

NINETY-NINE



News

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

Naima Rauam, A Fish Story.

Remember the WASPs

Jean Kaye Tinsley, Whirly Girl #118

Do aircraft exports affect your costs?

Check the Aircraft/Pilot Checklist



PILOTS:

BE CURRENT, BE LEGAL...AND HAVE A SAFE FLIGHT

NOTE! REFER TO THE APPLICABLE REGULATION FOR A DETAILED REVIEW OF EACH TOPIC.

CHECKLIST

AIRCRAFT

DOCUMENTS

- ___ Airworthiness Certificate
- ___ Registration
- ___ Radio License
- ___ Operating Limitations
- ___ Weight and Balance

ELT-FAR 91.207

Batteries must be replaced or recharged when they have been used one cumulative hour or 50% of useful life has expired. Date _____

ANNUAL INSPECTION-FAR 91.409

Must be completed before the end of the month one year after the last inspection. Date _____

100 HOUR INSPECTION-FAR 91.409

Log book tach minus current tach reading = _____ hours. Inspection is required for rental aircraft.

ALTIMETER-ALTITUDE REPORTING

EQUIPMENT-FAR 91.411

For "IFR", check within the preceding 24 calendar months. Date _____

STATIC SYSTEM CHECK

FAR 91.411

For "IFR", check within the preceding 24 calendar months. Date _____

TRANSPONDER-FAR 91.413

For "IFR" and "VFR", check within the preceding 24 calendar months. Date _____

VOR CHECK FOR "IFR" FLIGHT

FAR 91.171

Within the last 30 days. Record the date, place, bearing error and sign the log. Date _____



COURTESY OF RENAISSANCE CHAPTER
OF THE NINETY-NINES, AN
INTERNATIONAL ORGANIZATION OF
WOMEN PILOTS.

06/90

PILOT

DOCUMENTS

- ___ Pilot Certificate (*see FAR 61.60 for change in permanent address.*)
- ___ Medical Certificate
- ___ Insurance Disclosure
- ___ *May be required by state law.*
- ___ *Consider your personal liability.*

FLIGHT REVIEW-FAR 61.56

ANNUAL

Due within the preceding 12 calendar months for non-instrument rated private pilots with less than 400 hours of logged flight time.

Endorsement date _____

BIENNIAL

Due within the preceding 24 calendar months for instrument rated pilots or pilots with 400 or more logged hours.

Endorsement date _____

INSTRUMENT COMPETENCY-FAR 61.57

Requires six hours of instrument time, including six approaches within the previous six calendar months or an instrument competency check in the appropriate category of aircraft.

HIGH PERFORMANCE AIRPLANES-FAR 61.31

Requires a logbook endorsement to act as "PIC" of an aircraft with 200 or more horsepower or retractable landing gear, flaps and a controllable propeller.

Endorsement date _____

90 DAY CURRENCY-FAR 61.57

Passenger currency, requires 3 takeoffs and landings within the preceding 90 days in the category and class of aircraft to be flown. (or type, if required.)

Tailwheel landings must be to a full stop. Date _____

NIGHT CURRENCY-FAR 61.57

Passenger currency, requires 3 takeoffs and landings at night within the preceding 90 days. All must be to a full stop in category and class.

VFR FUEL RESERVE-FAR 91.151

Sufficient fuel to fly to the first point of intended landing plus:

Day, 30 minutes at cruise power.

Night, 45 minutes at cruise power.

IFR FUEL RESERVE-FAR 91.167

Sufficient fuel for flight to the first airport of intended landing including known delays, to the alternate, plus flight for 45 minutes at normal cruise.

June Beers, chairman of the Renaissance chapter, North Central section, submitted the useful checklist on the opposite page. A safety education project, it's designed to be posted at airports and distributed at safety seminars.

A Career Opportunity:

Mr. Marvin E. Nowicki, Public Affairs Program, Southern Illinois University at Carbondale, writes, "The Political Science Department has a tenure track assistant professor position in the field of public administration with an interest in transportation management to begin August 16, 1991. Duties are teaching and research along with basic departmental service. Teaching duties will primarily be in public administration with a particular need for two graduate level courses in aviation planning, policy making, and management. The courses are part of the advanced curriculum of the department's new aviation administration concentration in the Master of Public Affairs program. The MPA program is a well-established NASPAA accredited program in public administration. Candidates for the position must show the potential for research and publication, as well as interest in interacting with the community of aviation administrators. Candidates must have all requirements for the appropriate doctoral degree completed before starting. If requirements for the doctoral degree are not completed by August 15, 1991, a one year appointment at the rank of instructor will be offered. Applicants should send a vita, three letters of reference, and graduate transcript to: John L. Foster, Department of Political Science, Southern Illinois University at Carbondale, Illinois 62901. Closing date is December 14, 1990, or until position is filled. Southern Illinois University is an Equal Opportunity/Affirmative Action employer.

99s

NINETY-NINE News



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President's Message	4
Palms to Pines Air Race	5
Naima Rauam, 99/pilot/artist	6
Section News	8
Do Exports Cost YOU?	12
WASPs	21

COVER—"fish in the morning, ART IN THE AFTERNOON," on her logo of a whimsical whale is the calling card of 99 Naima Rauam, artist. See Naima's art at the National Air and Space Museum, Smithsonian, and read about her in this issue of your NINETY NINE News.



"FLYING FRIENDS," AN OIL BY NAIMA RAUAM

PRESIDENT'S MESSAGE



by Marie Christensen

RESHAPING THE 99s

As times change and as our organization increases in size, our needs change. Recognizing that some of these changes are taking place right now, I have appointed several Ad Hoc Committees from the general membership to assist the Board of Directors in identifying any areas of needed or desired change. If we desire to make major changes through these committees, we will definitely reshape our organization..

Each of the Ad Hoc Committees will be chaired by a member of the Board of Directors but all other members will be from the general membership. Each of the committee chairmen are currently assembling a team of 3 to 5 members to help them study the issues.

✓ Alexis Ewanchew will chair the Amelia Earhart Birthplace committee and will try to determine whether the 99s should own the Birthplace or dispose of it. Then the committee will suggest ways to implement a plan to follow through on its recommendation.

The Advertising Committee will be chaired by Lu Hollander. That committee will try to determine the best approach to all advertising needs. We currently have advertising available in the 99 News; the Membership Directory, and Convention Programs. Are there other areas we should explore? Should we combine them into a package? Who should implement this? Such questions need to be answered and suggestions for implementing a plan for the future should be submitted for the Board's consideration.

Conventions are a big concern for us right now. Diane Cozzi will chair this committee and explore whether we should have conventions or annual

"THIS IS YOUR CHANCE TO HELP US RESHAPE THE 99s."

meetings. How to keep the expenses at a minimum; whether or not to have a Professional Meeting Planner; how to maximize member involvement are all questions to be discussed.

Mary Lou Waite will chair the Forest of Friendship Committee and determine what the current status is and whether to expand or diminish that involvement. What is the criteria for a plaque being placed there; what coordination is necessary between that and the AE Birthplace are some of the questions that Mary Lou and her committee will study before making any recommendations.

Pat Forbes will chair two committees. One is Product Sales and the other will explore the use of our official logo. The Product Sales committee will try to determine whether we should continue our Product Sales division; the necessary pricing scale; where and when to market our products, etc. The Logo committee will study the legal and insurance aspects of using our logo; who can use it; when it can be used; in what ways its usage should be expanded or limited.

