

# NINETY-NINE



## News

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

**Arabian Section 99s In Africa**  
**The WASPs Visit Soviet Russia**  
**Flying In Another World—Madagascar**  
**The Herndon Success Campaign**  
**Natalyi Vinokurova, Aeroflot Pilot, 99**





A fascinating disparity in the realm of flight:  
from the venerable Howard DGA to the  
shhhh...stealth fighter.

photos by Ann Cooper





## MERIT AWARD FLIGHTS, Herndon Success Campaign

They did it again! Every year, the Washington, D.C. chapter caps its Herndon Success Campaign by presenting Merit Award Flights to high school students with a cumulative grade point average of 3.0 for the year. Bev Sharp, Peggy Doyle, and Linda Cain flew the students, their counselors, and parents at Leesburg Airport, VA. The following are some of the letters received:

*A Coordinator's impression  
by Thelma N. Calbert*

During the summer of 1980, I spent ten days in Puerto Rico with my husband who was on a special assignment involving travel between two islands. The most expedient means of transportation between the island was by small airplane. After my second round trip between the islands, I made a pact with myself that I would never ride again in a small airplane. On April 19 at Leesburg Airport that pact was broken, but pleasantly so. The HSC students and three wonderful 99s pilots encouraged me to join them in the flight.

As I boarded one of the planes that was scheduled to take the HSC students soaring, I must admit the fears of 1980 returned, only to dissipate as quickly as they had returned. The credit for their rapid disappearance goes to the pilot of my plane, Mrs. Bev Sharp. Mrs. Sharp carefully carried the three of us in her plane through the safety steps each pilot must take before liftoff. As we left the runway and soared upward 2000 feet plus, she appeared to have been able to anticipate our thoughts and fears. Her explanation of the plane's behavior under a variety of circumstances gave us the confidence to remain calm as each of these maneuvers occurred. Within

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### COVER—

***"With every nudge of the rhino's horn on the side of the rover, it felt as though one more lunge would gouge right through."***  
**See The Arabian Section 99s in Africa, Page 17.**



Ninety-Nines are captured for posterity. In lower photo: Members of the **Indiana Dunes** Chapter painted a compass rose at LaPorte, IN; upper right: Newest Members joined the **Lake Erie** Chapter, and, upper left: **Chicago Area** Chapter Members gathered at an Air Meet in Illinois.



## PRESIDENT'S MESSAGE



by Marie Christensen

## WINGS AROUND THE WORLD

The Ninety-Nines is truly an *international* organization. Our members fly world-wide promoting safety, aviation education, and friendship. Thirty-four countries around the world are home to 99s.

The past decade has provided increasing opportunity for people to travel to countries that were once considered "off-limits." The 99s have been at the forefront in expanding our horizons.

Aviation education exchange trips to China and the Soviet Union were offered to 99s in 1987 and 1988. Fifty 99s assembled in San Francisco to take part in the first exchange visit of pilots to China in May of 1987. It was an exciting trip filled with memorable moments of sharing new experiences and meeting new people.

Our first aviation education exchange took place at the Beijing Institute of Aeronautics and Astronautics at Beijing University. The very bright, young engineering students were as eager to learn from us as we were to learn from them. They showed us their campus

"The Ninety-Nines is truly an *international* organization. Our members fly world-wide promoting safety, aviation education, and friendship."

and aviation museum with great pride. The President of Xian Aircraft Company took time from his busy schedule to give us a personal tour of that huge factory which produces many aircraft as well as parts for the Boeing 747. A tour of the control tower and air traffic control center at Baiyun Airport, Canton, concluded our exchanges inside China. Although we did not meet any female pilots on this trip, we learned a lot about aviation in China and I did meet several women military pilots on a later trip.

The trip to the Soviet Union was just as exciting with Valentina Tereshkova as our official hostess in Moscow. Valentina was the first female in the world to visit space. She arranged a tour of the cosmonaut training facilities at Space City for us and visits with other cosmonauts. What a fascinating and enjoyable experience. Another true highlight of this trip was a visit with the Night Witches and a chance to learn first-hand their intriguing stories.

Future opportunities of this kind will be offered to The Ninety-Nines. Two trips now being considered are: a return trip to China with a continua-

tion on into Tibet and a trip to Central Europe with visits to Prague, Budapest, Berlin, etc.. If you are able to take advantage of these travel adventures that are also wonderful learning experiences, DO IT! You will never regret it. Our world can be as Big or as Small as we make it.

## BOARD OF DIRECTORS BULLETIN:

Immediate Past President, Gene Nora Jessen, resigned her position on the Board of Directors for personal reasons soon after the International Convention in Las Vegas. We are happy to announce that Past President, Barbara Sestito, has agreed to join the Board of Directors as a non-voting advisor. Since most of the officers and directors have served one term or less, we feel it is necessary to have the guidance and expertise of an experienced leader available to us. Past Presidents were originally asked to serve one more term on the Board to provide the needed continuity for the organization. We truly appreciate Barbara's willingness to serve.



# NINETY-NINE News

Monthly Magazine of the  
International Women Pilots

November 1990  
Vol. 16, No. 9

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

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## NOTICE:

INTENT TO SEEK ELECTION FORM will be in the January issue of the *Ninety-Nine News*. Two directors will be elected by delegates at the convention in Orlando, Florida. Contact Karen Bailey, Nominating Committee Chairman, for further information. Karen can be reached by FAX at 403-270-4249 or write: 514-30 McHugh Court N.E., Calgary, Alberta, Canada T2E 7X3

## 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.

## FLY THE OREGON TRAIL

On the heels of last year's highly successful Oregon Trail Flight, plans are being formulated for even more ambitious trips in 1991 and 1993. The new flights will originate in Independence, Missouri, and terminate in Independence, Oregon. The 1991 event is to be a rehearsal for the grand 1993 journey commemorating the 150th anniversary of the first wagon train trek. Airports chosen for landings along the route will be at locations of Trail related historic interest. Participating organizations are expected to arrange for food, lodging facilities, and wagon train-oriented activities at a moderate cost to the travelers.

Details are forming under the supervision of a committee selected from members of the Oregon Pines chapter 99s, Willamette Valley OR EAA chapter 292, Polk County Chapter Oregon Pilots' Assn., Oregon Flying Farmers, and the Oregon Antique and Classic Airplane Assn. A scouting flight of five or six airplanes was to cruise the route in August to lay the groundwork for the larger groups to follow. For more info: contact Andy Andersen, Chairman, Joint Committee, 803 Cessna St., Independence, Oregon 97351. (503) 838-4231.

