writing letters to presidents, senators et al, when she felt things were not going well. Then fly to Europe and spend a year in the warmer parts of that continent or in Africa. So in 1962 I went eastbound with her, in 1963 went over to fly back with her, 1964 east, 1965 west, 1966 east ...

In 1969, Sacchi Air Ferry Enterprises was so busy that I could not make my schedule and hers agree. So I persuaded her that by using the Iceland route, with 24 hours of daylight in June / July and shorter legs, she could easily do it alone. Which she did — east in 1969, west in 1970 and east in 1973. That time she stayed much longer and flew as far east as Rangoon, Burma.

Bad luck caught up on a flight from Rangoon to the Andaman Islands, she forgot to lower the gear. A worse place for this could hardly be imagined. The next two years were spent getting the airplane back to the Beech distributor in Calcutta, getting the necessary parts from factory and putting it all together again. She hired an Indian pilot to fly her to Athens, sent me an SOS, and we flew back from Athens, arriving in Boston on election day in 1976. By now Marion was 83 years old. However, she was not yet quite ready for the rocking chair!

In 1978 she flew solo to northern Mexico, but in Tucson she had more bad luck, and the airplane became unflyable, so she gave it to Tucson's newly created Air Museum, where this most well-traveled Bonanza, N9493Y, can still be seen.

As a tiny old lady alone in an airplane, she is remembered with astonishment and affection in many of the world's airports.

I count myself most fortunate to have had the privilege of friendship with this remarkable and many-faceted lady.

In 1975 she was awarded the Harmon Trophy. It was formally presented in 1977 after her last return from her global travels.

-Louise Sacchi

## 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

The article entitled "Pennies-A-Pound: Impressions of a Pilot," printed in the June 1990 issue of the *NINETY-NINE News* was written by Bozena Syska of Long Island chapter.



# 1991 Fact Sheet

## *Pertaining to the Applications for Amelia Earhart Scholarships*

### **NO PAYMENT WILL BE MADE FOR TRAINING TAKEN BEFORE OFFICIAL NOTICE OF WINNING.**

Any Ninety-Nine wishing to apply for a scholarship is **required** to read this page.

The criteria for an applicant includes the following:

\* Disqualification will result from not meeting these criteria.

- \* • has been a member of The Ninety-Nines, Inc. continuously since December 31, 1988 and has reviewed current guidelines obtainable from Chapter or Section Scholarship Chairman;
- \* • holds a current medical certificate;
- \* • has a current biennial flight review (BFR) for US only;
- \* • has a minimum of 150 hours of total pilot time (does not apply to Research Scholar applicants);
- \* • has financial need of the award;
- \* • agrees to complete the course and/or training by December 31, 1991;
- \* • furnished four (4) clear head-and-shoulders photos taken within the past two years: (3X5) of good reproduction quality, taken within the past two years, with NAMES attached on each photo.
- \*\* • required ratings/cert. needed to be eligible for scholarship requested must be completed and verified to AE Trustees before March 1, 1991.

THIS APPLICATION CONSISTS OF the original and five (5) exact copies.

1. Application Form (which includes experience record);
2. Eligibility Form (only the original need be notarized in the place provided);
3. Letter written by applicant;
4. Letter of recommendation from the Chapter Scholarship Chairman (or Chapter Chairman);
5. Letter of recommendation from an individual who is not a Ninety-Nine.

NOTE: Omit use of binders and covers of all types.

Any item not completed on the Application Form may result in disqualification.

Original and five (5) exact copies (six total) of all material furnished must be submitted to Chapter AE Chairman.

**EACH CHAPTER IS ALLOWED ONE APPLICANT FOR EVERY 30 MEMBERS OR MAJOR PORTION THEREOF.**

Regardless of size, each chapter is allowed at least one applicant. The Scholarship Chairman may select a committee to assist her in screening applicants. This will be composed of two or three Ninety-Nines or other members of the aviation community. Chapter Chairmen may serve as Scholarship Chairmen. Application **MUST** be received by Chapter Chairman no later than December 31, 1990.

The Chapter Scholarship Chairman mails her chapter quota (or less) of the applications to the Section Scholarship Chairman, postmarked no later than JANUARY 10. Use of the following criteria will help in making chapter selection(s) for forwarding to the Section.