Joyce Wells will be the Board of Directors' representative to the Election and Nominations Bylaws Committee. That committee was mandated by the members in attendance at the annual meeting in Las Vegas last July. They will submit proposed Bylaw changes to the ByLaw Committee for consideration by the members.

This is YOUR chance to help us reshape the 99s. Do YOU like the shape we are in or do YOU want to make some changes? The choice is yours. Contact the Chairman of the committee that interests you most and volunteer to serve. If you don't have the time or expertise to work on a committee, then write to the committee Chairman with the ideas you think should be considered.

This year will be devoted to studying the issues and next year will be devoted to implementing any changes. This is YOUR organization, so let us hear from you now.

NINETY-NINE News

Monthly Magazine of the
International Women Pilots

September 1990
Vol. 16, No. 7

BOARD of DIRECTORS The Ninety-Nines, Inc.

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OVER THE RACE COURSE by Glenn Buffington

The 21st annual Palms-to-Pines Air Race was flagged away by Katharine Stinson, official starter and veteran flier, August 10th from Santa Monica, CA. The 752-mile race scheduled a fly-by or landing at Modesto, an RON at Redding, and a noon deadline at Bend, OR August 11th. 70 pilots from 6 Western states in 35 planes started and 31 rated the finish roster. At the Awards breakfast on the 12th, these winners were announced:

1. Diane Winn-Jean Stapleton Beech A36
2. Donna Taylor-Jane LaMar PA28-200R
3. Pat Rowe-Diane Pirman PA24-260
4. Margaret Mead-January Riddle PA24-260
5. Nancy Rodgers-Cathy Emick P-ArcherII
6. Jean Schiffmann-Susan Tarabetz C-182P
7. Ginger Strange-Lee Agnew C-172
8. Coralee Tucker-Misti Flaspohler C-182
9. Norma Futterman-Aileen Pickering Beech A36
10. Dene Chabot-Fence-Gloria May PA28-180

Monies went to the top five crews and trophies were awarded the top ten crews. Other awards:

Barbara Olson-Karen Olson-Under 500 hrs, First time racers, Piper Warrior, Leg 2 and the Shirley Baker Award (see below).

Norma Futterman-Aileen Pickering-Spot Landing Award. Beverly Romero-Eleanore Scott- Piper Archer II—Leg 1. Esther Grupenhagen-Monika Andersson Keller-C-172-Leg 3 Dee Ramachandran-Barbara Murren-C-182-21st place Award and Ethel Treister-Randy Tuttle-C-172 "Taking the Scenic Route" Award.

Lillian Camden, race official reported Tom Baker plans to give a \$250 award to first time racers every year in memory of his wife, Shirley. Lillian said of the race, "Lots of high temperatures and the smoke from all the forest fires did not help. Otherwise, the weather was fine." Claire Walters, race organizer and founder, and her race committee are to be commended for handling the event in its usual orderly fashion.

99s

Letter from the editor. "This is *99 News* Vol. 16, No. 7 to YOU, but it is #1 to me. I ask your patience as my new MAC and I become friends. I'm hoping my MAC will share all of its reputed power. When you hear, "user friendly," do you worry, too? Please know that I am delighted to take on the task of providing YOU with the news of the 99s and aviation news of interest to us all. I have high hopes and am happy to be aboard. Now, if MAC and I can be mutually friendly...!

Ann Cooper, Editor,
NINETY- NINE News

Turtle!

✓



AVIATION ART—A FISH STORY

Naima Rauam, pilot/99/artist, daily opens her studio in, of all places, a fish market. The logo on her business cards—a fanciful whale divided into two segments—states: Art in the Afternoon, (fish in the morning). The logo tells the true story. Naima's studio is uniquely housed in a fish processing house which is located near the historic Fulton Fish Market at the South Street Seaport in lower Manhattan, New York City.

Naima, well-known as an artist in Maine and on Massachusetts' Nantucket Island where she wintered and summered for several years respectively, moved to Staten Island, NY after the death of her husband, also an artist. She set up her easel on Beekman Street to capture in figure drawings, sketches, and on canvas the activity of the fish market where fish are delivered in the wee hours of the morning, fileted, boxed, and, interestingly, smoked into finnan haddie, the Scottish delicacy.

She became friendly with the owner of the Meyer and Thompson Fish Market, Charlie McEntee, who invited her to set up a studio when the market was scrubbed and swept, the fish iced and out of the way. McEntee and his crew are often pictured in Naima's watercolors. They open shop at 3 A.M. and clear the market (still aromatic) by noon for Naima's art.

In a daily ritual, Naima carries and hangs approximately 70 art works as a display gallery for visitors and clients. She sets up her watercolors, oils, or any current project, and spends the afternoon at work.

"I'm a one-woman operation. I do the painting, the taxes, the bookkeeping, the sales, the wrapping, the framing—everything," she explained.

Naima finds the area of the Fulton Fish Market and South Street Seaport a rich and colorful resource. She said, "At four, five, or six in the morning I have observed, sketched and photographed the market when it is a hive of activity. It's an intriguing source for varied paintings of the workers, cityscapes in rain or sun, shadow or brilliant spotlight. I do formal portraits of aged buildings and, in my art, seek to capture the energy of the place. One of my watercolors was selected for the cover of the Official Fulton Fish Market Cookbook."

Naima studied at the Art Students League in Manhattan

in the late '60s. She said, "Some residents may think of the famous resort island, Nantucket, as nirvana. I would rather live in New York City, especially in the summer when everyone else is struggling to escape. I sincerely feel as if this city is the center of the world."

Naima became a pilot twenty years after having first taken an exciting flight in a sightseeing Cessna when she was 11 years old. "Then," she said, "I learned to fly in a red Grumman-American Trainer in Bangor, Maine. I bought a Beech Sport which I flew for three years and I joined the 99s at that time. I no longer own the airplane, but I still belong to the 99s. New York is an exciting place to live, but it is not a location which is conducive to owning an airplane or to flying."

Current interests always find expression in Naima's art, which explain her foray into aviation art. She said, "Aviation scenes really interested me while I was learning to fly. I actually felt compelled to capture the scene of several Maine Air National Guard KC-135s lined on the ramp at Bangor. I really had no choice about that painting—I had to do it." Naima's resulting painting, a scene of waiting tankers on a rain-soaked ramp beneath the dramatic sky of a passing storm is in the permanent collection of Washington's National Air and Space Museum, the Smithsonian. Equally outstand-

ing is another of Naima's works in NASM, one of a yellow Piper Cub hangared in a dusty, sun-streaked barn.

The walls of the fish-market-turned-art-gallery are covered with the works of this talented artist and reflect a wide variety of interests. She has several paintings of airplanes—Cubs on floats, a white and red Luscombe, her self-portrait by her Beech Sport entitled "Flying Friends," a Navion, and silver military jets climbing dramatically to flight levels above the clouds. Her works have been displayed at NASM, the EAA Sport Aviation Art Competition at Oshkosh, AOPA conventions in Las Vegas and Nashville; ESTO '80 in Stockholm, Sweden, the Owl's Head Transportation Museum, Maine; and are placed in various galleries and private collections.

Naima has often been asked, "Who in your family flies? Is your father a pilot?" She enjoys responding, "My husband and father never flew and I've no brothers."

