

NINETY-NINE News



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

Charter Member Wins Katharine B.
Wright Memorial Trophy
99s of All Ages Show Their Stuff
Over the Air Race Course
Check Significant Changes to Regs



RADIO COMMUNICATIONS-AIM PART #192.

A Flight Service Station can transmit on several frequencies and in some cases, from multiple locations. Pilots are requested to indicate to Flight Service Station personnel the frequency used and location you are operating in when transmitting to an FSS.

STUDENT PILOT CHANGES

TRAINING REQUIREMENTS (01-12-90)

Training requirement established for student pilots that must be met prior to student solo operations within a "TCA":

- Training must be documented.
- Training must take place within the "TCA" in which solo operations will be conducted.
- Student solo operations are prohibited at primary airports within 12 of the nations busiest "TCA's".

EXPANDED PRESOLO TRAINING AND WRITTEN EXAM (08-31-89)

Additional training for students seeking a private pilot certificate (airplane) must include:

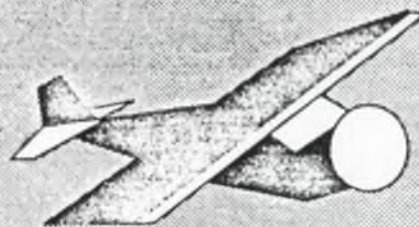
- Approaches to a landing area with engine power at idle and partial power.
- Slips to a landing.
- "Go arounds" from final approach and from landing flare in various configurations including turns.
- Forced landing procedures initiated on takeoff, during initial climb, cruise, descent and in the landing pattern.
- Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall and recovery from a full stall.
- Presolo written exam.

FAR #61.93

For students seeking night flying privileges. Instructions required in night flying procedures including takeoffs, landings, go-arounds and VFR navigation

STUDENT PILOT LIMITATIONS-FAR 91.89

Daylight operations require three statute miles. Night operations require five statute miles. Students must have visual reference to the surface at all times and comply with all other instructions or limitations documented in the pilots logbook by the instructor.



Courtesy of the Renaissance Chapter of the Ninety Nines, an International organization of women pilots.

09/90

Renaissance Chapter composed the Significant Changes to the FARs on the opposite page and on P. 23. June Beers, Chair, shares the list, which their chapter disseminated at Safety Seminars.

LETTERS

Brigadier General WILMA L. VAUGHT, USAF Ret. is the President of the Women In Military Service For America Memorial Foundation, Inc. She has written,

"The Memorial Foundation was mandated by the United States Congress in 1986 to build a memorial to honor all women who have served, are serving and will serve in the Armed Forces of the United States. The site of the memorial is the main gate of Arlington National Cemetery. The project includes construction of a cultural and educational center behind the Hemicycle, the principal existing structure at the gateway.

"The project will develop and portray the history of women's service, individually and collectively, and provide a forum through the center for educating citizens of the world about the important role U.S. military women served, are serving, and will serve in the defense of nations of the free world.

"The Foundation must raise non-Federal funds of \$15-\$18 million by November 1991 to begin the construction and restoration project or the legislative authority expires.

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News

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COVER—Achsa B. Peacock Donnels, Charter Member of the 99s and the deserving recipient of the coveted Katharine B. Wright Memorial Trophy



"I believe the Ninety-Nines could be very helpful in locating service women..."

The restoration cost of the main gate alone will be \$5 million. To meet the deadline for starting construction, the ongoing nationwide fund-raising effort was intensified in November 1989, when the winning design was announced and the "March for Money" kicked off.

"Reaction to the news of this memorial for all women serving in our armed forces has been very strong. People are excited that, finally, servicewomen will be recognized for their accomplishments. On public display, in the center, will be an ongoing educational and historical state-of-the-art computerized display of as

many of the 2,000,000 women who have served, are serving, and will serve in years to come as we can locate. This void in the annals of our nation's history will show pictures and tell stories of the dedication, sacrifice and patriotic service of women in our armed forces in their own words. The stories are emerging from scrapbooks, memories and souls of servicewomen and are becoming part of an historic record. I believe the Ninety-Nines could be very helpful in locating service women and encouraging them to register and donate."

PRESIDENT'S MESSAGE**by Marie Christensen**

*"Thank You! I am especially thankful to each of you...
YOU are the ones that provide the network and
camaraderie that allow us to promote aviation around
the world."*

October and November are the traditional months of Thanksgiving in the USA and Canada. Thank-yous we forgot to say during the year are brought to the forefront in our minds and we take time to reflect on our lives and to give thanks in some way for all the goodness. Whether or not there is an "official" day of Thanksgiving in your country, now is a good time to use those two magic words--*thank you*.

As an organization, we have many things about which to be thankful. We are healthy, solvent, growing, and energetic. We owe a great deal of thanks to those who helped to build such a vital organization. Although we encountered some turbulence this past year, we can be thankful that that, too, is in our past and there is smooth air ahead.

We can be thankful for other organizations and individuals who are working to help to preserve the freedom of the skies. Our global airspace has become so complex that many groups have become international in scope. The NAA, of which we are an affiliate member, is a member of the FAI--the Federation Aeronautique Internationale; the Helicopter Association is now international; EAA has international chapters; and AOPA has a branch called International AOPA. It requires the vigilance of all of us to make sure that our airspace is protected.

Some of our members, family members, and

friends have been called into active service for their respective countries in the Mid-East. We thank them for being there to protect the rest of us.

Many individuals deserve a special Thank you from us all. **JOHN BAKER OF AOPA**--Thank you for your dedication and perseverance over the years in protecting our rights and helping to guarantee our freedom of flight in the USA. **HAZEL JONES**--Thank you for your enthusiasm and inspiration to all the kids of NIFA and the USPFT teams for so many, many years and for the leadership you provided us. **PAUL POBEREZNY**--Thank you for your foresight and vision in establishing EAA, guiding it to such success, and making "grass-roots" aviation a reality for so many people around the world. **IDA VAN SMITH**--Thank you for your years of dedication to promoting aviation education for our youth. **STUART MILLAR of Piper Aircraft**--Thank you for having the courage to begin producing General Aviation aircraft again and for challenging the USA Product Liability laws. Many, many more people could be added to this list, but space does not permit.

I am especially thankful to each of you for the time, talent, expertise, and enthusiasm you donate to the Ninety-Nines. **YOU** are the ones that provide the network and camaraderie that allow us to promote aviation around the world.
THANK YOU.

NINETY-NINE News

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International Women Pilots

October 1990
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Young Pros at the Controls Owe Thanks to Pioneers

by Ann Cooper

There may be no direct correlation between the airline careers of Susan Maule and Kathy Osborne, two representatives of our young, upwardly-mobile, modern 99s, and the flying career of one of our charter members, Nancy Hopkins Tier, who started flying in the fall of 1927. The operative word is direct, for Nancy may not have personally affected Susan and Kathy, but she is definitely representative of those who paved the way for all the rest to follow. Susan and Kathy, like all of us, owe thanks that our flying mentors were interested and bold in their quest for freedom, choice, and change.

Nancy holds license # 595 and also the FAI—Federation Aeronautique Internationale—certificate #7677 which was signed by Orville Wright. She started flying at a little field near Washington, D.C. that was about the size of a parking lot and apparently flew whatever airplane happened to be out on the line and ready to go that particular day. All of the airplanes—Waco, Travel Air, Eaglerock—were powered by the Curtiss OX 5 engine, that water-cooled, V-8, which hissed steam from its radiator, occasionally vented spatters of hot oil and fuel, and exhausted sparks past pilots' cockpits like so many frantic fireflies.

Nancy said, "In those days you were perfectly free to take off and to land at will. No one paid the slightest bit of attention whatsoever. I would fly a bit,

land to cool the engine down, then take off and fly around the Capitol building, down Pennsylvania Avenue, around the Washington monument; wherever I wanted to go. In fact, during Herbert Hoover's inaugural parade I flew right down Pennsylvania Avenue." She paused, smiled, and added, "That might have something to do with the rules and regulations that ensued."