*Patsy Knox, Arabian Section Governor, left, with Brigitte and James Cross and their Beech Baron, South Africa. Note the thickets placed around the plane to keep the hyenas away! See the story on the Arabian Section on Page 17.*



## FLYING IN ANOTHER WORLD, HEADING, AND TIME by Linda Osland

*Recently returned from Madagascar, Linda Osland and her husband spent a month as volunteer short term missionaries. Her husband did orthopedic surgery in the Lutheran mission hospital and Linda, a member of the North Central Section, spent several days with a Mission Aviation Fellowship pilot.*

Since my first trip to Madagascar in 1980, where travel by land was a strenuous adventure, I have wondered what one would experience in a light plane. This past spring that dream became reality. The experience was an overwhelming sense of personal freedom — the same wonder all of us experience as we leave the earth behind us and take to the sky. Here in this Third World country where there are few personal freedoms, I was truly free, dependent on two Lycoming 200 hp engines and trusting that our P68-C had not been sabotaged in any way. The PIC who took me literally "under his wing" was Maurice Houriet, serving in Madagascar with the British MAF (Mission Aviation Fellowship). Our three hour flight from the capitol city of Antananarivo to a west coast port of Tulear would return a mission family of five to their station. They had been stranded in "Tana," the capitol, for a week because the national airline pilots were refusing to fly to Tulear while the "radar" was inoperable. The VOR in Tulear has been non-functional for six years. Usually the weather is VFR, but when thunderstorms and cloud cover are factors, procedure for approach is to fly over the ocean descend until break-out, fly low over the water to the airport and land VFR. Some national pilots refuse to fly their twin otters and 757s when the weather is not VFR. Understandable.

In a previous trip to Madagascar in 1985, I had been forbidden to visit the control tower or flight service station in Tana or to purchase a flying chart. In fact, my questions about their system were unappreciated. Being a white American and a woman were strong, negative factors. In the trip, with Maurice, I was not exactly welcomed, but tolerated. After consulting the

weather charts (largely hand drawn), Maurice filed a detailed flight plan. Although N3927U was well equipped with avionics, we would not be a Mode C blip on anyone's screen, but a voice reporting our position in rapid French by HF radio (that would be Maurice; my French is slow and elementary). Our passengers, two adults and three children, were all eager and excited to be in our seven passenger Italian-built airplane. They welcomed me as copilot, as they were good friends from 1985. After takeoff and initial climb, Maurice gave me the airplane to guide to 10,000 feet. Tana is in the central highlands of Madagascar, elevation about 4500 feet. With few alternate airports in case of emergency, altitude was our friend.

"What are you looking at?" I asked as I glanced at Maurice casually surveying the landscape. Eager to learn all aspects of navigation, I kept my scan: DG, VOR (good range for 56 miles out of Tana), altimeter, engine gauges, and the chart.

"Nothing — you're flying!" came the casual reply.

After VOR range, I was back to basics in a big way. Heading and time ... whoa, watch that heading. Five degrees off for any length of time means off course, maybe LOST. Great. Fly a perfect heading and check out the landscape of unfamiliar mountain ranges, 4-hut villages, invisible to my eyes from 10,000 feet, and partially dried-up rivers. Team that up with eight to ten year old charts,

and my glance back to Maurice was full of pleas for guidance.

"First checkpoint. See? No problem. Good visibility, today." Maurice has been flying in Madagascar for about a year. The weather is as changeable as the landscape. About the size of Texas, Madagascar has mountain ranges in the interior of the country, desert to the south, plains to the east, the Indian Ocean surrounding the country. In Madagascar, visibility may usually be good, but thunderstorms and the lack of approaches in 98% of the cities and villages creates a new set of problems. Once we were overhead an airport in the highlands looking for a hole to descend for an approach, but with mountain peaks poking through the clouds and no safe holes, we were unable to land. Our nearest airport with barrels for refueling was an hour and a half away, and not on our course.

Today as the ocean came into view, I was able to recognize the city of Tulear. In 1985, my husband George and I spend a week here working at a private hospital. Communication with the ground personnel in the flight service station sounded strange in French, but the phraseology is the same. By HF radio, we told Tana we were at our destination, and proceeded to land after checking the windsock.

Our passengers departed, happy that they had not had to face a difficult and tiring three day drive home. The day







*Passengers and crew returning from the Etzeda Hospital in the southern part of Madagascar. Linda is second from left, Maurice is in the middle, and George second from the right.*

had just begun for Maurice and me, as we had to locate our two barrels of fuel stored in town, arrange to get them to the airport, and begin the hour long process of siphoning and fueling by hand. (Will I appreciate taxiing up to the pump at the FBO stateside and requesting the lineboy to "top it off?" That a big Affirmative.)

Our next trip the following morning was to fly two missionaries from Tanzania and their Malagasy guide from Tulear to Fort Dauphin, a port on the southeast coast. It was a relief to leave the hot and humid turf for the coolness at 7000 feet. Now we had only desert below. That meant I had heading and time, no mountains and very few rivers for checkpoints. Breathing a "thank you" to past instructors who stressed pilotage during training and not dependence on VORs, I successfully found our destination cross country without resorting to "flying the coast." Our weather was smooth VFR and communication with flight service and landing, uneventful. Our passengers toured a local camp for Malagasy drug and alcohol dependents while we gathered our fuel barrels from town, refueled, and tied down.

The evening was spent with a career missionary from Norway, a woman named Osa, and I had to marvel at her ability to handle the language, strange customs, and personal freedom limitations with a happy spirit. We made arrangements to try and call her from the air with our HF radio the following day on the hour to see if she could receive us.

Heavy rain and thunder greeted us the next morning. After a two hour delay,

we took off in the rain and stayed below the clouds where visibility was good. For several miles we flew the coast, 100 feet off the water, until we were past the showers. Our destination had an NDB and luckily we saw the needle flip.

"What's the wind. Let's check the sock." Isaid, into the landing procedures.

Laughter. "You expect too much. You have an NDB, no windsock." Maurice tried to be patient with me, the spoiled American.

I was impressed with the condition of the runway at Manakara, a small town on the east coast. There were newly painted numbers on the runway, and the small shelter to be used as a terminal was quite clean. Weather for our next leg was received by Morse code in the small FSS and that receiver was the only equipment used by the lone FSS weather "specialist." A pilot had landed at our stop within the last half hour, reporting condiditons OK. Maurice smiled.

"We're flying into the mountains now. Weather changes fast. And sometimes pilots will just get in under the weather, and brag that the weather is fine. We prepare to return here if we can't get below the clouds." I nodded in agreement. This pilot from the plains doesn't want to argue with mountain peaks.

At 9000 feet we navigated between scattered cumulus. Fianaransoa lies in a valley surrounded by several mountain peaks, and the approach VFR is the only safe one. The NDB is operable when you ask them to turn it on, but letdown must be VFR. Downwind, base

and final were uneventful, even though we were close to the hillsides. Here we not only have a windsock, but a small restaurant. Hard for me to believe that while we went through our standard procedure of retrieving barrels and pouring in fuel, our medium rare steak and fries were being prepared inside. This was my favorite airport — easy to understand why.