Having supported herself with her art for over twenty years, Naima paints in oil when she wants precise art. "When I want to get kind of wild and free," she said, "I use watercolor. Those of us who are pilots can capture the perspective of the land from above—a unique view; but my main objective is to convey feelings and moods and to capture the sense of a particular place as I

felt it. In my Luscombe over Lake Powell, for example, I wanted the feeling of that airplane suspended over the vast and barren landscape."

The emotions of flying are sources for future artworks. Naima explained, "Flight is a highly-charged area. If you are involved in aviation, you feel very strongly about things and you don't have to talk about it—you can communicate by emotions. I find that the effects of light and shadow or a glimpse of a form can tell volumes. I also explore railroads, factories, bridges and sea scenes."

And nothing seems to daunt her. If the artwork needs it, Naima has been known to don a hard hat and clamber amidst the debris and clutter of city building sites or join the crew of an East River tugboat. She has

also climbed to the very top of suspension bridges. She is nothing if she is not daring.

A Nantucket newspaper said of Naima, "*With a firm classical and technical foundation on which to build a subtle but highly personal and recognizable style, she has developed a quality of mythic realism. Her structural images inspire the viewer's imagination to add meanings of their own to the artists evocative vision of the subject.*"

If you visit New York, stop by the fish market and get acquainted with Naima. She insists that you will become accustomed to the smell. Do we dare add that Naima was born under the sign of Pisces?

For further info : Naima Rauam, P.O. Box 060727, Staten Island, NY 10306 or call: 718-351-2264.

'AFTERGLOW'
by Naima Rauam

In the permanent collection
of the National Air & Space
Museum, Smithsonian



SECTION NEWS

September 1990



AUSTRALIA'S GABY KENNARD
HARMON TROPHY WINNER, 1989

Between August 3 and November 10, 1989, Gaby Kennard, North Sydney, Australia, flew her Piper Saratoga in a successful around-the-world attempt. She crossed the equator 8 times and commemorated the last flight of Amelia Earhart. Gaby, the Australian Section Governor of the 99s, was honored in her achievement with the Harmon Trophy 1989 and, in 1990, with the 99s Award of Merit and as an honoree at the International Forest of Friendship, reported Doris Abbate.

A keynote speaker at the Forest of Friendship banquet, Gaby admitted

*From all quarters...your NEWS,
your ACTIVITIES,
your HONORS and
AWARDS:*

that Earhart was the source of her inspiration, especially Amelia's poem *Courage*, and her book, *The Fun of it*. Gaby said, "I wanted to do this all my life. When I get back I will have the confidence to do anything."

*"When I get back, I
will have the
confidence to do
ANYTHING."
Gaby Kennard*

It was a challenge from the start. People tried to discourage the ambitious flight. Gaby was told that she lacked the experience, equipment, and funds to successfully circle the globe. Each attempt at discouragement further fueled her determination and she responded, "I used their negativity to my advantage and built upon it. Her success resulted in a book and a video, *Gaby Did It!*"

Like her mentor, AE, Gaby, mother to a son, 7, and a daughter, 17, will prove to be an inspira-

CONTINUED ON PAGE 10

What's going on--

Wisconsin chapter of the North Central Section installed new officers: Cathie Mayr, chairman; Barb Butler and Gayle Indermuehle, co-secretary; Krys Brown, treasurer; Eva Parks and Lynn Scherbert, directors.

Chicago Area chapter members newly elected for two year terms are Madeleine Monaco, chairperson; Gail LaPook, vice chairperson; Cynthia Madsen, recording secretary; Mary Krautkramer, treasurer.

South Central Section and El Paso chapter member, Marsha Mascorro, worked at recruiting volunteers for the Amigo Airshow planned for October 12-14. It is exciting news that the Stealth Fighter, the F-117A, will be on static display at the show.

The Northwest Section's North Da-

SECTION NEWS

kota Chapter met at Ellsworth Air Force Base in September. Seven members of the North Dakota Chapter flew in to attend the Safety Fly-In sponsored by the FAA and Ellsworth AFB. There were arranged tours of the base facilities including: RAPCON, the Museum, the high altitude chamber, base operations, and the weather station.

Collin County Chapter reports, "Out of 1,000 applicants, only 20 per year are accepted by American Airlines for their 6 and 1/2-week training program. Our own Karen LaBonte was chosen and will begin training on October 9. Moving to So.Cal., she will do travel consulting for American."

Awards and Honors:

The El Paso Chapter, South Central Section, announced that Mauricio Rodriguez of Ysleta High School received a \$25 award and a free flight for his winning entry in the Aerospace Science Awards essay contest. Second runner-up, Adrian Alvarado, of Eastwood High School received a free flight.

The El Paso Chapter established a new award to honor those who make significant contributions to the success of the El Paso Chapter Ninety-Nines. Marsha Mascorro is the first recipient of the newly-formed Ruth Deerman Award for enthusiastic and dedicated support of the El Paso Ninety-Nines. Ruth

has been with the chapter for many years and her enthusiasm, knowledge, and dedication have been an inspiration to all who have met her. Marsha, with her organizational skills and love for aviation is following in that tradition to the benefit of all Ninety-Nines. Congratulations are in order to Ruth, Marsha, and the El Paso chapter.

New England Section Governor, Betty Erickson, and Dr. Eileen Marland each received an Excellence in Aviation Education award from the FAA at the Bedford Safety Expo. Congratulations, Betty and Eileen.

New England Section s Ann Baddour, former Harmon Trophy winner and a pilot for M.I.T. s Lincoln Lab, was awarded the Golden Eagle trophy for outstanding accomplishments in aviation at the Bedford Safety Expo. Kudos to Ann. This award places her in the company of Jimmy Doolittle and Jacqueline Cochran.

The 1990 Great Groton Gathering was



At the Forest of Friendship: l to r: Doris Abbate, Vergen Smolnik,

Brooks Powell, and Honorees: Gaby Kennard & Elinor Sullivan

SECTION NEWS

held this past summer at the Groton/New London, CT airport. The CT chapter of 99s had an outstanding turnout of members for their tag sale booth. Funds raised were added to the scholarship fund. Some members managed the booth while others flipped burgers and hot dogs in the VIP tent.

Licenses and Ratings:

El Paso Chapter s, Jennifer Beckham, has her 737 type rating and is flying as First Officer for Southwest Airlines. Another El Paso chapter member, Mary Heitzman (Derrick), has reportedly not let marriage slow her down. She was married last year and has become even more involved with aviation. In the past year Mary has picked up her CFI, CFII, ATP, and 737 type rating. She teaches for Gene s Flight School.

New England Section's Neita Loy Blondeau has received her instrument rating. Jeanne Gallien and Denise Dostoler are passing written tests toward the CFI and have been advanced ground instructor certified.

Illi-Nines Air

Derby, the 21st race, had 44 airplanes arrive at Bloomington-Normal Airport, Bloomington, Illinois only to be stopped by the weather. The race was postponed due to low ceilings, wind and overcast skies. The Saturday night banquet was a success, with Admiral James Busey, Administrator of the FAA, as the guest speaker. The race hopefuls were held up again the next morning with winds that gusted at between 50 and 60 mph.

The Wisconsin Chapter announces new officers: Cathie Mayr, Chairman; Barb Butler and Gayle

Indermuehle, Co-Sec'y; Kry's Brown, Treasurer; and Eva Parks and Lynn Schwerbert, Directors.