- A. Are the applications and supporting materials (original plus five exact copies) complete in every respect?
- B. Has she established financial need?
- C. Is the requested amount of funding appropriate (time needed, plus rental and instructor rates in your area)?
- D. How realistic is her goal? What are her opportunities?
- E. What has the applicant already accomplished?
- F. Is she a participating Ninety-Nine?
- G. Was she chosen by general accord of the chapter?

NOTICE TO CHAPTER CHAIRMAN OR SCHOLARSHIP CHAIRMAN: Your letter **MUST** cover items B-G.

A SECTION MEMBER (not affiliated with a chapter) shall request a letter of recommendation from the Section Governor and submit her application as directed above to the Section Scholarship Chairman no later than JANUARY 10.

A SECTION SCHOLARSHIP CHAIRMAN will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each Section may submit one application for each 200 members of the Section, or a major fraction thereof, to the Vice Chairman of the AEMSF, to be postmarked no later than FEBRUARY 10. The Section Scholarship Chairman will notify all applicants of the status of their applications by FEBRUARY 15.

All Sections, regardless of size, may submit at least one application.



# 1991 A. E. Scholarship Eligibility Form

The following statement is to be completed by a responsible official of the accredited school or by a qualified instructor who would give the instruction.

**CREDENTIALS:**

DATE: \_\_\_\_\_

I have examined the credentials of (NAME of APPLICANT) \_\_\_\_\_ and find her to be eligible and deemed fully qualified per FAR Part 61 flight training to accomplish the one course entitled \_\_\_\_\_

NOTE: Applicants desiring consideration for an AEMSF Career Scholarship for flight training should anticipate training under FAR Part 61.

Name of school or qualified instructor: \_\_\_\_\_

I hereby certify all information stated above is true and correct.  
Print or type Name and Title: Certificate Number.

Address \_\_\_\_\_

Title: \_\_\_\_\_

Signature \_\_\_\_\_

AIRCRAFT TO BE USED (one or two types as required)

Telephone ( ) \_\_\_\_\_

Date: \_\_\_\_\_

#1 Make \_\_\_\_\_

Model \_\_\_\_\_

#2 Make \_\_\_\_\_

Model \_\_\_\_\_

**AIRCRAFT #1**

**AIRCRAFT #2**

DUAL FLIGHT TIME.....Aircraft Rental \_\_\_\_\_ hours @ \_\_\_\_\_ /hour + \_\_\_\_\_ hours @ \_\_\_\_\_ /hour = \$ \_\_\_\_\_

Instructor Time \_\_\_\_\_ hours @ \_\_\_\_\_ /hour + \_\_\_\_\_ hours @ \_\_\_\_\_ /hour = \$ \_\_\_\_\_

SOLO FLIGHT TIME.....Aircraft Rental \_\_\_\_\_ hours @ \_\_\_\_\_ /hour + \_\_\_\_\_ hours @ \_\_\_\_\_ /hour = \$ \_\_\_\_\_

GROUND SCHOOL (If required) flat rate or ..... hours @ \_\_\_\_\_ /hour = \$ \_\_\_\_\_

FLIGHT SIMULATOR.....Rental \_\_\_\_\_ hours @ \_\_\_\_\_ /hour + \_\_\_\_\_ hours @ \_\_\_\_\_ /hour = \$ \_\_\_\_\_

.....Instructor \_\_\_\_\_ hours @ \_\_\_\_\_ /hour + \_\_\_\_\_ hours @ \_\_\_\_\_ /hour = \$ \_\_\_\_\_

EXAMINER FOR FLIGHT CHECK (show aircraft expense above under solo flight time): ..... = \$ \_\_\_\_\_

OTHER (describe): ..... \$ \_\_\_\_\_

NOTE: Upon receipt of properly executed AEMSF forms, check will be made jointly to applicant and school (or instructor).

TOTAL OF ABOVE.....\$ \_\_\_\_\_

Less employee discount (if applicable).....\$ \_\_\_\_\_

TOTAL NET COST (U.S. dollars).....\$ \_\_\_\_\_

**[NO PAYMENT WILL BE MADE FOR TRAINING TAKEN BEFORE OFFICIAL NOTICE OF WINNING.]**

The following is to be completed by Chapter Scholarship Chairman, Chapter Chairman, Governor, as applicable. I verify the accuracy of this application. My letter of recommendation accompanies this form.