Later in the month Maurice and I took George and Martin, a Malagasy repairman, to a small village in the southwest. On the way, we circled a dirt strip that had recently been cleared of ant hills and small bushes by the natives at Maurice's request. As we circled, we watched the entire population of the village swarm toward the airstrip. An oxcart lumbered down the right half of the runway.

Maurice shouted. "If we can land (meaning, "if people stay out of our way"), we'll have to cut our engines quickly, as they will swarm the plane!" He was right. We had to roll to a stop after cutting the engines. Maurice jumped out shouting for them to stay back and not to touch. The noise was great—they were all shouting and trying to touch us and the airplane. The police arrived to manage the crowd and guard the plane, so we could visit the local missionaries. This strip had not been used during the past 20 years, and the local missionaries were surprised to see us. Before takeoff, all the people were herded together, and, after we could see the runway again, we departed.

Our return to Antsirebe, our home for the month, was threatened by cloud cover. By our calculations, we were within ten miles of our grass strip, but saw no possible holes to descend. Within five miles, the clouds parted, and the field was in sight. Another victory for heading and time!

There are many experiences to share in future hangar discussions, but the greatest thrill fo this trip to another world was this: I shared in closing the gap between the confining Third-World culture below and the freedom of the sky. Our earth shares one big, beautiful, blue sky.

## THE WASPs VISIT RUSSIA

by Mary Lou Neale

The headline of a recent Women Airforce Service Pilots' Newsletter stated, "SOVIET RUSSIA INVADED BY WASP." We 99s understand the wording, but it does sound aggressive of those old-girls of WW II. As one of them, I assure you, such was not the case. We were thrilled to receive the invitation to meet Soviet aerial heroines and were prepared to listen respectfully to their combat experiences. We also hoped to learn the status of women pilots today, having heard the rumor that there were no active combat pilots in Russia. We anticipated polite, restrained encounters. After all, Glasnost was new and women of our age had been long time Cold War habitues. We looked forward to hear tales of the brave young girls who had been **fighting** in the air when we young girls had only been **ferrying** the fighters and bombers.

Our tour leader, 99 Barbara Lazarsky, noted that we might be met by a representative of



Tamara Pamyetnikh, Soviet heroine, and Mary Lou Neale

the Soviet women. It was past midnight, May 7, 1990, when we touched down at Moscow's Sheremetyevo Airport and we were surprised and shocked to find a crowd waiting. Cameras flashed and klieg lights burned. A few young women were present as interpreters and a dozen middle-aged ladies, replendent in medals decorating black or white tunics, greeted

*"We looked forward to hear tales of the brave young girls who had been fighting in the air"*

us with bouquets of long-stemmed red tulips. We smiled, nodded, and accepted the flowers as we fished for pins, airplane photos, and mementos. I brought out the International 99 pins and they were an instant hit. Suddenly the proffered handshake became a hug and we were laughing and embracing one another. It was warm enough to melt the ice in the Moskva River in dead winter.

Our one accident occurred when Edna Bishop, 99 Life Member, tripped and broke her ankle. She bore her pain and difficulty with remarkable fortitude as she was treated and subsequently finished her tour with a wheelchair and crutches. Not once did she complain and Eddie demonstrated the caliber of what we like to think is that of all our members.



A Soviet pilot who flew P-39s and M.L. Neale, who ferried P-39s.

Our tour commenced on May 7th with a visit to the Moneno Museum of Aviation where we were greeted with a small army of bemedalled officers. It was not difficult to have rapport with the men, especially after introducing a picture of the Bell P-39 which we had ferried to Montana to deliver to Russian pilots. Several of them had flown them and the later P-63s. The Soviet women pilots were

*"It was warm enough to melt the ice in the Moskva River in dead winter"*

there also, so we became better acquainted with our hostesses. We met younger pilots whom we have made members of the International Ninety-Nines: Aeroflot's Natalyi Vinokurova and helicopter pilots, Galina Rastorguyeva and Ludmila Polyanskaya.

From the museum we went to Alexandrosky Gardens to place flowers on the Monument to the Mourning Mother. Busses

CONTINUED ON PAGE 20



# SECTION NEWS... *What's Happening in YOUR world?*



**Sheryl Jones**

ALCOR, Inc., manufacturer of exhaust gas temperature instruments and thermocouple probes for piston general aviation aircraft announces the addition of Sheryl C. Jones as director of marketing.

With many years of experience in the aviation industry in both sales and as a pilot, Jones started her aviation career with ALCOR, Inc. and went on to be regional marketing manager for NARCO Avionics and Bell Helicopter Textron. Jones holds both commercial multiengine airplane and rotorcraft certificates and is instrument rated. She is a member of The Ninety-Nines, AOPA, and is the Executive Director of The Whirly-Girls.

At Alcor, Jones' responsibilities will include overseeing communication with ALCOR's distribution network and aircraft manufacturers, the planning of trade shows, advertising, and customer service.

From the **Northwest Section** comes news of the **Montana Chapter's** airmarkings at Lewistown and Forsyth. The September meeting, held in Big Fork on beautiful Flathead Lake at the base of the picturesque Mission Mountains, was followed by a tour of the Varga Aircraft plant.

The Northwest's **Oregon Pines Chapter** celebrated their 10th anniversary with a dinner attended by charter members Lisa Buswell Dahl, Lorraine Gabel, Betty Griffith, Patience McArthur, Jane Roach, Mary Decanter, and Betty

Wittmer. Guest speaker for the evening was Paul Meyerhoff, the new administrator of the Oregon Aeronautics Division. The chapter participated in Salem Airport Day with the Salem Chapter of Oregon Pilots Association to give the public an opportunity to learn about aviation and the local airport. 99s provided airplane rides and the proceeds were donated to the local YWCA.

Ruth Thomas, (see below) Charter Member of the **Tennessee Chapter**, presented Jessie Woods with a plaque at the Southeast Section Meeting, Miami, FL. The plaque commemorated Jessie's many years of service to the Ninety-Nines. The Florida **Goldcoast Chapter** hosted the affair, celebrating its 50th Anniversary, having received the charter on January 19, 1940. Jessie Woods was the Governor on that date and she also granted the charters to the Carolinas Chapter on June 19, 1940 and to the Tennessee Chapter on August 9, 1940. cont. Page 11



*Ruth Thomas and Jessie Woods*

## NATALYI VINOKUROVA, AEROFLOT PILOT AND 99

Mary Lou Neale, 99 and WASP, Newhall, CA, has regaled us with details of the fruitful visit of the WASP with Soviet and Finnish pilots. In our last issue, *Ninety-Nine News*, we published Mary Lou's photograph of Orvokki Kuortti and the WASP who visited with her in Finland. Thanks to Mary Lou and other WASP, membership in the Ninety-Nines has been extended to women pilots who may not otherwise have joined our organization. We are delighted to introduce a charming new member, Natalyi Vinokurova, an Aeroflot pilot from Magadan on the eastern border of the USSR.