New officers were chosen to lead the **Chicago Area Chapter** for the next two years: Madeleine Monaco, Chairperson; Gail LaPook, Vice Chairperson; Cynthia Madsen, Recording Sec'y; and Mary Krautkramer, Treasurer.

Kudos to **Indiana Dunes Chapter** member, Carleen Lambert who earned her Private license and to **Chicago Area's** Ann Marie Schorsch. Ann Marie obtained her seaplane rating.

Colorado Chapter's

GABY KENNARD, continued:

tion. She said, You must first have a dream, then you can be anything you want to be.

Doris Abbate wrote, Today, as an aftermath of her world flight, Gaby is conducting her own research into the disappearance of Amelia Earhart and started it at the AE birthplace in Atchison, Kansas. She willingly travels to speak at various aviation gatherings to share her story. ...At the start, Gaby had over 1,000 flight hours, more than half of them in twin-engines, and she holds instrument and seaplane ratings.

For further information, contact Gaby Kennard, 27 Arthur Street, North Sydney, Australia 02 929 7014 Fax 612 966 8549. Her book can be purchased for \$28.00 and the video, 50 minutes VHS, is available for \$20.00.



An Aerial View of the rival to Ringling Bros. as the greatest show on earth. OSHKOSH 1990 with the Battle of Britain tents, the SuperConstellation, military jets, a B-24 and PEOPLE!

Nancy Aldrich has her 747 type rating and Jennifer Beckham, El Paso Chapter, is a Flight Officer with Southwest Airlines. Colorado's Jennifer Caine has her seaplane rating; Gretchen Jahn, her Commercial; Trine Jorgensen, her Commercial; Jane Morris, 747-400; and Charlotte Norman, ME-COMML-Instrument.

Janet Koonce, Purple Sage, IFR and Phase I, proficient pilot wings. Ann Koenig, Dallas, her instrument rating.

The South Central Section meeting will be held in Boulder, CO, October 5-7 with a mountain flying course the day before by Sparky Imeson--the one

who wrote the book on mountain flying.

South Central is proud to report that they have eight members that are FAA Accident Prevention Counselors: Nancy Aldrich, Babette Andre, Lucil Bledsoe, Venita Gallo, Ursula Gilquin, Joyce Hilche, Norma Ravensborg, and Loretta Wilson.

Seventeen out of nineteen people completed the Flight without Fear program of the South Central Section thanks to Nancy Aldrich, Pam Bertino, Kassandra Perritt, Trine Jorgensen, Mary Lewis, Pat Stout, and Steph Anderson-Gross.

Pike's Peak Chapter ran a successful and

well-received companion flyer seminar at the national convention of the American Bonanza Society in Colorado Springs. Fifty-three companions attended with a dozen 99s teaching under the direction of Clancey Maloney and Mary Livingstone.

Dallas' Marge Watson reported on her people-to-people tour of Russia with other WASPs (see the story on the WASPs in this issue). They experienced the country from the pilot's eye view.

Dallas members have been busy: Ann Keonig participated in a Hubble Space Telescope workshop at Johns Hopkins University. Helen Biron performed a successful

SECTION NEWS, Continued:

takeoff in a B-52 simulator on a tour of Carswell AFB. She was praised by the personnel for her efforts. Missy Upshaw is teaching Aerospace classes during the ACES (Access Careers In Science) Camp at Texas Womens University. Holly Barr attended the 99 International. Chris Hettenbach and Sue Lewis made an air life line flight to College Station to pick up blood for the Wadley Blood Center.

In El Paso, Dick Green, Fara's 49 1/2, will be flying at the next 99's West Texas breakfast airshow. Everyone is looking forward to enjoying the sights and sounds of the beautiful red airplane and the friendly gathering. **Don't forget: there is a breakfast hosted by some group every Sunday at West Texas Airport and once a month that group is the 99s. Be sure to join us.**

Vicky Wingett and delegates, Norma Kudiesy and Marsha Mascorro, represented the **El Paso Chapter** at the Las Vegas 1990 International convention. On behalf of the El Paso Convention and Visitors Bureau, Vicky made a bid to hold the 1994 convention in El Paso. Just think, we can all save up for the 1993 convention in London and still afford to attend the following year, if it is held in the Sun City. Remember to leave the London fog raincoat behind and take the bathing suit and sunscreen.

A CAREER POSSIBILITY:

Aviation Management, 9 month tenure track, College of Technical Careers, Div. of Advanced Technical Studies, begins January 1, 1991. Masters required, PhD preferred; three years of aviation industry experience (military or civilian) required; aviation related secondary education work experience in teaching and advising preferred; research and/or publications appropriate to aviation field preferred.

Responsibilities include teaching undergraduate courses in Aviation Management, conducting aviation related research, engaging in professional service activities and other assignments as determined. Applications accepted until 11/15/90 or until acceptable applicant found. Send letter of application, current vitae and 3 references to:

Raymond D. Kahler, Acting Director
Division of Advanced Technical Studies
College of Technical Careers
Southern Illinois Univ. at Carbondale
Carbondale, IL 62901

Kansas' Sunflower Chapter was represented at International by Lee Kensett and dozens of members participated in the EAA Fly-In at El Dorado with Bonnie Johnson and Linda Massey winning trophies.

Sunflower's Karen Tucker and Janet Yoder flew in the Air Race Classic and were disqualified for landing 4 minutes after sunset at Elk City, OK after completing 1,000 miles. Janet is working toward a rules change that would make this a penalty and not a disqualification.

From Northeast Kansas, the Purple Sage Chapter were represented at International by Janet Koonce, Chapter Chairman, and Mary Alice Tidwell, Treasurer. (Hmmm. She left the 99 checkbook in TX!)

continued on the next page

DO EXPORTS COST YOU?

Gene Nora Jessen wrote, As an aircraft insurance person I subscribe to the Aircraft Bluebook. . . I think we might have a lot of members interested in the business end of aviation. Certainly our members buy airplanes and might be aware of the phenomenon of, for example, the extraordinary rise in value of Cessna 172s.

According to Aircraft Bluebook Marketline from the publishers of Aircraft Bluebook PRICE DIGEST, exports are the ... fuel that is feeding the recovery in general aviation. The weak dollar plus the fact that America is the world's best stocked airplane store has caused a shopping spree for foreign buyers.

In compiling figures of new and used airplanes and helicopters with empty weights at or below 33,000 pounds, the Department of Commerce counted the exporting in 1988 of an astonishing 2,658 aircraft worth over 1.3 billion dollars. The magazine stated, There is no doubt that exporting has played a key role in the rising market. Foreign buyers have

eagerly paid premium prices for prime aircraft. While we thank the foreigners for driving the market up, we also blame them for making inventory scarce.

Although corporate jets have increased in number, the total number of airplanes on the FAA registry has dropped in recent years. Does this impact on the price that you would be expected to pay? You bet.

The Bluebook said, ... Industry experts conservatively estimate a 4.8% increase in the number of active dealers and brokers from March 1988 to March 1989. This added competition has not only spread inventory thinner, but has also been felt in the bidding process. When an owner decides to sell his aircraft he often does so by asking for bids. These one-plane auctions are often attended (long distance) by dozens of dealers via FAX machines and telephones.

It doesn't take a CPA to figure what happens when more people bid on a limited number of airplanes and helicopters. The article concluded, More often than not, over the past several quarters dealers have paid above market



William G. Johnson labored for a year to create a scale model of the Amelia Earhart birthplace. He donated his skill to build the reproduction with materials donated by the 99s.