Nancy is currently flying her tenth airplane. She explained, "In 1931, I married a Fleet as well as my husband, Irving Tier, and through the 47 years that we were married, I've had ten planes. I've a Cessna 170, a very reliable plane and I thoroughly enjoy it. I think flying is great joy and accomplishment. It amazes me to think that in my lifetime almost the entire aviation industry has evolved, that we have had the chance for such joy over those who, I'm sure, must have dreamed of flying throughout earlier centuries."

Nancy said, "It is interesting to think of the Victorian age and the women of that period—the restriction of their dress and often the inability to do anything outside of the home. It seems almost incredible

continued on Page 17

✓ Lic. # 5889.

"History has closed in on the Pacific Air Race unless another 99s Chapter, a municipality, or company takes over in the future."

Over the Race Course

by Glenn Buffington

The 25th and final Pacific Air Race was flown September 8, 1990 and attracted 82 pilots to the starting line. The 537.58 statute mile race was routed from Gillespie Field/Santee to Apple Valley, Kingman, Blythe, and Palm Springs. Californians comprised most of the roster, however, AZ, CO, IL and NV were represented by 8 pilots.

A dozen former winners entered again this year; 6 of them were two time winners. The lineup included many veterans along with some newcomers. Charlie Cordell handled the takeoff commentary and Claud Wharton waved the starting flag.

Frankie Clemens, Race Publicist, reported, "Our sponsors, trophies, and so forth were the best this year. We had to limit them and take first come, first named. The airports were the best: 'Anything you ladies want!' The weather was perfect, just HOT. Temperatures registered 115-degrees at Blythe and 112-degrees at Palm Springs, but temperatures were ignored in the thrill of a fly by past the Palm Springs tower at 300-feet AGL.

"44 planes started, 6 pilots flew solo, and all 'birds' were in by the 1600 PM deadline. The Awards Banquet, 2000 at the Palm Springs Hilton was a happy/sad occasion climaxing a very busy day."

AWARD WINNERS:

1	June McCormack	C-172N
2	Nancy Rodgers-Dell Hinn	PA28-181
3	Pat Moreland-Marjorie Thayer	C-172N
4	Helen McGee	PA-24-260
5	Christine Hutson-Camilla Hutson	PA-28-181
6	Evelyn Buss-Diane Winn	B/A-36
7	Dee Bowers-Eileen Buhl	PA-28-161
8	Rita Buhl-Mary Jo Volk	C-152
9	Delores Pynes-Jo Ann Linder	B/C33A
10	Dene Chabot-Fence-Gloria May	PA-28-180

Popular starter, Claud Wharton, flags 3rd place crew Moreland and Thayer. Lower photo: Eddie Whistle, winner 2nd Leg--Final Pacific Air Race



Frankie Clemens wrote, "A \$2,675 purse was distributed to the top ten along with trophies. The Marian Delano Memorial Trophy for best estimate of time enroute went to Delores Pynes and Jo Ann Linder whoes estimate was only 11 seconds off! The Jackie Petty \$300 Memorial Award and Certificate was awarded the 11th place team, Margaret Mead and January Riddle."

Trophies to, other than top ten crews:

1st time racers	Gulcin Gilbert-Kriss Ziener	PA-28-181
Solo	Martie Pearce	C-172N
1st Leg	Margaret Mead-January Riddle	PA-24-260
2nd Leg	Eddie Whistle	PA-28-235
3rd Leg	Sylvia Paoli-Marie Christensen	Mooney M20E
4th Leg	Laura Little-Marie Hoefer	PA-28-140
Mother-Daughter	Barbara and Karen Olson	PA-28-161
Tail End	Antoinette-Kris James-Bonnie Neely	B/V35B



Lois Erickson, Southwest Section Governor, presented the San Diego and El Cajon Valley Chapters beautiful plaques for 25 years of safe racing. Betty Wharton and Dottie Sanders accepted for the chapters. Claud Wharton received a standing ovation and a wall plaque for being the favorite starter for all of the past years. A salute was given to the scores of people who have made the PAR a smooth-running organization. History has closed-in around the Pacific Air Race unless another Ninety-Nines Chapter, municipality, or company takes over in the future.

Recipient of the coveted KATHARINE B. WRIGHT MEMORIAL TROPHY-1990

ACHSA BARNWELL PEACOCK DONNELLS

#3289.

ACHSA DONNELLS:

The Katharine B. Wright Memorial Trophy is awarded annually at the International Convention of the Ninety-Nines, Inc. It honors the sister of Wilbur and Orville Wright, an avid supporter of their incredible pioneering achievements in aviation. The trophy is awarded to a woman who has made a personal contribution to the advancement of the art, sport, and science of aviation and space flight over an extended period of time. Congratulations to the 1990 recipient: Achsa Barnwell Peacock Donnels.

Achsa's photograph in a clipping from a November 1929 newspaper is captioned, "Achsa Barnwell, Los Angeles organist, who purchased a Waco 10 and learned to fly it in six hours. The plane helps her keep her California musical engagements." This talented and gracious aviation pioneer continues to enjoy music, playing the piano and organ, and aviation. (I don't believe

she'd miss the annual Reno Air Races—her seat is generally right by the action in a front row box!)

Achsa Donnels was born in Fresno, CA in May, 1904. She had her first plane ride in 1923 with an armless pilot. Undaunted, he successfully flew with his shoulder, a hook and thongs and he taught Achsa to fly. Her boyfriend and later husband, Ross Peacock, owned a Jenny and Achsa added many pleasurable flight hours in the venerable JN 4 until her father made it very apparent that he feared for her safety. She didn't fly again until 1928 when she purchased her Waco 10.

Interestingly, Achsa purchased her Waco, #5463, the first one sold in the San Joaquin Valley by Cardiff and Peacock, from her boyfriend, Ross. She received her private license in April, 1928 in Los Angeles. By August of that year she had her Limited Commercial which was issued in Bakersfield, CA and, after obtaining her

Transport license in 1931, she flew passengers and instructed constantly until June of 1933.

Achsa and her husband started a second flying school in Salinas and Achsa spent many hours of flying time in the air between Fresno and Los Angeles, Salinas and Bakersfield. Reportedly Fresno's first aviatrix, she was the first woman pilot to land and register at the Kern County Airport (now Meadows Field) in the spring of 1928 with her new Waco.

It was in March 1929

continued next page

Katharine B. Wright Memorial Trophy





Orvokki Kuortti,
Governor of the
Finland Section.

With her record-
setting aircraft at
the
Finnish
Aviation
Museum

Orvokki Kuortti, Governor of the Finland Section, is the holder of many aviation records, among them a record flight to Australia. Orvokki's husband is the curator of the Finnish Aviation Museum in which Orvokki's record-setting aircraft is on display.

En route to the Soviet Union to meet the women combat pilots of WWII, several of the WASP who were 99s had the opportunity to tour the Finnish Aviation Museum. The Kuorttis graciously opened the museum; it was a Sunday and devoted the afternoon to their guests. Although Orvokki was modest about her flying, her husband indicated that she was an outstanding aviatrix. All of us would like to hear more about the accomplishments in aviation of this reticent and beautiful lady.



Front Row: Anne Shields, Barbara Lazarsky. Back Row: Mary B. Sturdevant, Lorraine Z. Rodgers, Faith Richards, Alice-Jean Starr, Edna Bishop, Selma Crunen, Orvokki Kuortti, Mary Lou Neale, Mary Edith Engle. Marty Wyall is behind Alice Jean Starr. Not pictured: Madge Minton and Margaret H. Watson.