*Natalyi learned to fly in a Yak-18 at age 18.*

Mary Lou saw to it that Natalyi has been enrolled as a 99 Member, Alaska Chapter. She wrote, "Natalyi's qualifications are impressive. She was about 18 years old when she started flying in one of the *airsportsclubs* of the Soviet Union. Her plane was the Yak-18, a trainer which was also used as an air taxi by Aeroflot in the early '70s.

"Natalyi was selected to

be one of 40 women from various sportsclubs to be included in the first experimental group for advanced training on the Antonov-2 in the civilian flying school in Kremenchug. The AN-2, a single-engine biplane built in large numbers in the '40s,



*Natalyi Vinokurova and Mary Lou Neale*

was uniquely the only biplane designed and built after WW II. Powered by a 1,000 hp Ash-621R air cooled, 9-cylinder radial engine, the AN-2 had a non-retractable tailwheel and undercarriage and could be equipped with floats or skis. Used extensively for agricultural purposes, it carried 14 passengers or 1,240 pounds of cargo. Natalyi logged 5,000 hours on the AN-2 which had a range of 455 miles, a

ceiling of 14,763 feet, and a speed of 118 mph.

"In 1982, she graduated to the AN-24, a twin propeller-turbine transport for 40 passengers. Designed in 1957, the AN-24 boasted horsepower of 2,100 to 2,820 with two Ivchenko AI-24 airscrew turbine engines. Interestingly, this aircraft carried an auxiliary turbojet in the starboard engine nacelle in order to restore performance in case of engine failure. Natalyi logged 2800 hours and became a captain on the AN-24 which had a speed of 279-310 mph, a ceiling of 29,527 feet, and a range of 350 miles.

*The TU-154 has 3 engines and 20,943 pounds of thrust.*

From the AN-24, Natalyi was sent to Ulyanovsk Center Civil Aviation School of the Council for Mutual Economic Assistance (CMEA) and training in the TU-154. Currently flying this aircraft, Natalyi has logged 600 hours. The TU-154 is a low wing monoplane with a swept-back wing, a high-mounted tailplane, and three rear-mounted turbofans of 20,943 pounds of

continued on Page 12



**Members of the Indiana Dunes Chapter, North Central Section,** assisted at the Hoosier Hoopla, Third Annual Airshow. Diana Austin and Donna Stevens spent hours in planning the show and they were assisted by Joy Black, T.J. Shaum, Cilla Meacham, Dee Bohman, Linda Mattingly, and Sandy Smythe.

Sue Siporin, **Greater Detroit Chapter,** has been working with the "Catch a Rainbow" program, flying children to camp in her Seneca II.

Nancy Warren, **Indiana Chapter,** gave rides and recruited potential pilots at Aviation Awareness Day at the airport, Columbus, Indiana.

Mary Frances Foley, Colonel USAFR (Ret.) and a member of the **Aux Plaines Chapter of the North Central Section,** was presented with an Airborne Medallion in recognition of her contributions to military personnel in flight and to honor the women who have served in the military, past and present. The presentation was made in the International Women's Air and Space Museum, Centerville, OH, by three retired US Army generals: former U.S. Army Chief of Staff, General William C. Westmoreland; Lt. General William P. Yarborough, and Brig. General Wm. T. Ryder. Mary's work with the Air Force has been published in the *Journal of Aviation, Space and Environmental Medicine*. It involved testing equipment to determine its function in zero gravity conditions.

This past summer, the Historical Society of West Salem, Wisconsin, honored a past graduate of West Salem High School, Edna

Gardner Whyte, former president of the International Ninety-Nines. The **Wisconsin Chapter** has renamed an existing award, "The Edna Gardner Whyte Award," a cash presentation to the Wisconsin Chapter member who achieves a further rating.

Dorothea Hendricks, **Indiana Chapter,** was inducted at the International Forest of Friendship. Dorothea has been an active member of the Ninety-Nines for nearly 50 years. Indiana members in attendance at the Forest of Friendship ceremony were: Betty DeBaun, Mary Rutherford, Anne Black, Tannie Schlundt, Dorothy Smith, Barbara Simmons, and Lois Hawley.

Members of the Indiana Chapter painted a 70-foot compass rose at the Marion, Indiana airport. They later returned to paint Marion's CTAF in bright chrome yellow paint.

**North Central Section's Lake Erie Chapter member,** Pat Stark was honored in the Forest of Friendship. She is shown below flanked by Fay Gillis Wells, left, and Joe Carrigan.



Dorothy Niekamp, **Indiana Chapter,** has compiled a supplement to update *Women and Flight, 1910-1978: An Annotated Bibliography*. The update, *Women and Flight, 1978-1989*, was made possible by Dorothy's second Amelia Earhart Research Scholarship.

Despite rain all around, the **Central New York chapter of New York-New Jersey Section** had a successful pancake breakfast July 1 at Kamp Airport. Highlight of the day was Gary Bettig's Stearman. With member Heather Bettig cheering on, he gave rides to the cooks.

**Delaware chapter of the Middle East Section** reported that its Dover AFB Tour was a great success. The tour included a walk through the impressive C5. There are 110 C5s in use and 35 of them are stationed at Dover Air Force Base. (Ed. Note: Some of the loved ones of 99s are currently flying the behemoths between the U.S. and the Middle East with Operation Desert Shield. We hope that all crewmembers remain safe and that hostilities are quickly settled with no further loss of life.) The Delaware Chapter members also visited the restoration and historical areas. The tour group split with some visiting the control tower and others the radar facility.

**Florida Goldcoast chapter** held a fly-in at the home of Barbara Silcox on Marathon Key. Barbara's home is an absolute paradise on a very private piece of property which is surrounded on three sides by the Gulf of Mexico. A heated pool, spa and private snorkeling reef were all enjoyed by the attendees who also shared a buffet lunch. The weather was hot, sunny and perfect for flying.

Jean Fowler, Plainville, Michigan spoke at a meeting of the **Indiana Dunes chapter**. Jean is an artist, teacher, and pilot who entered a "Red Baron" oil in the EAA art show. Jean's paintings were recently on display at the Three Rivers, Michigan Carnegie

cont. next page

## CALENDAR

### 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

### MARCH 1991

#### 11, 12 Bloomington, MN Thunderbird Hotel

The Minnesota Dept. of Transportation Office of Aeronautics and FAA will hold the 1991 MN Aviation Maintenance Technicians Conference. The seminar is intended for licensed mechanics, students, repairmen, aircraft refueling technicians, and interested pilots. Contact Donald Goserud, Office of Aeronautics, 612-296-7285.