SECTION NEWS, continued

Purple Sage heard a program by Sondra Ridgeway on the Life of a FAA Safety Inspector.

East Canada Section News Reporter, Kathryn Gamble-Lerchner, told of Linda McKay of **First Canadian Chapter** who is working with her fellow 99s in seeking alternate air transportation for medical patients. As a director of

spearheaded by Alice Foeh, set up an iced tea booth at Kelly AFB on Armed Forces Day and served what seemed like millions of gallons of tea to the open house guests.

Gloria Blank, Margaret Cosby and Carol Fox presented an "Air Bear" program to 99 Fran Wehman's kindergarten class. Carol reportedly did an

San Antonio Chapter members Carol Fox, left, and Margaret Cosby, right,



at lunch recently in San Antonio with your new editor, 99 News.

Mission Air Transportation Network, Linda and many other 99s are offering their talents in helping people get to special medical treatments in rural locations. She helps coordinate airlines, charters and corporate companies that donate aircraft seats to these patients.

San Antonio Chapter members took 16 Boy Scouts flying. Members showed them the intricacies of sectional map reading, weather, flight planning, and preflight. Members,

outstanding job of collecting props and snacks, videotaping and writing the scenarios. Other teachers are requesting repeat performances.

San Antonio's newly-installed officers are: Gloria Blank, Chairman; Virginia Spikes, Vice Chairman; Jo Agee-Housler, Secretary; and Lena Cronk, Treasurer.

San Antonio Chapter welcomed Edna Gardner Whyte who was in San Antonio to become an Honorary



Edna Gardner Whyte and Guerdon Brocksom, the instructor who soloed her in 1931.

SECTION NEWS, continued

member of the Order of the Daedalians. She made time for lunching with 99s in Boerne so we could help celebrate her new honor.

Representing San Antonio at International were Gloria Blank, Margaret Cosby, Claire Drenowatz, Alice Foeh, Mary Ann Greer, Ruth Nichols, and Virginia Spikes. Most of us spent a little time socializing with some of the **membership from West Germany:** Hanna Hubner-Kunath, Gisela Volkner, and Ute Tolke.

North Jersey Chapter, New York-New Jersey Section, had a booth at the Sussex Airshow in New Jersey. **The Garden State Chapter** had a booth at the Aviation Awareness Days at R.J. Miller Airpark. **Long Island members,** Doris Abbate and Ida Van Smith, attended the Forest of Friendship induction ceremonies. Doris has been appointed to the Forest of Friendship Board of Directors.

New York-New Jersey Section welcomes new members: Jane Beard, Central New York; Kathy Dignen, Central New York; and Tara Anne Donn, Susan J. Pierce, and Gabrielle Riccio, North Jersey.

The New York Capital District Chapter held a 20th Anniversary dinner at Butcher Block Restaurant, Albany, NY.

Air Bear is going strong in Rockford, Illinois, where Ilene Helfand of the **Chicago Area Chapter** has made 30 presentations to approximately 600 children. She repeated the program once a week for the summer Adventure Club at the YMCA.

The Garden State Chapter, New York-New Jersey Section, presented the Air Bear program at the Aviation Awareness Days at R.J. Miller Airpark and **North Jersey Chapter** sponsored a FAA Safety Seminar during the summer at Blairstown Airport.

Long Island Chapter members, New York-New Jersey Section, are 'getting into the air' in a different way. Doris Abbate was a guest on WTTH's Aviation radio program entitled, "In the Air." The half-hour program invites listeners to call in questions about aviation. On the same program, Jill Hopfenmuller was a guest. She also answered questions and spoke about aviation and the Ninety-Nines.

On PBS, another Long Island member, Debbie Bonnard, was featured on "The Reading Rainbow," a half-hour show hosted by LaVar Burton. The show, aimed at children, began with an explanation of radio-controlled airplanes. Then Debbie was invited to give LaVar a flying lesson in a real Cherokee 6.

Arabian Section members, Linda Hewgley and Verna Allen, visited the EAA Sun 'N Fun, Lakeland, FL. Of special interest was the Sun 'N Fun salute to the U.S. Aerobatic Team including 3-time U.S. Aerobatic Champion, Clint McHenry, and Patty Wagstaff, Women's Division Champion. Members of the Russian aerobatic team encouraged pilots to support the U.S. team so it could enter the international competition. At the 99 tent, Alexis Ewanchew and Pat Forbes welcomed Linda and Verna and offered support for their newly-formed section.

In Montreux, Switzerland, Patsy Knox, Governor of the Arabian Section, visited with Mme. Lotfia El Nadi, who, in 1933 became the first Egyptian woman pilot. Lotfia, sporting a 99 lapel pin, was video-taped as she shared her exciting story of convincing the Arab world to allow her to learn to fly. Patsy said, "We are so proud to have this amazing, pioneering aviatrix as our section member."

The Austin Chapter, South Central Section, extends

NIFA AND YOU

NIFA THE NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION and SAFECON 1991, the Safety and Flight Evaluation Conference.

Pauline Gilkison, Ways & Means NIFA, said, We look forward to another good year of support to NIFA from chapters, sections, and individual 99s. The Safety and Flight Evaluation Conference, SAFECON, will be held May 14-18, 1991. The host school is Nicholls State University, Thibodaux, Louisiana at Houma-Terrebonne Airport, LA.

"Thanks to the early start in fundraising for Associate Members NIFA goes to:

Gene Nora Jessen
Mary Wheelock
Beverlee Greenhill
Anita Lewis
Doris Wolfstone
Marie Christensen
Dallas Redbird Chapter

(In honor of 49 1/2 L.K.Long)

Please make checks payable to NIFA and mail to: Pauline Gilkison, Ways & Means, NIFA, 5305 SE 34th Avenue, Portland, OR 97202."

Jan Maxwell, International NIFA Chairman announces five NIFA competitions:
REGION 4- Nov 7-10-Delta State,
Cleveland, Mississippi
REGION 5-Oct 12-13-University of North
Dakota, Grand Forks, ND
REGION 6-Oct 18-20-Central Missouri U.,
Warrenburg, Missouri
REGION 8-Nov 1-3-Middle Tennessee U.
REGION 9-Nov 8-10-Miami Dade University

For additional information, call:
Jan Maxwell, Longview, TX
214-759-6391

A TRAINING ACCIDENT BRIEF from the files of NAFI, The National Association of Flight Instructors. The accident with a Hughes 269D occurred during hovering. The crew was not injured. Winds and visibility were not reported except for clear and daylight. The PIC was a Comm/CFI, age 21, TT 286 hours, Time in make and model 227 hours.

During a practice hover, the pilot lost directional control and the helicopter pitched up at an angle of about 20-25 degrees causing the tail rotor to contact the snow. The aircraft was substantially damaged, but there were no injuries. The CFI stated that she should have been hovering at a higher altitude over terrain conditions so that depth perception would not have been easily confused.

The NTSB determined that the probable causes of this accident were: Directional Control not maintained, PIC, the Aircraft Handling improper/PIC, and a related factor was Improper Procedure/Visual Perception/PIC.