Achsa Donnels, Charter
Member and Trophy Winner
... continued

that Achsa married Ross Peacock and moved to Bakersfield. She kept her airplane at the American Aircraft Company where she met her friends and fellow charter members, Bobbi Trout and Eva Mae Lange. It was in November of '29 that the trio joined the others who were forming a women's flying group. She remembered that there were no 'sections' or 'chapters' in the early years, just female pilots who met occasionally. She also recalled a meeting in the summer of '33 at Redondo Beach that was presided over by Amelia Earhart.

Achsa had two children, a daughter, Susan, and a son, Harrison, who is deceased. She has been widowed twice, but counts six grandchildren and several great grandchildren among her blessings. Educated in Palo Alto and also at Fresno State College and a proponent of aviation throughout her lifetime, Achsa well deserves the honor of the Katharine B. Wright Memorial Trophy. We salute this pioneer aviatrix, Charter Member of the Ninety-Nines, and longtime member of the Bakersfield Chapter.

Over the Race Course by Glenn Buffington

The Colorado Ninety-Nines sponsored the 7th Annual Mile High Air Derby which was flown September 15, 1990. Linda Horn, Treasurer/Registrar, reported, "33 pilots in 17 aircraft started and finished the race. Good weather and comradeship prevailed. The pre-race undisclosed course proved to be 437 statute miles from Front Range, Watkins to Sidney Muni Airport, NE (fly by), Curtis Muni, NE (full stop), Ord Evelyn Sharp Field, NE (fly by), then to the terminus: Pioneer Village Field, Minden, NE."

Marjorie Thayer and Ruby Sheldon, Arizonans, repeated their 1986 and 1987 victories in the Mile High. This year's third-place prize was dedicated in memory of Carol Loos. Ninety-Nines pilots were well represented among the entries, and Lorrie Blech, Madeline Kurasch, Mary Rawlings, and Marjorie Thayer had all flown in the Pacific Air Race a week prior to the Mile High.

Awards went to:

1 Marjorie Thayer-Ruby Sheldon	C-182RG
2 Christina and Ian Bentley	PA-28-236
3 Mike and Nick Seavall	B/V35
4 Dick MacInnes	C-177
5 Paul Whistle-Joyce Hilchie	PA-28-235
6 Nelson Petrey-Barbara Beauchamp	Derringer
7 Lucile Bledsoe-Robert Klein	C-172P
8 Mary Rawlings-Mary Jayne Rio	PA-28-236
9 Bill Guinther-Ann Luce	B/35A
10 Mary Senft-Jeanne Bedinger	C-182RG

Report of the South Central Section Meeting

by Margaret Cosby

The South Central Fall Section Meeting was held at the Clarion Hotel in Pueblo, CO, October 4 to 6. Of the 37 Chapters in the Section, 25 were represented at this meeting. The Section is composed of 8 states with 37 Chapters, 22 of which are in Texas and Governor Pat Ward announced that there are now 1,119 members in the Section.

Deviating from the
continued on Page 12

Repeat winners, Mile High Derby: Marjorie Thayer (1) and Ruby Sheldon.



NOTAM

Our organization is occasionally in need of the following services and bids are let for them as necessary.

Printing: Brochures
Directory
The Ninety-Nine News

Convention and Meeting Planning

Equipment Purchases:
Computers
Audio-Visual
Office Equipment

Interested persons should notify International Headquarters, Oklahoma City, in writing so that a file of Ninety-Nine sources may be established for purpose of soliciting future bids. This will save considerable time when the need arises.

SECTION NEWS

*What's happening in
YOUR world...*

The Hudson Valley Chapter will hold the New York-New Jersey Fall Section meeting at the Holiday Inn, Newburgh, New York on October 27-28, 1990.

There will be a board meeting, seminar, dinner, chapter chair breakfast, a membership breakfast and general meeting ...

SECTION NEWS

during the weekend with interesting speakers planned. Robina Asti, Suffern, NY is the meeting chairman and Kathryn Stewart, Cold Spring, NY is the registration chairman for the event.

The Central New York Chapter reports that aviation education has been high on the list of priorities. Chapter members hosted a tour of the Utica Tower and FSS for a Girl Scout troop of Rome, NY as well as a video on career opportunities in aviation. Several members have spoken at various career days: Joanne Bolton at the Oriskany School; Joanne and Marilyn Kamp at Vernon-Verona-Sherrill; Shirley Ludington at Marcellus Middle School; and Marcia Buller at the Syracuse Girls' Club workshop. The chapter donated books to the Liverpool, Westmoreland, and Cicero school libraries; had booths at the Mohawk Valley Community College Mayfest, at the Oneida Country Airport Open House, and sponsored a very well-attended Safety Seminar.

Joanne Bolton, Virginia Breed, Marge Holdsworth, and Dorothy Mercier of the **Central New York Chapter** attended the All Canada Section Meeting in Ottawa and heard an interesting talk by one of Canada's two women fighter pilots. The chapter members hosted an annual Pancake Breakfast at Kamp Airport which, although the weather was not completely cooperative, was a good suc-

cess. And, in a first, this Chapter celebrated the marriage of member, Marge Weslick, to Jim Holdsworth. The unique ceremony was performed by the Mayor of Rome, NY, IN A SENECA piloted by Marge's instrument instructor, Warren Dignen. Warren's wife, Kathy, is one of the chapter's new members.

Central New York Chapter members are still working on Operation Skywatch and have planned a seminar for the New York-New Jersey fall Section meeting. Department of Environmental Control personnel will speak about the hotline for reporting environmental problems. They are planning airmarking at the Oneida County Airport and a Safety Seminar in the future.

New members; Pat Mitchell, Grace McGuire, and Nancy Neumann have been welcomed by the **Long Island Chapter of the New York-New Jersey Section** and congratulations have been extended to brides, Cindy Freifeld Burton and Carol Richard Jones, who were married in 1990. Member, Debora Bonnard, a flight instructor, appeared in a program for public television of Reading Rainbow. Debora gave the show's host flight instruction from takeoff to landing in a Cherokee 6 and made flight instruction look easy and fun.

Under the direction of Mae Smith and with the enthusiastic help of Dotti Campbell, Harold Campbell, Dot Lee, Gloria

Bryant, Patricia Rockwell, Joyce Malkmes, Sue Mirabel, Cindy Burton, and Jill Hopfenmuller, members of the Long Island Chapter, the compass rose at Brookhaven Airport has been replaced near the terminal building.

Long Island Chapter members, Pat Bizzoso, Roberta Pistorius and friend, Lenny Ohlsson, flew from Daytona Beach, FL to the Ninety-Nines International Convention in Las Vegas. Joining them by commercial flights from Long Island were: Doris Abbate, Ruth Dobrescu, Jill Hopfenmuller, Joyce Malkmes, and Mae Smith. Pat, Mae, and Joyce enjoyed the river raft trip after the convention. Pat also provided airport-to-hotel transportation for the two Russian women pilots, Galena Rastorueva and Ludmela Polanskya, who attended the 99s Gala Banquet on Saturday night.

Members of the New York Capital District Chapter, represented by Barbara Fioravanti, Harriet Bregman, Florence Dooley, former member Stephanie Szelwian, and 66 Pat Latta, provided registration for the FAA for the Annual Seaplane Pilot's Safety Seminar in Speculator, NY this past summer and anticipate next year's seminar which will be held on the same weekend, Father's Day weekend. This year's event was well-attended by many Ninety-Nines including many members from the **Central New York Chapter**;

Betty Erickson, Governor of the New England Section, and several members from that section; a member from Eastern Pennsylvania, part of the Middle East Section.

The 20th Anniversary of the New York Capital District Chapter occurs in October. The chapter members, including two charter members Ruth Green and Peg Weiss, plan a celebration dinner. The chapter, which was originally part of the Hudson Valley Chapter, announced the 1990 officers: Chairman, Harriet Bregman; Vice Chairman, Barbara Fioravanti; Secretary, Florence Dooley; Treasurer, Mary Lou Falco; and Nominating Chair/Membership, Ruth Green.