Signature \_\_\_\_\_

Chapter Scholarship Chairman

(date)

Signature \_\_\_\_\_

Chapter Chairman

(date)

NOTE: Original and five exact copies of all material furnished must be signed and sent to the SECTION SCHOLARSHIP CHAIRMAN, postmarked no later than JANUARY 10, 1991.

**BE IT KNOWN THAT:**

**TO BE NOTARIZED PRIOR TO DEADLINE-Dec. 31, 1991**

- I have been a member of The Ninety-Nines, Inc. continuously since December 31, 1988.
- I have logged at least 150 hours of pilot time.
- If I receive this Career Scholarship, I will complete the project for which this application is submitted by December 31, 1992.
- I agree to retain my membership in The Ninety-Nines, Inc. during this time.
- I understand that the funds are to be used ONLY for the purpose for which I am applying.
- I will communicate, at least quarterly, with the Treasurer of the Amelia Earhart Memorial Scholarship Fund (AEMSF) and inform her of my progress.
- I attest to the fact that my application reflects an honest appraisal of my ability to complete the goal requested herein.

**I CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT.**

Signature \_\_\_\_\_

Subscribed and sworn before me this \_\_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_\_.

Notary Public: \_\_\_\_\_

My commission expires: \_\_\_\_\_



# 1991 Application Form

Application must be complete in every respect. Any item not completed may result in disqualification. Use additional sheets for any items as necessary. READ FACT SHEET CAREFULLY!

The Ninety-Nines, Inc.

## Amelia Earhart Scholarship

Contact The Ninety-Nines' Oklahoma City headquarters for research scholar grant and career scholarship guidelines.

APPLICANT MAY APPLY FOR ONLY ONE  
CERTIFICATE OR RATING.

Scholarship would be used for completion of:

APPLICANT MUST write a one page letter which  
includes short and long term goals and employment  
opportunities. Attach four photographs.  
See Fact Sheet.

Name	Chapter	Section
Address	City	State ZIP
Phone ( )	Birthdate	Number of Children Ages
No. Other Dependents	Date Joined 99s	Date Last Medical Class
Date Private Cert. rec'd	Airman Cert. No.	Date Last BFR (US only)

HOURS:	NIGHT	ACTUAL INSTRUMENT	A/C SIMULATED INSTRUMENT	SIMULATOR	TOTAL PIC XC TIME	HOURS AS CFI (see below)
SEL						
MEL						
Other**						
TOTAL TIME						

\*\*DEFINE OTHER: \_\_\_\_\_ PIC X-Country time since Private \_\_\_\_\_

### CERTIFICATES, RATINGS, & LIMITATIONS NOW HELD:

<input type="checkbox"/> Private	<u>GROUND INSTRUCTOR</u>	<u>FLIGHT INSTRUCTOR</u>	OTHER _____
<input type="checkbox"/> Commercial	<input type="checkbox"/> Basic	<input type="checkbox"/> Airplane	
<input type="checkbox"/> Instrument	<input type="checkbox"/> Advanced	<input type="checkbox"/> Instrument	
<input type="checkbox"/> Multiengine	<input type="checkbox"/> Instrument	<input type="checkbox"/> Rotorcraft	Writtens passed for Certificates/ Ratings not now held: _____
<input type="checkbox"/> ASEL	<input type="checkbox"/> ASES	<input type="checkbox"/> Multiengine	
<input type="checkbox"/> AMEL	<input type="checkbox"/> AMES	<input type="checkbox"/> Airline Transport	

Certificates/ratings in progress & expected completion date(s): \_\_\_\_\_

\*See Fact Sheet

Ultimate career goal: \_\_\_\_\_

Highest academic degree and where obtained: \_\_\_\_\_

Present position, employer and date employed: \_\_\_\_\_

Previous employment (give dates): \_\_\_\_\_

Marital Status: \_\_\_\_\_ Husband's name: \_\_\_\_\_

Husband's position and employer: \_\_\_\_\_

Have you applied for another aviation scholarship this year for this rating or certificate? If so, identify: \_\_\_\_\_

### EXPERIENCE (list longest cross country flight)

date	From (city, state)	To (city, state)	nautical miles	pilot hrs.
------	--------------------	------------------	----------------	------------

Instructing (year, place, duration of job): \_\_\_\_\_

Other aeronautical experience or training: \_\_\_\_\_



## Letters

Continued from page 3

attitudes toward the make-up of these panels.