The report states, "Hovering over terrain with little or no definition can be difficult for an experienced helicopter pilot. Low time instructors, in any type aircraft, must always give themselves a little extra margin for safety. Know when to fly and when not to, where to fly and where not to."



congratulations to Amelia Earhart Scholarship winner, Cindy Huffman. She is aiming toward her ATP. Unfortunately, she had to miss the presentation at the International Convention. Austin welcomes Edna Rankin and her daughter, Nancy Birdsell, who transferred from the Waco Chapter.

The Colorado Chapter wrote, "In June 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. Paul Simon, U.S. Senator from Illinois, has agreed to sponsor the legislation and has requested the help of all those interested in its passage. Fifty co-sponsors are needed—one senator from each state. Senator Simon suggested that we write our senators requesting him/her to support this legislation. Spread the word urging everyone to write in to support this legislation."

South Central's Dallas Chapter had a number of new faces in attendance recently: Kim Bassett is attending ground school; Alene Esposito is a student pilot; Linda Friedman is working on her commercial; Kathy Mayfield her CFI; Barbara Michael, CFI. Three student pilots attending became 66's: Belinda Allen, Dorinda Herzog, and Darlene Johnson. Welcome!

Helen Biron and hubby,

Norm, took a mountain flying course while in Denver. Helen flew a C-182 and landed at such airports as Aspen and Leadville where she received a certificate for landing at the highest elevation airport in the U.S.

Glenda Pinkston was the guest speaker again at NASA for Canadian-American Day. She has been appointed CFI Trainer for the Texas Dept. of Aviation and will conduct 6 clinics throughout the state. She is also involved with the Frontiers of Flight Museum at Love Field where she will be in charge of distributing educational material.

South Central Section's Dallas member, Chris Swain, is to be congratulated for her solo in the Luscombe. Is she another of those Luscombe lovers who never seem able to get that craft out of their system?

The El Paso Chapter served 62 breakfasts at the West Texas Airport Sunday morning feast with thanks to Edna Lavezzari who brought the makings that made it possible. Mary Derrick flew the Aerospace Education Essay Contest winner, Adrian Alvarado of Eastwood High, to the breakfast. Norma Kudiesy hosted a cookout in honor of **Saudamini Deshmukh, a 99 visiting from India** with interesting flying stories to tell. Norma met Saudamini on the 99-sponsored trip to India.

The Golden Triangle Chapter of the South Central Section was represented at

International by Mary Wheelock, Chairman. Tracy and Brent Jeter have acquired a 310 which ought to help with their CAP activities.

South Central's Kansas Sunflower Chapter gathered 35 99s, EAAs, and guests for a tour of the Smokey Hill Gun-nery Range. The weather cooperated so that almost everyone flew in. A school bus toted them to the range and, after an excellent briefing at range headquarters, they were able to take to the tower to watch F-16s and A-7s bomb the range.

Sunflower's Yoders have been accumulating Stearman parts from all over the country and have enough for a whole plane as well as baby bits. Cheryl Sutton has been campaigning for county commissioner, a 99 who is versatile and involved. Bonnie Johnson and Marty Benham opted to divert to a nearby airport when high humidity and high temperatures created ideal carb ice conditions and they wanted to be sure of the reason for the loss of rpms.

San Antonio Chapter, South Central Section, held a poker run. They were treated to a hunk of Mary Ann Gree's 21+ birthday cake at New Braunfels Airport, the terminus. The chapter entertained Governor Pat Ward to review 99 Board activities as well as to prepare for assisting in the balloon race which is scheduled for late October in San Antonio. Chapter member, Marg-

aret Cosby, is very active in the CAP. She flew a search and rescue mission for a lost youngster in the San Antonio area and participated in an ELT ground search before dawn for an aircraft missing en route to San Antonio. She participated in an overwater rescue seminar at Corpus Christi Naval Air Station. It was gasp and glut, glut, but she did a lot better than a lot of the guys. She and Chairman Blank will be in a CAP SAR mission evaluation in Georgetown, TX.

South Central's Shreveport, Louisiana Chapter has another new member. Robin House was welcomed at a recent meeting and two others are standing on the struts. After hearing Shreveport's Charlene Creger, WASP, account of the WASPs visit to Russia, we're more appreciative of our freedom of the skies. We're hoping that Chairman, Starr Stone, and Mary L'Herisssoh were able to make contact with lady pilots when they visited the Bahamas and Switzerland and France respectively.

Members of the Indiana Dunes Chapter, chaired by Donna Stevens, spent 112 hours painting in the heat, and days waiting for rain to subside before putting on a second coat. The finished product is a 70-foot compass rose at the LaPorte Municipal Airport, Indiana.

San Antonio Chapter's Airmarking Chairman, Lena Cronk, had members spruce up Seguin with Laura Richter, Jo Housler, and Gloria Blank also wielding the paint rollers.

Central New York Chapter planned to airmark at Oneida County Airport in September if the weather was agreeable after record-breaking rainfall during the month of August.

The Minnesota 99s and guests were honored by the American Red Cross on 15 years of cooperative service. The lifeguard pilots and blood service employees met in Stillwater, Minnesota for a buffet and social held on a paddle wheel on the St. Croix River. The American Red Cross estimates that the Minnesota Chapter has touched over 10,000 lives with their blood flights.

After completing the semester as a flight instructor at Southern Illinois University, Chicago Area member, Ann Marie Schorsch, completed her seaplane rating, then took off for North Carolina where she had a job with Kitty Hawk Aero Tours flying Cessna 172s in air tours over the Wright Brothers National Memorial. When United Airlines called, she was off to training in Denver as a flight engineer on 727s out of San Francisco. 99s

EXPORTS Continued from Page 13

value for inventory. Then, through determination and professionalism, these market makers actually helped pull the market up to meet the asking prices.

It is impossible to tell how long the export market will play its critical role. If it should dry up completely, the resourceful people in the aviation industry will certainly find ways to handle the new challenges.

Kit airplane manufacturers have also felt the impact of the aircraft export scene. Because of the high costs of used aircraft in the foreign markets, kit manufacturers find lucrative sales overseas. Jim Metzger, General Manager for Avid Aircraft, said, One thing that holds domestic sales back in the U.S. is that our kit plane, the Avid Flyer, competes with ready-to-fly C-150s, Cherokee 140s, and all used certificated airplanes that can be bought for 9, 12, and 15 thousand dollars. This is the only place in the world, with the possible exception of Canada, that has an abundance of used airplanes. A \$12 thousand aircraft in the U.S. becomes a \$30 thousand airplane in Italy, for example.

In 1988 alone, the 2,658 exported aircraft left the U.S. for Japan, France, Canada, South Africa, W. Germany, Australia, England, and other locations. Add the reality of the fewer numbers of light aircraft being manufactured and the rising prices are an obvious result.