#### 15-16 Mesa, AZ Falcon Field Muni Airport

The 8th Annual Shamrock Air Derby, a cross country speed race. With trophies, cash prizes, and an awards banquet. Sponsored by the Arizona Sundance 99s, contact Pat Moreland, 5136 E. Evergreen, Unit 1136, Mesa, AZ 85205 or call 602-641-9423 or Marge Thayer at 602-832-1492.

#### 21-23 St. Louis, MO Clarion Hotel

"Images of Women in Aviation"

### APRIL 1991

#### 4-7 NCASE

#### 12-14 North Central Section

#### 26-28 Middle East Section

#### 28-30 Bloomington, MN Hotel Sofitel

The 5th Annual International Airport Maintenance and Management Symposium. An opportunity to hear and see the latest technology on airport pavement, maintenance management. Contact Dennis Taylor, National Assoc. of State Aviation Officials, Mn/DOT Office of Aeronautics, 301-495-2848.

### MAY 1991

#### 15 El Paso, TX Airport Hilton Hotel

LORAN-C User's Forum. Practical advice, technical sessions. Held to celebrate the closure of the mid-continent gap and beginning of public-use LORAN-C non-precision approaches. Special hotel rates. Exhibits, Information and Service packets: Michelle B. Ingram, AND-30, MLS/LORAN/GPS Program, FAA, 800 Independence Ave. SW, Washington, DC 20591. Telephone (202) 267-7586.

## Natalyi Vinokurova, cont. from P. 10

*Natalyi, a valued new member, Alaska Chapter, Aeroflot pilot.*



thrust. The TU-154 has a span of 123 feet; a length of 157 feet; an empty weight of nearly 100 thousand pounds, and a capability to carry 173,000 pounds. The speed is 559 mph for a range of 1,537 miles. Natalyi presently pilots the craft on the Murmansk to Anchorage run."

Welcome to the Ninety-Nines, Natalyi.

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*In the Cockpit of the TU-154*

## SECTION NEWS, continued

Center for the Arts.

Leann Anthony and Cathy Hagans, **Indiana Chapter**, attended the FAA User Forum held in Indianapolis and Betty and Curt DeBaun spent a weekend with the Aeronca Club National Association in Middletown, Ohio. Although weather prevented Sue Sears and Diane Kail of the Indiana chapter from flying in their first Illi-Nines Air Race they enjoyed receiving tips from veterans such as Margaret Ringenberg.

Continued Page 14



**NEW HORIZONS****GINI S. RICHARDSON**

Jill Richardson Brown of Puyallup, WA, said of her mother, "She was a very intelligent, vibrant, outgoing lady. She definitely had a will to live. She was out at the airport as recently as six weeks before her death." Gini, an internationally acclaimed aviatrix and co-owner of an air cargo service in Yakima, WA, died on October 6 after losing her battle with cancer.

Gini's love affair with flying took her from her stint as a transport pilot ferrying soldiers and equipment during WW II to the numerous air races for which she was well known. She was victorious in the 1971 Powder Puff Derby and her daughter remembers that as one of her mother's proudest achievements. She won the race from Calgary, Alberta to Baton Rouge, LA in a C-210 which she named, "Flying Gini," and which bore the familiar Virginia Slims logo, "You've come a long way, baby."

Born in Mineral Wells, TX, she started flying at age 14. She joined the WAFS, the Women's Auxiliary Ferry Command, at the start of WW II and became a flight instructor at the end of the conflict. She operated a school in Henderson, KY, became the 5th woman pilot in the U.S. to obtain the transport rating, and later moved to Washington where she met and married Ralph Richardson, becoming his business partner as well. In Yakima, she operated the only airline transport pilot's school in the Pacific Northwest and she attained the rank of lieutenant colonel in the Civil Air Patrol.

Gini's air racing career began in the early 1950s. She was 7 and a half months pregnant with her only child, Jill, when she finished third in the Transcontinental Air Race of 1956. President Lyndon B. Johnson appointed her a member of the Women's Advisory Commission on Aviation and she served on that board for six years. She also was the president of the Women Airline Pilots Association and a Governor of the Northwest Section of the Ninety-Nines.

Gini obtained a law degree at Western State University, Fullerton, CA. She purchased a flying school in California which she operated for a decade while continuing to operate the Yakima business. She is survived by her husband and daughter, her sister, son-in-law, and three nieces. Our heartfelt wishes to all whose lives were touched by Gini. (See Page 16 for a photograph and information about a Memorial Scholarship Fund in Gini's honor.)

**JACKIE HUGHES PETTY** submitted by Glenn Buffington

Jackie Petty, WASP and Life Member of the Ninety-Nines' Santa Clara Valley Chapter, lost her battle to cancer on August 19.

Nancy Rodgers, her racing partner, wrote, "She was able to keep going pretty much up to the end. I was sworn to secrecy on how very sick she was and she faked it beautifully. My girls and I will surely miss her for she was such a part of our lives, but I'm thankful she had this extra ten months after her serious surgery.

Daughter, Cathy orchestrated a lovely memorial service for Jackie with slides of her life. We had planned on going to the WASP reunion in Seattle on August 29. I did go and took a video tape of the slides for her classmates."

**EVA ANDERSON WHITE**

Eva Anderson White, an active member of the Chicago Area Chapter for 35 years, died September 26 at the age of 75. Eva was the Chicago Area Ninety-Nines' 1990 honoree for the Forest of Friendship. A flying enthusiast, Eva earned her private pilot's license in 1953. She and her 49 1/2, Harold, lived in Aero Estates, a residential air park. Members of the Chicago Area Chapter have fond memories of Eva. She, along with her co-hostess and sister-in-law, Dorothy White, also a 99, hosted the chapter's August meeting at her home for over 15 years. Eva was co-publisher of Sun Publications

continued on Page 15

**SECTION NEWS, continued**

In September, Indiana Chapter held an Airport Awareness Day. Cathy Hagans was instrumental in the setup. Esther Wyandt gave several rides in her Archer. Leann Anthony worked in the food hut and Nancy Warren represented the 99s, appealing to female pilots to join the organization.

**Michigan Chapter** member, Nancy Brandon, is recovering from a car accident. We wish her well and extend congratulations to Lynn Jeffery on the birth of her daughter, Olivia. After having addressed their meeting, Babe Ruth was invited to join the Optimist Club—the only woman member of the Miller Road Club.

St. Paul Downtown Airport celebrated the Air Traffic Fair and **Minnesota 99s** displayed their promotional video at their booth. Minnesota's Elaine Morrow graduated from Carlson School of Management with a BSB.

Carol Zellen and Diane Cozzi, members of the **Chicago Area chapter**, taped an interview about The Ninety-Nines for a half hour cable TV show. Chicago Chapter members also assisted the Glenview Navy Flying Club in transporting 15 Navy dependents to Oshkosh for a day. Planes were provided and piloted by Sharon Schorsch, Marjorie Sundmacher, 49 1/2s Mark Muehlhausen and Rock Rockcastle, and friend George Evanson. In addition two places from Navy Glenview were piloted by Ed Louis and Kirby Baer.