Perhaps the dated attitudes held by The Ninety-Nines as evidenced by the selection of these judges is one reason that The Ninety-Nines can't attract a younger membership. Think about it.

Colleen Neirus

## Ditto

I am writing concerning the introduction of this year's final judges for the AE Scholarship in June's issue of *NINETY-NINE News*.

I joined The Ninety-Nines hoping that this would be an organization that would promote women in aviation. Therefore, I can not understand why qualified women are not sitting as judges of our scholarship candidates. So far in my aviation career I have been instructed by men, evaluated by men, commanded by men, and just as often, discriminated against by men. It amazes me that an organization that boasts membership of close to 7000 women still chooses to place men in positions of power over the future of women's careers and lives.

The two male aviators on the panel do indeed have impressive histories. But what about Jeana Yeager? Or how about a woman astronaut: there was one recently selected to be a future pilot of the shuttle. And Alex Trebek!!!! Please! All I could think about was AE Scholarship candidates in an evening gown competition!

Maybe I'm overreacting, but in an industry already dominated by men, I would hope that a women's organization can come up with women role models appropriate to the task at hand. As a young aviator, it discourages, depresses, and angers me to once again be forced to endure the judgment of men when I know there are hundreds of wonderful, talented women role models in aviation that I have yet to hear about.

On the inside front cover of the membership directory it states "Today, we are building tomorrow's history." If we want to truly promote

and support women in aviation, and encourage young women to pursue aviation careers, we need to think carefully about every action we take. If we continue to choose men to judge us, men as our heroes and role models, where will we be as aviators 50 years from now? What kind of message are we giving to our youngest members? That there are no women great enough, serious enough about aviation to choose a woman for a scholarship? That's the message I got.

Anne K. West  
Tennessee chapter

## Support Av Ed week

In June of 1989 the Illinois Legislature passed a resolution proclaiming the second week of October Aviation Education Week. The legislation was sponsored at the request of the Aviation-Space Education Committee of Southern Illinois. As a positive measure for education the legislation had strong bipartisan support as well as the support of the aviation and education constituencies throughout the state.

A week devoted to the study of aviation is most appropriate in a nation in which hundreds of thousands traverse the nation by air daily. It is fitting to call attention to the industry, its economic impact on the nation, the myriad occupations encompassing the field and certainly the sheer pleasure of flying.

Paul Simon, United States Senator from Illinois, has agreed to sponsor the legislation and has requested the help of all those interested in the passage. Fifty co-sponsors are needed, one senator from each state. Senator Simon has suggested: "Write your own senator, publicize the need for letters to senators in periodicals, newsletters and the media. Tell your senator you would like for him/her to support this legislation. The more letters each senator receives the easier the legislation will pass."

Please publicize the need for letters and support from your organization and others you know are interested in aviation. To be successful this must be a fifty state effort. Success can make it possible for

hearts and minds to fly. It is fitting that the United States Congress makes the second week of October Aviation Education Week in the United States of America.

Mona Marcec, President  
Illinois Teacher Network

## Liked Scholar report

I read with great interest your article entitled, "AE Research Scholar Reports - Does gender affect individual's competence at spatial tasks?" by Claire Kopp (June 1990 *NINETY-NINE News*).

Kindly sent me reports of your other publications on this topic. I am a member of the 99s and am conducting research on human factors and aviation safety.

Maxine Lubner  
Greater New York chapter

## WASPs in USSR

I want the world to know that I've just returned from the trip of a lifetime. I went with a group of WASPs, of which I am one, to the USSR for meetings with our counterparts. The only difference was that those women, known as the "Night Witches" were combat pilots. The meetings with them were fascinating and exciting and in every other way we matched. They're in the same age group (mature), brought grandchildren to meet us, told wonderful stories and shared our future aim — peace. We saw what we could in three large cities in a very busy two weeks.

Selma Cronan  
Florida Gulfstream chapter

## 'Wrencher' approves

I enjoyed your "President's Message" in the April/May *NINETY-NINE News*. I've even clipped the poem out to share with fellow mechanics.

I received my airframe rating in 1976 after building my own EAA Acro Sport. I just completed my Christen Eagle in June 1988 and I enjoy giving rides to anyone!

No one led me by the hand as I



## Letters

climbed the ladder to accomplishments — but many would give me the opportunity to listen and learn if I so desired. In turn, I help anyone who would like to further themselves in aviation — whether “wrenching” or “flying.”