CALENDAR

OCTOBER

- 4 Boulder, CO**
Mountain Flying Course in connection with SCS meeting, Sparky Imeson
- 5-7 Boulder, CO**
South Central Section Meeting
- 5 Boulder, CO**
Mountain Pilot Check Out, SCS Meeting. CFIs needed to give max. 4-hr check rides.
- 10 New York City Butcher Block Restaurant**
20th Anniversary New York Capital Chapter, Contact: Harriet Bregman
- 12-13 NIFA SAFECON Air Force Academy, CO**
- 12-13 Newport, RI**
New England Fall Section Meeting. Sponsored by the Eastern New England Chapter, Ann Baddour will present a mini-How-To- clinic on setting world records and will include a workshop on necessary paperwork. Planned door prizes include a David Clark headset and two tickets on Continental Express.
- 12-14 El Paso, TX**
10th Annual El Paso International Amigo Airshow, Twilight Friday; 4 PM to 10 PM day shows Saturday and Sunday. For information: Call 915-545-2648
- 12-14 R.J. Miller Airpark, New Jersey**
Aviation Awareness Days, Garden State Chapter, Contact: Mary Helfrick
- 13 Hunterdon Hills, NJ Hunterdon Hills Dinner Theater**
Silver Anniversary, Garden State Chapter. Contact: Mary Helfrick
- 13 Long Island, NY 56th Fighter Group Restaurant**
Silver Anniversary Luncheon, Contact: Jill Hopfenmuller
- 14 Blairstown, NJ**
Pennies/# Contact: Leslie Highleyman
- 20 Brookhaven, LI, NY**
Flights for Ida Van Smith Flight Club Children Contact: Jill Hopfenmuller
- 20 Purple Sage Poker Rally/Treasure Hunt**
- 21 R.J. Miller Airpark, NJ**
Pennies/# Contact: Mary Helfrick
- 24-27 Palm Springs, CA**
Aircraft Owners and Pilots Assn (AOPA) annual convention.
- 27-28 Newburgh, NY Holiday Inn**
New York/New Jersey Section Meeting Contact: Robina Asti
- 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

Colorado Pike's Peak NORAD tour.

- 16-18 Memphis, TN**
J.S. Pilots Association fall meeting and fly in. Activities include: tours of FedEx facility, Mud Island, and Graceland; aviation safety education seminars; and social activities. Contact Kathy Kingston, 10809 W. 115th St., Overland Park, KS 66210 or phone 913-469-0003.

DECEMBER

- 15 Latham, NY Century House Restaurant**
N.Y. Capital Section Holiday Party Contact: Harriet Bregman

CHOOSING AN ATTORNEY, FINDING THE RIGHT ONE

Adapted from John Scott Hoff, What a CFI should look for in selecting a Law Firm, from a NAFLI (National Association of Flight Instructors) newsletter. J.S.Hoff is a lawyer-pilot who concentrates in aviation insurance defense and other aviation related matters. He is with the law firm of Lapin, Hoff, Slaw, and Laffey in Chicago, IL.

The law firm that a CFI selects for his or her legal work can have a profound impact on the pilot's life and/or livelihood. In order to make this important decision a pilot must have an adequate understanding of his (her) own legal needs and the capabilities of a prospective firm. ...It is to the CFI-client's advantage to seek an attorney who specializes in the type of law that is needed.

...A CFI should begin by consulting a local bar association or other practicing attorneys for a referral. ...You could also ask friends who are similarly situated or may have had a similar problem. ...There are specialty bars or national associations of lawyers who specialize

continued on page 23



Connie Fricker, Vice Governor of the British Section 99s, has had an interesting and varied flying career. She began to fly in 1968 and has since amassed over a thousand hours in a list of aircraft that reads like pages out of Janes. Connie has flown Cherokee 140, Diplomat, Seneca, Apache, Aztec, Tobago, Cessna 172, Reims Rocket, Fuji, Jodel, Beagle Pup (aerobatics), Tiger Moth, Auster, Rallye, Arrow Float Plane, Tampico, Grumman Cougar, and the Cessna 210.

A competitor, Connie garnered trophies in rallies. She competed in rallies in Jersey, Isle of Man (7 times), Angers (4 times), Cognac, Guernsey, Malta (twice), Isle of Wight, Shamrock, and U.K. (7 times). Her incredible achievements are made even more interesting in that Connie was almost 60 years of age when she

learned to fly.

With only 30 hours of flying time, she left her West Sussex, England home to make her first long distance flight to Malta. The foreign touring and air rally bug bit and Connie entered enthusiastically. She brought home 24 coveted awards.

Among her major accomplishments: 4 times winner of the G.E.C. Overseas Services Ltd. Trophy in the Isle of Man rallies; 2 times winner of the Brazendale Cup, winner of the longest distance flight in one day, and Concours D Elegance in the Isle of Man rallies; Runner-up Ladies Trophy in the Shamrock rally; Mid Med Bank Trophy, Arbuthnot Trophy, timed section winner, and 6th overall in the 1978 Malta Rally. Connie was presented with the Biggin Hill Cup as well as the Alan Cobham Trophy for Rally Achievements.

Connie wrote, When I was at the Convention in New York, it was suggested that I send you photos and profiles of the British Section 99s. I did manage to get them all together for a photo session, but I fear we are all a bit reluctant to write about ourselves. ...I have many happy memories of the International Rallies, though the flying was often exhausting. The others in the British Section have done many interesting things and have many achievements. Perhaps this will encourage them to put pen to paper.

Kudos to Connie!



British Section 99s; Left to right: Aileen Egan, Connie Fricker, Barbara Cannon, Jill Honisett, Eve Saunders, Naomi Christy, Gwen Bellew. Missing from the photo is Yvonne Trueman.

NEW HORIZONS

Hampton Roads Chapter members were saddened by the death of **Mary Parker White** on August 19, 1990 when she lost her battle with cancer. Mary was an aviation enthusiast long before she soloed a Bonanza in 1965 at age 50. After earning her private license, she became a member of the Virginia Chapter and later a charter member of Hampton Roads. In 1985, Hampton Roads Chapter honored Mary's outstanding service to the 99s by awarding her a Life Membership. Mary was a mainstay of the chapter. She was quick to volunteer on projects, but always stayed away from the limelight. An unassuming person, she delighted at the achievements of other 99s. Mary will be sorely missed.

Lynn Stover, 49, passed away in May. Lynn was a well-known, much-loved member of the El Paso Chapter, South Central Section, Ninety-Nines. She was always enthusiastically involved in airmarking, judging flying competitions, and many other Ninety-Nines projects.

Lynn held many of the El Paso Chapter offices including Chairman and, most recently, News Reporter. In her memory, the El Paso chapter members have made a donation to Hospice of El Paso and sponsored Lynn to the Forest of Friendship. Chapter members said, "We know all of you will join us in offering our sympathies to her surviving family members, especially to her husband, Aksel, and will work to carry on her memory by acting on the inspiration Lynn gave us all."

Faye L. Kirk, 88, died on June 26, 1990. With a pilot license that dated to 1931, Faye flew to many 99 events with her husband, 49 1/2 Robert, who is also a pilot. Faye flew 2 Powder Puff Derbies and was always willing to host a meeting or volunteer to help wherever needed. Faye was an instructor who shared her love of flying with many others. 99, Adele Binsfield, is one who received her private license from Faye, a member of the OX 5 Club.

Grace Koehler Breslauer, 85, a pilot since the 1930s, passed away in September 1990. She was one of the country's first women aviators and an early member of the Ninety-Nines. Grace was a first lieutenant in the Civil Air Patrol (CAP) during WW II and flew missions along the New Jersey coast. In the late 1940s, to help children of working parents, she organized Citizens for the All-Day Neighborhood Schools in Manhattan, NY. In 1950 she founded the Know-How Workshop to teach women how to perform basic home maintenance and repair. Born in Manhattan and graduated from Allegheny College, Grace Breslauer is survived by two children, a brother, a sister, five grandchildren and one great-grandchild.

HEADQUARTERS WISH LIST

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

99s AWARD OF MERIT

by Carol S. Rayburn

The 99s Award of Merit committee is soliciting nominees for the 1991 Award of Merit. The first recipients of this award, established in 1990, include Jeana Yeager, Mimi Tompkins, Sheldon and Pat Roberts, Gaby Kennard, and Muriel Earhart Morrissey.