Growing by leaps and bounds, the **North Jersey Chapter**, which held a booth at the Sussex Air Show, now counts 41 members and 14 66s. New members are: Tara Anne Donn, Susan J. Pucci, and Gabrielle Riccio. New 66s are Bonnie Fry, Susan Loricchio, Mary Ann Ruia, and Jane Wieder. Jeanne Kent, Leslie Highleyman, and 66 Myrna Ramirez flew the 1990 Garden State 300 and came in 12th. Long-time member and former chapter chair, Valerie Dempsey, had a baby girl, Ashley, in June. Jeanne Kent is a grandmother for the 4th time and a 66, Jean Kinney, soloed.

The North Jersey Chapter held an annual picnic in September at Lake Susquehanna, Blairstown Airport which will also be the site of a planned

Pennies-A-Pound fundraiser. FAA Safety Counselor, Leslie Highleyman, presented 'Enroute Weather Services Available to Pilots' at the Garden State 300 Pilot Briefing and also at a Chapter co-sponsored safety seminar at Blairstown Airport. Two planeloads plus a carload of members converged on Millville's Automated FSS in August for a briefing. Enroute home, Blossom Friedman and A.J. Starr visited former International President, Alice Hammond, who was hospitalized with a broken hip.

Alice Hammond has graduated from a walker to a cane and we're happy to see her recuperate. She was recently seen at the delightful Neil Simon play, "Barefoot in the Park," presented at the Hunterdon Hills Dinner Theater in New Jersey and attended by four tables of 99s and their guests. Recognized in front of the large crowd by a member of the cast after the show, the actress called from the stage to ask, "What does 99s mean?" Mary Helfrick, Chair for the Garden State Chapter, answered, "We're women pilots." The actress smiled and said, "Oh! That's something I've always wanted to be!"

The Western New York Chapter held a Fly-In Pancake Breakfast at Hamburg Airport which drew a crowd despite 'so-so' weather. Darla Richter and Dorothy Hake were co-chairmen and special thanks are due 49 1/2 George Hake for cooking terrific pancakes all

morning. Another 49 1/2 who deserves thanks is Jim Hanner, this time for cooking hamburgers for the concession booth at the Niagara Falls Air Show. Jim is the husband of the Western New York Chapter's newest member, Marilyn Hanner, and they both are welcomed aboard. Pat Kneiss was confined to a wheelchair due to complications with her foot surgery, but this didn't stop her from working all day at the Niagara Falls Air Show. Latest reports say that she is back at work and walking with crutches. The chapter's eye-catching banner was displayed over the 'Aviation Flea Market' tables at the Buffalo Airfield Open House. 99s sold various aviation-related items which were donated by members and friends.

Western New York Chapter members are very proud of the recipient of the Henry Richter Memorial Scholarship, Tracey Ann Weiss. Darla Richter presented the award at Tracey's Senior Awards Assembly at Kemore East Senior High School. Tracey Ann's instructor is Marge Koval, a Western New York Chapter 99 and Marge reported that Tracey Ann soloed soon after receiving the award. A local newspaper featured Tracey Ann on its front page with a nice blurb about the 99s. Ginny Mainus attended the International Convention in Las Vegas and now chapter members are planning the **Spring Section Meeting for the New York-**

Governor, Pat Ward addresses the fall meeting of the South Central Section in Colorado.

Photos-Margaret Cosby

South Central Section cont. from P. 9

usual schedule, Governor Ward instituted a pre-convention session on Friday evening to discuss items on the next day's business meeting agenda. Also newly-instituted was a forum following the Saturday afternoon business meeting for members to discuss issues of an international nature with the half-dozen member of the International Board who were present. Of the various agenda items acted upon, perhaps the most significant was the by-laws addition of two board members to be elected and seated at the spring meeting.

Some early arrivals to the Section meeting were able to fly United Airlines simulators for B-727 and B-737 aircraft and received stickers for their logbooks. A tour of the National Center for Atmospheric Research was available for those interested in microburst and wind shear research. Other excellent seminars in-

cluded mountain flying, oral history training, concerns of 21st century members, two survival studies, and parliamentary procedure.

The Friday evening schedule provided for registrants to participate in savoring morsels at the Oktoberfest booths in Boulder. It was exciting to have Patsy Knox, Governor of our new Saudi Arabia Section, with us while in Colorado for a few weeks from Dhahran. She donned an exotic native costume for the banquet.

At the Saturday evening banquet, Grace Mayfield gave a charming dissertation on her *Life With FinFinella*. Her talk was followed by a lengthy question and answer session about her activities as a member of the WASP.

The Colorado Chapter, with infinite talent, arranged for a spectacular display of fall aspen foliage and provided a Sunday morning snow-fall to show off more of their mountain beauty.

SECTION NEWS

New Jersey Section which will be held in Niagara Falls. Chapter Chairmen for 1990-1991 are: Central New York, Joanne Bolton; Finger Lakes, Judith Stiles; Greater New York, Bonnie Haber; Garden State, Mary Helfrick; Hudson Valley, Robina Asti; Long Island, Jill Hopfenmuller; New York Capital, Harriet Bregman; North Jersey, Leslie Highleyman; and Western New York, Darla Richter.

Margaret Cosby, Section News reporter for the **South Central Section**, reported, "The gals from the **Colorado Chapter** had a fun time hosting the Mile High Air Derby on September 15-16. (Read Glenn Buffington's account of the race in this issue. *Ed.*) Wings

Patsy Knox, (R) Governor of the Saudi Arabia Section, and Grace Mayfield, WASP, with the Air Bear



old and new roared out of Denver, CO, with fly-bys in Nebraska. After the dust cleared in Minden, NE, Marjorie Thayer and Ruby Sheldon, from AZ, took first place in their '78 Cessna 182RG. In all, 17 planes participated with even a 1946 Stinson co-piloted by **Colorado Chapter Chairman**, Carol Leyner placing...Oh well, let's just say it did beat one of it's juniors." **The Colorado Chapter members** also participated in the Front Range Air Show and held an airplane wash. The chapter members are proud to have received the 99 International Aerospace Education Award.

Dallas Chapter members had a fly-in to the Mesquite Hudson Airport where Holly Barr reported on the International Convention and Chris Hettenbach showed videos from her week at Oshkosh. Visiting the meeting were student pilots, Nancy Love and Diane Brown. **Some Dallas members** flew to Longview for a visit with Jan Maxwell, International NIFA Chairman, who told them about the competitions, judging criteria, and how 99s can become involved.

How many 99s can you get into a courtesy van? **Dallas Chapter members** answered that when they squeezed 17 plus the driver into a van at their Lake Murray Resort Airport Fly-In Luncheon--an auspicious beginning to a fine time.

The Purple Sage Chapter

was the co-sponsor of a Safety Seminar in September, conducted by the Aviation Safety Inspector from the Lubbock FSDO. Plans for a Poker Rally to be held October 27th were finalized. Purple Sage Chapter welcomes new member, Patricia Petosky, who transferred from the Lubbock Chapter. They claim that Lubbock's loss is their gain.

The San Antonio Chapter had a disappointing turnout for their Junction Fly-to-Lunch, but there was a merry group of nine. Margaret Cosby had to 'do a 180' back to Kerrville and put down the Cardinal RG due to electrical problems, but the gear went down and remained locked. Ruth Austin flew her Twin Beech to rescue Margaret and her passenger in time for lunch. New member, Molly McDaniel, who flew in with Ruth from San Antonio, was welcomed.

At the Tahlequah Fly In, Tulsa Chapter members served lunch to what seemed like billions of people. Marilou Poor and Fran Rankin were praised for coordinating the excellent event. **Tulsa's Mary Kelly** sponsored another successful soft- and short-field landing program at Tenkiller Airpark. Jan Mauritson was in Oklahoma City recently conferring with Governor Bellmon. She is asking him to declare the third week in October as 'Oklahoma Aviation Week.' Janet Minnerath contacted Barry Schiff about his article in AOPA PILOT regarding the

Wings Program. He wrote that his research didn't include how many program participants were women. Schiff applauded the Tulsa Chapter's promotion of the program and stated, "I am convinced that General Aviation's safety record would show a dramatic improvement if others were equally ambitious and conscientious."