In September, the **Chicago Area Chapter** met at The Landings Condominium Airport in Huntley, IL for a meeting and the Chapter Air Meet. Members are shown in the accompanying photograph. The winner of 1st Place was Mary

Krautkramer with co-pilot, Art Lyle. 2nd place went to Sharon Ann Schorsch with co-pilot, Gail Lapook, and 3rd Place went to Cynthia Madsen and 49 1/2, Ralph. The Traveling Novice Trophy Award went to rookie pilot, Rosemary LoGiudice, and to Kathy Tyler. Sharon Ann Schorsch proved that you can win the Spot Landing Contest with a C-206 amphibian. The 2nd place Spot Landing went to 49 1/2 Joe Krautkramer, and 3rd place to 49 1/2 Ralph Madsen. Committee Chair, Ellen Herring, thanked committee members: 49 1/2 Chuck Herring, Ruth and Bob Frantz, Rita Adams, Loretta Sincora, Ellen O'Hara, and Mary Panczyszyn. During lunch, Marion Jayne gave an account of her adventurous trip in the Vintage Air Rally that took her around the world. Marion was honored with a cake—she is moving to Texas. Chicago's Gail LaPook will use her AE scholarship to work toward her multi-engine ATR.

**Four North Central Section 99s:** Rita Adams and Joan Kerwin, Chicago Area: Ann Black, Indiana: and T.J. Shaum, Indiana Dunes, were excited to hear the captain of a United flight mention the 99s over the PA system as they flew to the International Convention. A flight attendant, also a Private Pilot, was encouraged to join the 99s. She was so impressed that she had her father, an avid pilot and EAA attendee, stop by the friendship tent to say, "Hello," to Rita Adams.

Gail Allinson, **Chicago Area Chapter**, participated in the Glenview Naval Air Station Composite Squadron, CAP Cadet Glider Fly Out at Hinkley, IL. Gail and another pilot worked with 6 cadets and 6 senior members who had their

first glider flights. Beverly Blietz was responsible for a successful Poker Run sponsored by the Chicago Area Chapter. Winners were Al Chafetz, Cynthia Madsen, Pat Covek, and Conna Webster, first through fourth respectively.

Three airplanes managed to get through marginal weather for **Chicago Area's** Door County, WI, fly-in. Mary Lou and Ted Mueller greeted everyone and provided ground transportation. Others enjoying the shopping, sailing, and fishboil were Ruth and Rock Rockcastle and friends, Barbara and George Evanson; Gail LaPook, Ti Flentge and friend, Jeff, and Sharon and Frank Schorsch. Ruth and Rock also flew to the Aviation Expo in Ida Grove, IA. The large-scale R/C Aircraft Show was accompanied by a full scale airshow including the Bud Light Air Force, the fantastic four biplane Holiday Inn team, Leo Loudenslager and the Fabulous Waco Mystery Ship.

Chicago's Beverlee Greenhill's 49 1/2 Chuck became a CFI in their Lake amphibian. Sue Nealy returned from the Vintage Air Rally which took her around the world and Pat Thomas is now towing banners. She flew up and down Lake Michigan over the "Taste of Chicago" event.

Rita Adams and Diane Cozzi, Chicago Area Chapter members, attended the first annual picnic of the **new Illiana Cardinals Chapter of the 99s**. Madeline Monaco and Sharon Ann Schorsch represented the Chicago Area Chapter at the annual meeting with the Illinois DOT and FAA to plan next year's safety seminars.

**The Collin County Chapter of the South Central Section** held its first anniversary and installation of



**NEW HORIZONS**, continued from Page 13

and worked daily at everything from setting type to selling ads. She was a warm and gracious lady. Eva will be missed.

**MARILYN SCHAEFER**

Wisconsin Chapter's Marilyn Shaefer was killed with her husband, Donald, in an automobile accident on May 3. She is in our thoughts. Our condolences to her family and friends.

**HERBERT FISHER**

Herbert Fisher, a close friend of members of the Indiana Chapter, passed away recently. He was 81. Mr. Fisher was one of several persons who chose the site of the Indianapolis International Airport.

**MARY WEDEL**

The Aux Plaines Chapter, North Central Section and all 99s have suffered a great loss with the passing of Mary Wedel in April. On May 19 her family and many friends celebrated her life at a gathering at the home of Johanne Noll. Mary was her chapter's nominee for the 1989 Governor's Service Award and richly deserved the nomination. She was a most gracious lady whose greatest interests in life, in addition to her family, were aviation and work with gems and jewelry. As a gemologist, Mary was responsible for several fund-raising items for her chapter. She served as Chairman of the chapter, chapter board member, Chairman of the 49 1/2 Committee and of the Nominating Committee. During her time as 66 Chairman, her chapter won the North Central Section 66 award. She served 6 years on the Board of the Illi-Nines Air Race, co-sponsored by Aux Plaines, Central Illinois, and the Chicago Area Chapters. She also worked on impounding and hospitality at these races. She will be sorely missed.

**CARL WEDEL**

Carl Wedel, an Aux Plaines Chapter 49 1/2, joined his wife, Mary, in new horizons on September 3. Carl's whole life revolved around aviation, having retired a short time ago after a long career as Captain with United Airlines. After retirement, Carl taught ground school at Midway Airport in Chicago. The Aux Plaines Chapter members valued him greatly as a friend and mentor. He backed Mary in all her 99 activities and assisted for several years at the Illi-Nines Air Race. The official photographer for the race for several years, Carl also assisted with impounding and hospitality. Mary and Carl were unable to attend the race this past year and were greatly missed. Carl was deeply interested in research regarding the disappearance of Amelia Earhart and kept the 99s informed on new discoveries and theories. Mary and Carl leave a grown son and daughter, Eric and Valerie, who have indeed suffered a profound loss.

**EVELYN TRAMMELL**

Evelyn Trammell of Atlanta, a retired businesswoman and an Army veteran of WW II, died in August at the age of 75. A retired owner of Pyron and Garrow Parts Depot Inc., an outboard motor parts and accessories distribution firm, Evelyn was a WASP. In 1943 and 1944, she ferried single- and multi-engine aircraft from aircraft manufacturing plants to embarkation points around the United States. When the WASP disbanded in December of 1944, Evelyn resigned from the AAF as a first lieutenant.

Named Atlanta, GA's Woman of the Year in Business in 1963, she was vice president and secretary of her company. She was a 99, a member of the Northside Pilot Club, the Metropolitan Marine Trade Assoc., the Atlanta Power Squadron Auxiliary, the Northside Business Assoc., the U.S. Coast Guard Auxiliary, and the U.S. Air Force Reserve.