Dorothy “Carat” Vallee  
DC9 FO Northwest Airlines

## Life, death, honor

“The world is too much with us, late and soon,” and this June’s terrible and wonderful events really put us Eastern New Englanders through the wringer.

On June 15th, swift and violent death took 99 Marjorie Van Vliet while on an IFR approach to Charleston, West Virginia, only a stop away from setting a world speed record of flights to all the contiguous U.S. state capitals. Her marvelous and ambitious plans to be the oldest woman to fly solo around the world — specifically for the cause of World Friendship — have been forever put

to rest. We will miss her unfailing good spirits, always.

Two days after Marge’s memorial service we attended another rite, one she’d have been so pleased to witness:

Three of our section’s pilots were honored by the FAA at the Bedford, Massachusetts Safety Expo June 23. Two of our school teacher members were given awards in Excellence in Aviation Education: our governor, Betty Erickson, Northern New England chapter, and Ellie (Dr. Eileen) Marland, Eastern New England chapter.

And our Harmon Trophy winner, Ann Baddour, pilot for MIT’s Lincoln Laboratories, was awarded a special Golden Eagle Trophy for Outstanding Accomplishment in Aviation, an award that, along with the Harmon Trophy places her in the company of such aviation greats as Jimmy Doolittle and Jacqueline Cochran. (Ann participated in last month’s Forest of Friendship ceremonies, as well.) I can’t tell you what a joy it was to witness these pilots receiving

their awards, given by another of our own New England Section 99s, Arlene Feldman, regional FAA chief.

On this same emotional roller coaster, there were the coast to coast, round-robin flights of our Air Race Classic pilot teams of Ann Honer/Lottie Nunn and Ginny Ursin/Harriet Fuller, who all arrived safely home, totally happy, Saturday June 30. “We learned a lot,” said Ginny. These four will debrief us at our next meeting.

Marge was supposed to be there, too, to tell us about her flight. How much we will miss her, and her uplifting spirit of life and adventure.

Michelee Cabot  
Chairman  
Eastern New England chapter

## Of Things That Fly

Of things that fly, that dive, and spray, that flap their wings and land on hay;

That roar and whisper, float and soar, that work and play till lights no more.  
-Rob Mixon



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## SECTION NEWS

Continued from page 23

near Cottage Grove, Minnesota. Neither was seriously injured but the plane was demolished. The exact cause of engine failure has not been

determined but a fuel leakage is suspected to have caused fuel to run out. Charmain vows to continue flying as long as she is able, which will probably be quite a while despite her 76 years.

**Chicago Area 99 Karen DeRam** has been hired by Midway Connec-

tion and will be flying a twin-engine Dornier turboprop. **Eva White** was the chapter's Forest of Friendship honoree this year. **Marge Anderson** was honored by the Chicago Area chapter as she celebrated her 40th year as a 99.



**Micky Pinkston**—The immediate past president of the Greater Kansas City chapter was awarded the 1990 Missouri Pilots Assn Award for the greatest contribution to general aviation in Missouri.

## OSHKOSH! ... Continued from page 22

pilots, Rob Holman from Montana and John Knapp from New York, could give Edith a glimpse of what she can anticipate.

Floatplane fly-overs and splash-downs are a fun thrill at Oshkosh. Bill Brannand hosts a lively seaplane base in a small cove of Lake Winnebago spiced with watermelon socials, corn roasts, seaplane pilot swims, and water-bird get-togethers. Brannand has been around airplanes for a healthy length of time: a racing pilot for the man for whom the Oshkosh airport, Wittman Field, is named. Brannand not only twice won the Goodyear race in Steve Wittman's famous *Buster*, he and Chuck Andreas restored the busy black and gold Stinson Trimotor that carries plan-

eload after planeload of passengers for a short nostalgic trip around Oshkosh. The Trimotor is a familiar sight to convention goers and a unique trip in one of our country's earliest airliners.

Oshkosh offers so much to so many. There is no way to see it all. The best plan is to return year after year and to enjoy the renewal of old friendships, the start of new. And, Edith McNamee, please stop by the 99s booth and tent to let members become acquainted with you. They are great places to meet and greet friends and to pass the word about flying to all women. Keep us posted on your kitplane building progress. You are representative of a big part of what Oshkosh is all about.

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