Members of the Collin County Chapter, South Central Section, were featured in an article in the Plano TX Star Courier in September. The article said, in part, "You will never know a group of women who can come up with more reasons to fly somewhere."

...Members arrange transportation of blood from College Station to Dallas. The organization also sponsors activities such as spot-landing contests, poker runs, and pancake breakfasts to raise money for the Amelia Earhart Scholarship Fund. Safety and fear-of-flying seminars and aerospace-education programs are also conducted." Congratulations to officers, Beth Keyser, Chairman; Karen LaBonte, Secretary; and Sue Yeary, Treasurer, who were pictured.

Best wishes are in order for Jan Minarik-Holt of **Columbia Gorge Chapter, Northwest Section**, who had a busy and interesting summer in which, she traveled to Alaska where she wed Bill Holt. The newlyweds continued on to Hawaii after the wedding. **Columbia Gorge's** July Newman and her soaring business at the

McMinnville Airport, OR, were featured on the television coverage of the Portland Rose Festival. The chapter's Helen Fargher represented **Columbia Gorge Chapter** at the NW Section Meeting in Seattle where she awarded the Achievement Award following the tallying of points by the chapter. Soil, flowers, and labor were provided by the chapter as members filled the empty flower boxes at The Dalles Airport and three members and two 49 1/2s went to Hermiston for the finale of Mid-Columbia's Scrabble Scramble.

Airmarking and repainting of the compass rose were completed by the **Intermountain Chapter of the Northwest Section** at Felts Field in Spokane, WA. During the airshow on September 23rd, the chapter members sold hats, rented chairs, and helped to conduct tours of the control tower.

Margo McCutcheon and Anna Pangrazzi of the **First Canadian Chapter** raised funds for the internationally renowned hospital for Sick Children in Toronto, Ontario. A penny a mile during the Air Race Classic can make a difference in these children's lives.

68 children from Camp Quality were delighted with rides over the area of Guelph, Ontario in August. The flights are the highlight of the week long camp for children with cancer. COPA Flight #1, sponsors of the event, welcomed 99s who participated:

Adele Fogle, Daphine Schiff, and Susan McHaffie of 1st Canadian piloted C-172s while Kathryn Gamble Lerchner and Donna Deaken of First Canadian provided ground support.

First Canadian Chapter had good weather for their 6th annual Poker Run. A total of 820 poker hands were sold--68 planes participated. First Prize was won by R. Zemla of Toronto with 4 Aces and a Queen. Winner, R. Zemla is pictured below:



Peggy Smith, Karin Williamson, Cheryl Wheatly and Pat Crocker judged science fair exhibits in London, Ontario and helped their chapter, **Maple Leaf**, award the most prizes in their science fair history.

Susanne Wilkins of the **Maple Leaf Chapter** flew her Chipmunk and participated in a 4-plane Chipmunk formation exhibition at the Woodstock Airshow. She also flies a Harvard, Tiger Moth, Cub, and Cessnas 172 and 182.

At the **All Canadian Section Meeting**, the **Maple Leaf Chapter** won the Schmerhorn

Award for the Chapter with the largest percentage of members in attendance.

Hilda Devereux, a founding member of the **Maple Leaf Chapter, Governor of the East Canada Section** during the '70s, and a strong 99 supporter has been inducted into the Forest of Friendship, KS.

Welcome to new members of the **First Canadian Chapter**: Georgia Clarke, Ann Stapleford, Ruth Dwyer, and Marike Brodick and to Gail Courneyea, Mary McLeod, Sylvie Snutch, and Catherine Thomas. Congratulations to Catherine Thomas, First Canadian. She passed her commercial test with flying colours and is now starting her instrument rating.

Linda McKay, **First Canadian Chapter**, is working with her fellow 99s in seeking alternate air transportation for medical patients. As a Director of Mission Air Transportation Network, she and many other 99s are offering their talents in helping people get to special medical treatments in out-of-town locations. She helps to coordinate many airlines, charters, and corporate companies that assist by donating seats on their aircraft to these patients.

Scores of planes with throttles to firewalls flew by the finish line of the Air Race Classic at York, PA. They were greeted by members of the **Central PA 99s**. Everyone enjoyed listening to the racers as they recounted racing adven-

tures. Hospitality rooms were run by Hazel Bartolet, Margaret Wellington, Minerva Eno, Marion Dunlap, Marcia Johnson, and Janelle Patton. Hot, humid weather encouraged most people to stay inside, but a few hardy souls worked the impound area. With enough sunscreen and cold drinks, Kathy Royer, Nancy Abt, Carol Church, and Kate McCario managed to secure all the planes even though dry, hard ground made it difficult in tying them down. Volunteers from Thomas' Plumbing Company brought in extra pipes to replace snapped-off tie down stakes.

Starting in Temecula Valley, CA on Sunday, a total of 45 airplanes arrived in York by Wednesday, June 27th. Planes were inspected on Thursday by aviation mechanics employed by the PA DOT. That evening York Aero, the FBO at York Airport, hosted a delicious picnic. As thunderstorms flashed to the north; racers, volunteers, and local townspeople talked aviation and racing. Racers were treated to explorations of the Gettysburg Battlefield, PA; Dutch Amish country in Lancaster; and Hershey-Chocolatetown, USA.

Winners were announced at the banquet at the Sheraton. Esther Grupenhagen and Mardell Haskins from CA were the winners of the 1990 ARC and now, after having absorbed some of the spirit, members of the **Central PA 99s** want to enter an ARC to experience the fun and the excitement-- the

camaraderie of a cross-country flight.

Lunch with the Bunch of **Eastern Pennsylvania Chapter** preceeded a meeting at Butter Valley. Everyone enjoyed Mary D'angelo-Soble's guest, Carol Hicksey, a paraplegic from Dublin, Ireland, who came to this country to learn to fly. She recently soloed a glider at Van Sant Airport with Mary's Freedom's Wings. Channel 6 ran an item about it.

At least 6 members of the **Eastern PA Chapter** were seen at Oshkosh which, in addition to being THE aviation event of the year can also be a hang-out for Cupid. Kathi Bernard met Pete Donatucci, a FSS specialist at Cleveland-Hopkins Airport at Oshkosh last year and their wedding was in August.

Eastern PA's Margot Eld enjoyed an exciting flight on a refueling mission out of McGuire AFB watching 2 F-16s guzzle fuel over North Carolina and riding in the cockpit during the landing.

Eastern PA Chapter's Jane Williams and husband, Tom, have returned from a trip. She wrote, "We flew on the Navy C-9 of which our son-in-law is commander. From Willow Grove NAS we flew to Sigonella, Sicily, refueling in the Azores (Lajes AFB on Terceira) with a drop off in Rota, Spain. ...I flew in the cockpit for an hour and enjoyed the explanations of the wonderful navigation system.

"...In Sicily we flew Alitalia to Rome, took a train to Naples

and Capri and a hydrofoil to Capri."

The Williams' departed Spain in an aircraft filled with hi-tech equipment, specialists, and a group of young sailors enroute home after 6 months on the Carrier JFK. Jane Williams continued, "I talked to a 19-year old sailor who had never been further from Philadelphia than Norfolk and he said, "Ma'am, I'll never complain about the US again! It's the best place in the world and, besides, they speak English!"

The Williams saw the edge of the polar ice cap as they approached Newfoundland and discovered that the crew were impressed with a woman pilot and a man who had flown something as ancient as B-29s.

Eastern Pennsylvania Chapter's Gayle Henze and Kate Macario flew to Knoxville and picked up Silvia Merritt to continue from TN to Miami's Tamiami Airport for the Southeast Sectional. Three of SE Section's 19 Chapters were celebrating their 50th Anniversaries.