The purpose of the Award of Merit is to recognize individuals who have made significant contributions to aviation, aviation education, science, aviation history, or the Ninety-Nines, Inc. In addition to recognizing individuals who have made significant contributions to the ideals that the Ninety-Nines stand for, we believe this annual award will provide an incentive to others to make their own contributions to aviation and aviation-related endeavors.

The general criteria for the award are:

1. The achievement(s) may have occurred in the present or prior years. Recipients may be selected for a single action or a series of events.

2. Specific details of achievements being recognized will be at the discretion of the award committee, so long as they meet the general objectives of the Ninety-Nines, Inc.

3. The recipient need not be a member of the Ninety-Nines, Inc.

4. The recipient may be living or dead.

5. The recipient may be female or male.

6. The award is not limited to individuals in the U.S.

Nominations for the award will be accepted from members of the Ninety-Nines and should be sent to: Carol Rayburn, Chairman, Ninety-Nines Award of Merit Committee, 10 Chung Street, Nashua, NH 03062 to arrive by December 15, 1990. All members are encouraged to participate in recognizing people who have made significant contributions to aviation or the Ninety-Nines by nominating candidates for the award. For further information, call 617-273-7018 (days) and 603-595-2405 (evenings).

WASPs

"THEY FLEW MORE THAN
60 MILLION MILES IN 78
TYPES OF MILITARY AIRCRAFT"

WOMEN AIRFORCE SERVICE PILOTS, WWII

by

Betty Jane Williams
Lt. Colonel, USAF (Ret)

The Women Airforce Service Pilots, WASP, were the female military pilots who served the Army Air Force during WWII, flying missions from 1942 through 1944 within the continental U.S., freeing male pilots for combat duty overseas. They flew more than 60 million miles in 78 different types of military aircraft—nearly every plane in the AAF's inventory at the time. Women flew the trainers, utility aircraft, pursuits (known today as fighters), transports, and bombers—from the smallest to the largest, including the B-29 Superfortress. All female crews on multiengine aircraft were not uncommon.

WASP ferried thousands of new aircraft from factories to points of embarkation for the battlefield and they flew combat-weary planes to repair depots. They towed target sleeves behind aircraft so that ground troops could practice firing live ammunition at a moving target. WASP flew tracking and searchlight and chemical and smoke laying

CONTINUED NEXT PAGE

WASP, continued

missions. They performed radio-controlled flying, engineering testing, administrative and utility flying, and gave basic and instrument instruction. Female military pilots today credit the WASP as trail blazers, those who made possible the entry of women into the military cockpits.

The program was a very successful pioneering effort. The WASP demonstrated that properly trained women pilots could handle the faster, higher horsepowerd military aircraft and, in the words of General H.H. (Hap) Arnold, Commander of the Army Air Forces during WWII, "...the WASP proved that they could fly wing tip to wing tip with their brothers in a time of critical need in this country."

Of the approximately 25,000 that applied to join the WASP, 1830 were accepted—all with previous flight training. Some had considerable flying experience. They came from all walks of life: actresses, dancers, models, secretaries, housewives, students, teachers, nurses, doctors, athletes, airline stewardesses, etc. All had a strong desire to serve their country at a time of national emergency.

Immediately prior to the start of the WASP training program, some of the more experienced women pilots in the U.S. were recruited into the Air Transport Command as ferry pilots. Nancy Harkness Love commanded the Women's

Auxiliary Ferrying Squadron (WAFS) which was initially based at Newcastle Army Air Base, Delaware. As the program expanded, Love set up ferrying squadrons at Romulus, MI; Dallas, TX; and Long Beach and Palm Springs, CA. The WAFS combined with the WASP in August, 1943, and became one organization.

No legal means existed at the time to commission females as military pilots. Therefore, the WASP were governed by the Civil Service Commission with the promise of being militarized as soon as details could be

their immediate families have never received any compensation from the U.S. government.

The WASP program was terminated December 20, 1944 when male pilots began returning home. The deactivation of the WASP, without proper military status at the peak of its performance, left an ugly scar on one of the most productive and rewarding experimental programs in aviation history. It took more than 34 years to correct the injustice endured by these courageous young women.

Senator Barry Goldwater



"The WASP proved that they could fly wing tip to wing tip with their brothers in time of critical need in this country."

General H.H. Arnold

formulated and approved. Though they were under military orders and discipline, lived in military barracks, flew military aircraft (often carrying arms on special missions), they were not covered by government insurance. 38 WASP made the supreme sacrifice and

(now retired), an accomplished pilot and former Air Force Reserve major general, flew with many of the WASP during WWII. He championed their cause for military recognition in Congress and never gave up the struggle.

General "Hap" Arnold's son,



Bruce, a retired Air Force colonel, remembered his dad's words to the WASP, "We of the Army Air Force are proud of you. We will never forget our debt to you." And, as Colonel Arnold said, "These women laid their lives on the line every day. I want to complete my dad's unfinished business." For five years he guided the struggle to get the WASP the well-deserved veteran status.

Through these efforts and the support of many Congressmen and women, in particular Lindy Boggs and Margaret Heckler,

legislation was passed in November, 1977, which authorized the Secretary of Defense to make the determination with regard to the WASP. On March 8, 1979, the Secretary of the Air Force granted military recognition and veteran status to the WASP. (Public Law 95-202)

Many of these women are still actively flying. Many have entered professional fields. Many have families and are grandmothers. Their enthusiastic response to a demanding challenge has supplied a role model to motivate women for

many decades. The WASP were true trail blazers.

For more information, contact: B.J. Williams, 818-348-8671.

"We of the AAF are proud of you. We will never forget our debt to you."

Bruce Arnold, son of Gen. H. "Hap" Arnold

Finding the Right Attorney, continued from page 18

If you had a highly specialized problem with an area of aviation such as an FAA enforcement action, someone in the Lawyer/Pilots Bar could make a referral for you.

... Once you have located one or more attorneys, you should determine whether the individual or law firm has the capacity to handle your needs. Personal chemistry can be important. The client should consider the number of attorneys in the firm who practice the requisite kind of law, sufficient support staff to handle the CFI's needs, and whether the firm is capable of meeting your future needs. Cost is also a factor. Most firms can supply you with their current fee schedule and how they charge for ancillary services such as fax transmission, phone calls, postage, photocopies, and the like.

The attorney-client relationship is a very personal one and the CFI must be comfortable. Most firms have available resumes, brochures, and vitae. Most are glad to trot out their background, schooling, degrees, memberships, and the like. Also, most libraries maintain a multi-volume reference work known as Martindale-Hubbell. It is a legal listing which sets out most firms and individuals by geographic area as well as other firm clients and/or areas of declared specialization.

A CFI needs to determine the law firm's reputation, integrity, and character. This can be determined from the firm's reputation in the legal community. A client needs to find a firm that epitomizes the client's own philosophy and business ethic.

These are just a few things you should consider in finding and selecting an attorney to work with you. The right one can be a helpful asset. The wrong one can be an expensive and wasteful experience.....

Intended for CFI's, this information applies to all pilots. Just for your information, there is a directory of member attorneys who have handled cases before the NTSB. 99



The Aviation Art of Naima Rauam

NINETY-NINE News

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

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