**Gini Richardson 1921-1990**

A Memorial Scholarship Fund in honor of Gini Richardson has been started by her daughter, Jill Richardson Brown.

Contributions may be mailed to: P.O. Box 192, Maple Valley, WA 98038, Telephone 206-432-5040 or deposited to US Bank Account # 2090-985074.

*Margaret Callaway (left) and the late Gini Richardson at Marshalltown, IA during the 1989 Air Race Classic.*

Photo submitted by Glenn Buffington

**SECTION NEWS**

officers in July. The chapter started with four 99s at the beginning of 1989 and now numbers 27. The chapter reports that it has held numerous fly-ins, a poker run, a spot landing contest, air life line flights, and two safety seminars.

**Austin Chapter** members Edna Rankin, Judy Reinhart, and Carol Heiser attended an information day for the "Come Fly With Me" program by the Texas Department of Aviation.

The vice chairman, Lisa Asplin, of **Mt. Tahoma Chapter of the Northwest Section** showed slides of a trip she made to Canada and Alaska and hoped to educate members on the importance of planning ahead for "foreign" travel by airplane. The information included weather, proper charts, required survival gear, proof of citizenship, firearms restriction, fuel reserve required, and the importance of carrying your pilot license and the aircraft logbooks.

**Montana** has plans underway for the section meeting to be held there next year. The chapter will also be one of the organizations hosting the 1992 Montana Aviation Conference in Bozeman.

**Wyoming Chapter** held a meeting at Gillette in conjunction with the Wyoming Centennial Air Show. The chapter was invited to participate in the Cheyenne Airport Open House in September.

**Minnesota Chapter** Chairman, Deb Sorenson, hosted a planning meeting for her chapter. The combined Minnesota and Wisconsin picnic at Chetek, WI, was attended by Minnesotans, Deb Sorenson and Shirley Christenson. In September, marginal weather kept the attendance at the joint meeting of the Wisconsin and Minnesota Chapters to a minimum. Only Wisconsin 99, Pat Kelly, and 49 1/2 Paul, were able to make the flight north to Sky Harbor Airport in Duluth. Other Wisconsin 99s gathered at Prairie Du Chien, WI for a day of flying, eating, and talking aviation.

Rain limited the visibility across the lake, but Adele Binsfield's waterfront home was a lovely setting for a meeting of the **Michigan Chapter**. Assisting Adele were Claire Ojala, Leah Higgins, and Nancy Walters.

**Greater Detroit Chapter** delegates to the International Convention were Shirley Nelson,

Sandy Thomas, Gini Sutherland, and Nancy Hecksel, the Chief Teller for the meeting. Greater Detroit's Dorothy Gillis piloted her L-19-A Grasshopper during the airshow at Oshkosh and the chapter held a meeting at Oakland-Pontiac Airport where they set up a booth to encourage pilots to join the Ninety-Nines. ATC workers joined 99s for a potluck at Gini Sutherland's hangar.

Joy Black of the **Indiana Dunes Chapter** has logged .3 hours in a Junkers 52, a WW II German trimotor craft with a 97-foot wing span. Joy was a crewmember for the round-trip flight from Gary, IN to Offutt AFB in Omaha, NE.

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Letters to the Editor are solicited. Send your comments and constructive criticism to Ann Cooper, 131 Hillside Avenue, Berkeley Heights, NJ 07922. I'd like to hear from you. Let your Section Reporter hear from you, too. This is YOUR magazine. Ed.



## ARABIAN SECTION 99s JOURNEY TO THE CAPE OF GOOD HOPE

*"The most fun was meeting 99s along the way.*

*-by Patsy Knox and Nancy Taylor*

Patsy Knox, governor, Arabian Section and Nancy Taylor, treasurer, set out on their annual vacations with one special mission in mind: to see as many 99s as possible along the way. (One of Gene Nora Jessen's requests as we organized our section, "Communicate with 99s.")

As we made our way across the King Fahd Causeway from Saudi Arabia to Bahrain, the excitement of meeting our first 99 filled our hearts. We could not believe a woman would come out at midnight (after just running 18 km) to meet two total strangers. But Yvonne Trueman did just that! Yvonne showed us the *Guide to European Airports*, which she had authored and her New York Marathon Medal, that Patsy got to wear for a few minutes. We showed her mementos and pictures of our recent charter presentation. Luckily we had with us "Sixty and Counting," which she very much needed in order to write an article for Gulf Air about women in aviation.

Yvonne's energy and enthusiasm put us to shame. Her next adventure before running the London Marathon was arranging the "automotive gas" and welcome for the 35 World Vintage (pre-1950)

Air Rally competitors due in Bahrain the next week. She admitted she had become a real running and aviation bore. Agreeing, we asked if she would speak at a future section meeting.

After a couple days' rest in Mauritius, it was on to South Africa. How do you meet a stranger at a big, international airport without advertising the celebrity to the whole world? For Amalia Von-Maltitz, Africa South Section, it was quite simple: a big "99" sign. We soon heard that communication and organization are her specialties. As others said, "How were we so lucky to have written Amalia? She knows how to get things done." For Patsy, Amalia was a godsend. Her fourth week in Africa had a lot of loose ends. Amalia's comment over the phone had been, "I'm sure everything is going to work out just fine." Within a few minutes after meeting Amalia, Brigitte Cross appeared from nowhere. Brigitte owns a charter business, flying her own Baron and Bonanza with the help of the bank and a young, handsome, extremely conscientious Norwegian pilot. Later you'll hear what fun and excitement Amalia and Brigitte planned for Patsy.

The next day was a new flying experience for us both — ballooning! Unfortunately with a group of 36 we were assigned to different

balloons, both of us thinking we had the best experience. What a gorgeous morning as we floated from the lakeside over the mountain ridge. Those Africans don't wait even until breakfast for the champagne — midair out came the pink-stemmed glasses. All those scary balloon tales were soon forgotten as we touched like a feather back to earth. Lesson to be learned: no need on cold, frosty mornings for warmup suit and flannel-lined, hooded jacket. Balloons have their own built-in heater. Marge Burgess, professional balloonist, made a special mention of 99s as she presented the certificates and balloon pins.

Fax machines are wonderful, especially when you are thousands of miles from each other and telephones disconnect and don't seem to work and time is short. It was no problem. Ann White, Durban, South Africa, sent her fax: "weather tropical and warm; sorry don't know much about diamonds; let me know your plans." After frantically trying for a week to fax and telephone Ann, the fax finally went through. Immediate reply: "You, Nancy and Bob, and Brigitte (66) and Bill Teel are invited to a barbecue at my house."