Ed.'s note: For a bit of history: Mary Nicholson, the 1st appointed Governor of the South East Section, took the job of secretary to Jackie Cochran. Clayton Patterson took over as the 2nd Governor. When Clayton's hubby was transferred, Jessie Woods was named 3rd Governor and, in 1940, presided at the start of the Miami Chapter, the Knoxville Chapter and then the Carolinas Chapter. Jessie

shared in the 50th Anniversary festivities in 1990. Jessie just underwent cataract surgery and we wish her the best! **Jessie Woods, one of our most delightful octogenarians**, is pictured below:



To return to our Section News: On arrival at Miami, Gayle Henze, East PA, was interviewed by Miami TV and appeared on the news that evening. Sectional plans included a Hangar Party at Weeks Museum at the airport, a dinner cruise on Biscayne Bay, and a trolley tour of Miami. Some IFR on the return to Knoxville and a tailwind from there. Gayle was impressed with new projects of Spaceport Chapter: B-F-R-Bed 'n Breakfast, Fun 'n Friend, and Rides 'n Rescue.

(Let us hear about these projects, Spaceport. Ed.)

Maryland Chapter had a booth at Upper Chesapeake Airshow and Seafood Festival on September 22nd. They talked about aviation safety, sold 'I'd Rather Be Flying' buttons and offered time on

simulators (single engine) to visitors to the booth.

The **Potomac Chapter** had a booth at College Park Airport's Air Fair '90. One of the very special visitors to the Fair was the renowned Jessie Woods, pilot, 99, and wingwalker. Jessie performed as a wing walker at College Park Airport in 1934.

The Potomac Chapter stressed aviation safety, safety seminars, fly-ins, and community programs. The chapter received several inquiries about membership from pilots and offered encouragement to student pilots, inviting them to join as 66s.

The Potomac Chapter members had a marginal VFR day to fly to Easton, MD for a chapter meeting and lunch at the "Hangar Cafe" which is owned by member, Debi DeHaven. It was a great meeting, an exceptional lunch.

The Washington DC Chapter reported that one of their proudest moments came on July 19 when they witnessed the awarding of the Amelia Earhart Career Scholarship to their Holly Breneman and Peggy Doyle. The first of over 200 awards (\$150.) was given to Pat Gladney for instrument training in 1941. This year there were 12 awards totaling over \$28,000. Of the more than 20 past recipients who joined the 'parade' at the luncheon, all but one are actively engaged in aviation careers. Holly will use her scholarship to obtain her commercial license and hopes to work for a regional airline.

Peggy will apply her scholarship toward a CFII and hopes to fly for a commercial airline. Congratulations and best wishes to the two winners.

The fearless duo of Peggy Doyle and Linda Cain finished the Air Race Classic without being disqualified this year! They are very pleased with their showing and deserve congratulations. 99

Amelia Earhart is featured in the July 1990 issue of Cobblestone, the history magazine for young people. Cobblestone Publishing wrote, "Amelia Earhart's caring and courage, her belief in the capabilities of women, and her personal goals of accomplishment are some of the many facets of her life described for young (and older) readers. Amelia Earhart, Heroine of the Skies takes a biographical look at this aviation pioneer—from her childhood in Kansas to the mystery of her last flight. Readers will get to know Amelia's adventurous personality; they'll meet her sister, her first flying teacher, and her husband; and they will join Amelia on three of her most famous flights and in an air race with other early women fliers. An aviation matching game and mapping activity add to the fun and interest." This issue of the award-winning magazine features the Ninety-Nines in a sidebar and, in a list of places to visit, names the Ninety-Nines Museum. For information about the magazine, contact: Manuela A. Meier, Cobblestone Publishing, Inc., 30 Grove Street, Peterborough, NH 03458 or call 603-654-2278.

Thanks to Pioneers...

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for a young person to come along and to revolt against almost all of that culture. I had understanding parents, my father in particular. I revolted against high-button shoes. I found it aggravating to even think about buttoning shoes all the way up the leg. My father let me wear boys' shoes, shoes that came to the ankle and had nice hooks that you could just lace up in a moment."

The daughter of a doctor and a historian, Nancy Hopkins Tier counts Johns Hopkins and Lady Astor in her ancestry and she is the niece of Charles Dana Gibson, the artist famed for his creation of the Gibson Girl. She said, "Gibson was a great social reformer. He made fun of customs of the times. Can you picture women swimming at the beach with long sleeves and long stockings? You went out and you sank! You couldn't swim if you wanted to! I wanted the freedom of

boys—wanted to play ball with boys, enter into games, and be on equal terms with boys. That was simply in me. I didn't consciously think it up. It was a time in history for changes and I know of others of whom I've read who were feeling the same pressures to change from the past. Of course, the seeds of change were influenced by the coming of the first world war, too."

By 1929, Nancy was working at Roosevelt Field, Long Island, New York. She said, "It was a very exciting time. If I were to name all of the illustrious pilots who were flying in and out of there at that time, the list would be endless. Fortunately, I had the good fortune to meet Robert E. Gross, the later power, dreamer, and practical applicator of the Lockheed Company. In 1929 he had a dream of what the aircraft was going to do in the future. He had purchased the plans for the Kitty Hawk plane from some men in Rhode Island and, after also purchasing the Curtiss Flying Boat, he opened a company called,

'Viking Flying Boat.' He hired me to demonstrate the Kitty Hawk and I raced it in the 1930 Ford Reliability Tour—the only woman among 35 entrants."

Today Nancy is involved with the International Woman's Air and Space Museum, IWASM, in Centerville, Ohio. She has served as the president of the organization and works to encourage women in aviation internationally. She continues to demonstrate her love of flying and, when she met other women who flew behind the ubiquitous OX 5 at an annual convention she said, "I appreciate hearing again the experiences that women have had—the desire to fly, the attempts to fly, and the accomplishments. There is something almost spiritual that happens when we get together, now that we've reached the ages that we are. We like to share our experiences out of the past and I think it is almost essential that we continue to get together and to give women a special time to share. It is fun to reminisce with those who share my memory, those who also recall that, when we learned to fly, we were taught to push the nose down before making a turn. Push your nose down, make your turn, then come around and land. That was before anyone could adequately explain such a thing as a



Nancy Hopkins Tier..
She flew in the Ford Reliability Tour in 1930 the only woman of 35 entrants. She is a member of the UFO, United Flying Octogenarians and she continues to enjoy flying her C-170 to this day. Young pros at the controls owe thanks to pioneer pilots like Nancy, a 99 Charter Member.

CONTINUED FROM PREVIOUS PAGE

stall."

Susan Maule is currently flying out of Baltimore, not very far north of the location in which Nancy Tier first soloed. Susan received the 99s' Amelia Earhart Career Scholarship in 1984 and used the generous gift to achieve the airline transport pilot (ATP) to further her already outstanding career in aviation--a career that started with an aviation-oriented family.

The daughter of Ray and Rautgunde Maule, Moultrie, GA, Susan is also the granddaughter of the man who designed the craft that bears the family name. It is to Susan's credit that, on her 16th birthday, she soloed (and hurried to finish the solo process in order to get downtown to obtain her driver's license!), but not before she had soloed an impressive total of 12 airplanes, land and sea.

Susan became a private pilot at 17 and proceeded to add an instrument rating and commercial license. She graduated

from Valdosta State College in Georgia with every intention of becoming a teacher at the secondary school level; but she opted for teaching flight and ground school students instead. Her career in aviation began.

"There are aviation jobs for persons without college degrees," said Susan, "but, a college degree assures a greater variety of choice. Once I finished with student teaching at the secondary level, I decided that I'd much rather work in aviation. I aimed toward commercial flying and gathered the ratings and experience that I

needed."

In 1983, Susan received: multi-engine, instrument, flight instructor single and multi-engine, flight instructor instrument, and ground instructor. In 1984, she earned the multi-engine instrument and, thanks to the 99s, the coveted ATP. She taught flying from 1983 to 1985 when she was hired as a first officer by Wings West Airlines. Within a year Susan upgraded to captain in the Metroliner, piloting what was at that time the longest route of the California-based commuter airline.

It was 1986 when Susan was hired by Piedmont. She had logged 1,500 hours in the Metroliner and had a total time of 3,400 hours of flying. She moved, rather dramatically, from Oregon to New York and from the Metro to the Fokker F-28. By the time that Piedmont merged with USAir in 1989, Susan had upgraded to the Boeing 737. She currently flies as First Officer, B-737, out of Baltimore-Washington Interna-



Susan Maule in the right seat of her USAir 737



Kathy Osborne, Flight Engineer for UPS in a DC-8. Kathy has a career future in Aviation Law.

Susan Maule said,
"Once I finished with student
teaching, I decided that I'd
rather work in aviation."



tional Airport.

Kathy Osborne, similarly crediting the 99s with the scholarship that offered her the opportunity to obtain her ATP, accepted her award in 1988.

Kathy is a graduate of Indiana University with a bachelor of science degree in public affairs and a doctorate of jurisprudence from the University of Louisville law school, earned the same year as the ATP. Kathy, like Nancy Hopkins Tier and Susan Maule, is a goal-oriented achiever. She hopes to combine law and aviation for the career of her lifetime.

"I became a private pilot in 1985 and went on to advance through commercial pilot, instrument, CFI, and on to, thanks to the 99s, the ATP. I've flown as a commuter pilot in a Saab 340 and am flying for UPS (United Parcel Service) as a flight engineer in a DC-8."

The Kentucky Bluegrass Chapter's first woman to receive the Earhart scholarship, Kathy Osborne has worked as a law clerk for circuit court judges and as a flight instructor for Stevens Aviation in Louisville, teaching in single and twin-engine Beechcraft. Hired by Northwest Airlink, she flew between Memphis and Minneapolis prior to joining UPS. In 1986, Kathy won the Kentucky Air Derby, a proficiency race after having finished second in 1988. In 1989 she joined female pilots in the Air Race Classic between Sacramento, CA, and Philadelphia. Susan Maule, who raced in the Air Race Classic 1981-1983, was on hand in Philadelphia to greet Dodie Gann, Kathy, and other 99 friends at the completion of their race.

Kathy has chosen a remarkable future—in the cockpit and in the subsequent aviation law career which is temporarily on hold. About flying, Kathy said, "It has to be a fascination with speed. You are presented with a lot of different situations. You process all the information and usually don't have all day to make a decision. It is like a big video game."

With respect and thanks to those pioneers that are represented by Nancy Hopkins Tier, there is a remarkable present and future available to today's younger pilots—a future that a Nancy Hopkins Tier might have relished and still has cause to admire. But there are no regrets. Nancy said, "Some-

times it seems that when I recount some of my recollections about flying that I'm talking about ancient history. I find myself relating things and being enthused about things that happened before many of the people to whom I'm talking were even born. I don't think about that until they look at me with incredulous expressions."

That's what the 99s are all about—sharing a love of flying and the love of adventure and challenge. Participate in your chapters, your sections, your organization. There is a host of friends that you don't yet know and, as Nancy, Susan, and Kathy indicate, there is much to which you can aspire. 99

WHY BUILD A MEMORIAL TO THE SERVICE WOMEN OF AMERICA?

According to an article in the Boston Globe, Tuesday, January 2, 1990, by Robert Campbell, "Nobody argues that we shouldn't honor the women who have served in this nation's armed forces.

"But a bold "Memorial to Women in Military Service for America" proposed to be built on a prominent site in Washington is raising some issues and some hackles.

"The most controversial feature of the memorial design is a semicircle of 10 slim glass pylons. The pylons will be 39 feet tall and will glow at night. They will be set on what is just about the most prominent site, except maybe for the

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New Horizons

Julie Vom Saal

The Ninety-Nines lost a loyal and dedicated member, Julie Vom Saal, on June 17, 1990. Julie was always there when she was needed, a tireless worker and a true friend to all who knew her.

Julie had been a Ninety-Nine for over thirty years. She served in all Chapter and Section offices in the Greater New York Chapter and the New York/New Jersey Section. Her talent was recognized and she was elected to the 99s Board of Directors for two terms.

In 1969 she was Co-Chairman of the Ninety-Nines 40th Anniversary Convention with headquarters at the Waldorf Astoria Hotel. 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 them at the ceremony on June 16th in Atchinson. That same day was also their 50th Wedding Anniversary.

The world was a better place because Julie was in it and we will truly miss her.
by Doris Renninger Brell

Lynn Shackley Dunham

The San Antonio Chapter was saddened to learn of the death of Lynn Shackley Dunham and husband, Tom, in an air crash in her Beech Bonanza. Both were pilots. Lynn was awaiting the results of her Bar Exam. Tom was a defense lawyer specializing in product litigation. They will be sorely missed.

Pam Van Der Linden

The 99s have lost a valued member with the death October 6 of Californian, Pamela van der Linden. Pam's red and white Bellanca was a very familiar aircraft to air race participants. She is one of the fliers featured in the "Women in Aviation" exhibit in the Powder Puff Derby section of the San Diego Aerospace Museum and in 1986 Pam was inducted into the Forest of Friendship in Atchison, KS. She was an active member of the Coyote Country Chapter of the Ninety-Nines and leaves a legacy, her daughter 99 Jean Schulz.

Educated at the Sorbonne, Paris, Pam taught at the Berlitz School in Mannheim, Germany from 1933 to 1939. She came to Fallbrook, CA in 1947 to work for Fallbrook Real Estate Company which she later purchased. An avid tennis player, Pam was ranked 1st in doubles and 2nd in singles in the Southern California Tennis Association in 1989 and 6th nationally in women's doubles, 75 years and older. Pam earned her private pilots license in 1966 and logged over 4,000 hours. She flew in 19 transcontinental air races and flew many trips to Latin America, including a trip in '78 around the perimeter of South America. An inspiration, Pam will be truly missed.

New Ratings:

From the Central New York Chapter, New York-New Jersey Section, Sandy Sellars received her Ground Instructor rating and Jody Spier received her Commercial License. Doris Reiss, North Jersey Chapter, soloed in February and now has her Private license.

From the South Central Section: Diane Brown, **Dallas Chapter,** earned her ASEL Private, 66 to 99. Jennie Esterbrook, **Colorado Chapter,** achieved her IFR-Multi-Engine rating. Chris Hettenbach, **Dallas,** obtained her IFR rating. Anna Scholten, **Colorado,** received her Commercial License, and Sabrehna Wyche, **Purple Sage,** received her Phase I Wings.

Linda Thompson, **Collin**

County, South Central Section, passed her check and is officially a BALLOON pilot. Congratulations to Bernie Coonie, **El Paso Chapter,** who earned her Commercial License.

In the Potomac Chapter: Edna Dragoo received her CFI. Gay Z. Williams, her CFII. Ermonia McGoodwin, a Private license and Evie L. Washington, Commercial. Nancy Waylett, also in the Potomac Chapter, became a Captain B737 USAir Airline.

In Eastern Pennsylvania Chapter, Dottie Miller --BFR and Alice Meisenheimer received a seaplane rating.

Maryland Chapter reports that Geri Ackerman, Cindy Ginsberg, Celia Pearson, and Barbara Cahall received Private licenses. Bobbie McAdams, her Phase III wings.

Memorial to U.S. Women, cont.

U.S.Capitol's, in all of greater Washington.

"That site is the Arlington National Cemetery on the Potomac River. Looking across from the Lincoln Memorial, you'll see the glowing pylons of the Women's Memorial just below the eternal flame of the John F. Kennedy gravesite higher uphill in the cemetery.

"The design for the Women's Memorial was created by two young architects, Marion Gail Weiss and

Michael Manfredi. Weiss teaches at the University of Maryland and is in partnership in New York with Manfredi, whose mother served for 11 years as a nurse in the US Army. Their idea won out last fall over 136 others submitted in a national competition. In addition to the pylons, their memorial includes a museum and study center with a computerized data bank of all the women who have served in the US military, of

whom 1.2 million are still living.

"Approvals seldom come smoothly in bureaucratic Washington. The US Commission of Fine Arts, the National Capital Planning Commission, the Capital Historical Monument Commission, the National Park Service, and the Virginia Commission for Historic Preservation are among the agencies that will have to sign off on the Women's Memorial if it is to get built.

"Already a rumble of discontent can be heard. The influential longtime secretary of the Fine Arts Commission, Charles Atherton, for example, says he has "very strong personal reservations." Sen. John Warner of Virginia says he is "personally jolted" by the design.

"What this means is that if the women veterans of America want to get their memorial built, they are going to have to organize and lobby for it. ..."

Robert Campbell was the chair of the six-person jury of generals and designers who picked the winning submitted design. He approves of the concept of the memorial, but, he wrote, "it raises some tough issues.

"The first is the mind-boggling proliferation of memorials. The United States today is in some danger of being turned into

continued on next page

CALENDAR

OCTOBER

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

27 Dallas Chapter
Poker Run

27 Purple Sage Poker Rally

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

U.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

FEBRUARY

16 Oklahoma City
Meeting of the South Central Section Board

MARCH

Purple Sage Flying Companion Seminar

Women's Memorial, cont.
an outdoor museum. Proposals right now include ... monuments to the Holocaust, to Korean War veterans, to law enforcement officers and ...(others.)

"Some of these memorials are fine, but you can understand why the agencies that must approve them feel shell-shocked. And the Women's Memorial is the biggest and most elaborate of all.

"...So, why yet another memorial? ...One, there is no other national memorial to women of any kind in the United States. This one is long overdue. To say the least. Two, the Women's Memorial will be visible, but it won't be disruptive. The pylons, glowing gently, will take their place among the many other bright white vertical lines of nighttime Washington—the Washington Monument and the floodlit columns of the White House and the Lincoln and Jefferson Memorials and those of the Custis-Lee Mansion itself. The pylons, which the designers call candles, are a brilliant abstraction of the essence of monumental Washington.

"Three, the Hemicycle is one of those buildings nobody noticed until it was threatened with change. The Park Service has let it go to pot. It is cracked and leaky. It serves no purpose. Restoring it as a Women's

Memorial will give it life and meaning for the first time without disrupting its character. ..."The Memorial to Women in Military Service is a superb, workable, sympathetic design. But it won't be built unless the public gets behind it in a big way. It needs not only approvals; it also needs about \$24 million in donations. That's about \$20 per living woman veteran.

"The competition jury believed this design would be a boon to Washington as much as to the women. ..."

Are YOU interested in seeing the Memorial to Women erected? We'll present more information in subsequent magazines. Letters to the editor are most welcome.

Michigan Charity Fund-Raising Event:

Lynn Jeffery, Michigan Chapter Ninety-Nines, announced, "The Michigan Chapter of Ninety-Nines will present the 34th Annual "Champagne Toast" Luncheon in honor of Amelia Earhart featuring guest speaker, Joel Alexander. The luncheon will be held on February 10, 1991 at 12 noon at Petruzzello's in Troy, Michigan. Joel, a WJR-Detroit DJ and past helicopter traffic reporter, will present, "Don't Call 'Em Choppers," and the Michigan Chapter will present the 1991 Mary Von Mach CAP Scholarship Award. Please make reservations through: Lynn Jeffery, 3235 Luce Road, Flushing, MI 48433. Telephone: 313-230-8565. The cost is \$17.00 per person.

SIGNIFICANT FAR CHANGE REVIEW

Note: Refer to the Airman's Information Manual and the applicable regulation for a detailed review of each topic.

SINGLE CLASS "TCA". (01-12-89)

Eliminates group #1 and group #2 "TCA's".

TRANSPONDER REQUIREMENT (07-01-89)

Aircraft operating in all airspace of the 48 contiguous states and district of Columbia at or above 10,000' MSL must be "Mode C" equipped except for operations below 2500' AGL. Exclusion applies to aircraft not originally certificated with an engine driven electrical system.

All aircraft operating within thirty miles of any designated TCA primary airport from the surface to 10,000' MSL must have Mode C. Exclusion applies to aircraft not originally certificated with engine driven electrical system when conducting operations below the ceiling of the TCA or 10,000' MSL whichever is lower and outside any airspace in which a transponder with Mode C capability is otherwise required.

RECREATIONAL PILOT CERTIFICATE ADDED (08-31-89)

Limited to cross country flights not to exceed fifty nautical miles from the airport where flight and ground instruction was received. 180 horsepower limitation, no retractable landing gear, cannot carry more than one passenger, night flight is prohibited, cannot fly in airspace where communication with ATC is required.

PART #91 REVISED (08-18-90)

Substantive and editorial changes.

ANNUAL FLIGHT REVIEW (08-31-89)

Private pilots without Instrument ratings who have logged fewer than 400 hours of logged flight time require an Annual Flight Review consisting of at least one hour of flight instruction and one hour of ground instruction. Note that a Biennial Flight Review completed on or before August 30, 1989 lasts for twenty four months. Concurrent with the above changes, revisions to flight instructor authorizations under FAR193 permit the instructor to give annual flight reviews and make appropriate log book endorsements.

NIGHT VFR VISIBILITY/CLOUD CLEARANCE

MINIMUMS-FAR 91.155 (11-13-89)

Change pertains to night VFR operations outside of controlled airspace. Below 1200' AGL, visibility increases from one statute mile to three statute miles. "Clear of Clouds" increases to 500' below 1,000' above and 2,000' horizontally. Between 1200' AGL and 10,000' MSL, visibility increases from one to three statute miles. Cloud clearance remains the same.

REQUIRED SAFETY PILOTS FAR 91.117 (11-13-89)

No pilot may operate a civil aircraft in simulated Instrument flight unless an "appropriately rated pilot" occupies the other control seat as safety pilot. *"Appropriately rated pilot" is defined as having at least a private pilot certificate with category and class ratings appropriate to the aircraft being flown.*

AIRCRAFT SPEED LIMIT CHANGE

FAR 91.17 (08-18-90)

Allows pilots to operate reciprocating engine aircraft in an "ATA" at up to 200 knots Indicated air speed. (formerly 156 knots).

"IVRS" WEATHER REPORTING. (09-30-90)

Touch tone method of obtaining pilot weather information.

Discontinued by the FAA at midnight, September 30, 1990. Pilots may obtain "IVRS" weather by dialing a #900 number beginning October 1, 1990. Cost for this service is \$1.00 per minute. The vendor is:

INPUT OUTPUT COMPUTER SERVICE

400-1 Totten Pond Road
Waltham, Massachusetts 02254
Phone: (617) 890-2299
Fax: (617) 890-0819

MODE C-ARSA OPERATIONS FAR#91.215 (12-30-90)

REQUIRED IN THE AIRSPACE OF AN "ARSA".

All aircraft operating in all airspace above an "ARSA" beginning at ceiling and extending upward to 10,000' MSL within the "ARSA's" lateral confines must be equipped with an operable Mode C. Aircraft operating below the lateral limits of an "ARSA" are not required to have an operable Mode C.

ATC CLEARANCES-CLIMBS/DESCENTS.

AIM PART #220.

Climb/descent rates within the last 1000' feet to an assigned altitude is recommended to be at least 500 to 1000 "FPM" (Currently 500' "FPM") Prior to the last 1000' of climb/descent, aircraft should be at the optimum rate consistent with aircraft capability. A rate less than 500' "FPM" requires ATC notification.

Courtesy of the Renaissance Chapter of the
Ninety-Nines, an International organization of
women pilots.

09/90

Continued.



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