The South Africans really know how to entertain — do they ever! You are made to feel like a long lost friend. Ann White's braai (African style barbecue) was delicious — a mixed grill with all the trimmings and mouth-watering, homemade delicacies, such as melk tart, for dessert. We were joined by some of Ann's distinguished aviation friends, several of whom were flying in their Bonanza the next day to Malawi, a country that is a must on our

***Patsy Knox, R,  
and Nancy Taylor  
flank Jeannette  
Fraser-Jones, L,  
and Amalia Von-  
Maltitz, of the  
Africa South  
Section***



## Arabian Section 99s, continued

travel list. Ann was a bit sad about her future aviation plans, thinking she needed to tighten her belt for retirement. She remembered her active flying and 99 days, especially winning an Amelia Earhart Scholarship. As we left, Ann said, "Your coming has made my year!" Her generous hospitality and the enthusiasm of her guests, especially a new young pilot and future 99, had warmed our hearts.

As we continued on along the beautiful Garden Route, the mountains of east and west Africa met in Cape Province. What an impressive sight! Those who survived the shipwrecks of the Cape are a special breed and so is Libby Stark, whom Yvonne Trueman had said we must call. Finally locating her father, he said, "She's around. she just returned from Laos (or did he say Lagos?)" Either one sounded pretty adventurous to us. Not only had Libby been doing aerial surveying for oil in Laos, but she had also done the same near the Arctic Circle. She hoped to go back to Laos.

She mentioned that she found it easier to get a job if she advertised as a navigator rather than as a pilot. However, she always ended up flying.

True to form, more terrific South African hospitality. Libby picked us up in her VW to take us to what we thought was the local seafood place around the corner. After driving half an hour along the mountainous coastal road, we arrived at Chapman's Bay and the best seafood we had in all of South Africa: kingklip, prawns, mussels, calamari, and crayfish.

As the doors of the Blue Train began to close, Libby frantically appeared to say goodbye. Clutched in her hand was a beautiful book on Capetown in appreciation of our visit.

Back in Johannesburg, Patsy didn't miss any opportunity to go flying. After touring the Gold Reef City gold mine, Patsy hopped the nearby Bell Jet Ranger for a quick ride over Soweto to see Mandela's new home. Later at Sun City we both had the thrill of parasailing. Those lucky hanglider pilots, free as birds.



*Libby Stark, R, sees Patsy Knox, L. and Jasmine MacKee off from Cape Town to Johannesburg.*

Later Amalia whisked us off in her VW to meet another adventurous 99. Jeannette Fraser-Jones is famous for ferrying Bonanzas across the Atlantic — a very gutsy pilot. Jeannette and 49 1/2 Ian shared the prizewinning wine from their Cape vineyards, as well as wild tales about car racing and game safaris. Jeannette surprised us with a lovely mauve and blue ceramic dish with the 99 emblem that had been created as a past fundraiser.

Our last night together Amalia treated us to a delicious African

dinner at her favorite restaurant. Beforehand we visited Amalia's most unusual home, formerly the stable of her family's lovely turn-of-the-century estate. Here, too, she has her sculpture studio. Her work will be featured at a one-man exhibit at the University this fall. Amalia's sculptures are almost as big as she is and have just as much class. She is managing to support herself and her commercial flight lessons with this interesting work, but I'm sure she could use some help.

The last week we went our separate ways. We were sorry not to be able to visit with the 99s in Harare. Our few hours there were spent sleeping.

Patsy had her exciting trip with Brigitte to Victoria Falls. We both loved flying over the falls. That is the only way to go!

There is nothing to compare with seeing Africa in light aircraft — checking the runways (usually grass or dirt) for impala or natives darting across, going through immigration under the nearest tree, filling out handwritten forms, and placing thickets around the planes to keep the hyenas from eating them. They fly in formation to assure safe arrival since runways are difficult to spot from the air and may be only swamps in some seasons. Brigitte and 49 1/2 James are excellent pilots: full loads, short dirt or grass runways, and the midday heat caused them no problems.

The heartbeat of Africa seems to depend on aircraft. After two weeks of hearing the roar of the lions at daybreak, the owner of our tented camp in Savuti, Botswana, leaped to the sky to



**Arabian Section 99s, continued**

find them. Soon messages of lion sightings fell from the sky. "Lions on the elevated island near Gardenia." Next, "Follow me and my light." Soon we spotted a herd of 17, quietly sleeping in the early morning sun.

With a fast turnaround Patsy was off to see Lindsay Glaum in Swaziland. No way could she miss Lindsay, trimly dressed in a 99 t-shirt and pin with blue scarf and earrings, waiting with more ideas of things to do than Patsy had time or energy. Regretting to miss the flying and horseback riding, Patsy opted to learn about life managing a sugar plantation, a riding academy, and a flying school. 49 1/2 John told about the students' humor by sincerely reporting, "Entering downwind at Lindsay's airport." She has a rather international following of students with various expatriates coming to work in Swaziland.

***"After two weeks of hearing the roaring of lions at daybreak"***

As per South Africa, the fatted calf was killed and served with the very best wine, Night Harvest, made of grapes picked at their peak during the night. We

reminisced over the old 99 newsletters that Lindsay so ably edited for three years, keeping the interest of a scattered section alive. Later came a great night's sleep in my very own rondavel.

The next day Lindsay and Patsy were off to the nearby, densely forested black rhino game reserve, Mkhaya, for the

***"The 99s of South Africa all seem to have the pioneering spirit"***

most unique and exciting safari of all. Earthen floor tents, meals from open fires and very attractive stone privies enclosed on only three sides ensured our keeping in touch with nature at all times. The rhino overdid themselves scaring us to death. We ventured from the land rover for better pictures but soon observed that the rhinos were just as curious about us and were slowly coming toward the land rover. First we hid behind the landrover; then we jumped back into it. With every nudge of the rhino's horn on the side of the rover, it felt as though one more lunge would gouge right through it. Only inches from the menacing horn, we did not dare to move even for a photo. The

unconcerned guide, disgusted that his vehicle was slowly being destroyed, pounded on the side of the land rover, much to our horror. The rhino snorted, backed up, stomped his feet... Well, we are still alive today! Lindsay and Patsy agreed that Mkhaya would be a great 99 meeting place. The owner has already asked Lindsay to perform an aerial (undisturbing to the animals) survey for an airport.

The 99s of South Africa all seem to have the pioneering spirit with which the 99s was founded. We were sorry to learn that our organization has lost touch with many past international members. Any extra effort or correspondence to communicate with those members outside of the U.S. would be time well spent. Perhaps even an international convention outside North America every few years would be a possibility. Many thanks to The Ninety-Nines of South Africa for opening their homes and their hearts to us.

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Ann White, 4th from left, Africa South Section, entertains with a BRAAI, an African-style barbecue.



Lindsay Glaum  
Swaziland, South Africa

**WASPs in Russia**, cont. P. 8 took us to Star City, the space center. A short time ago, this visit would not have been permitted. Even with advanced special permission, this landmark breaking of the red tape kept us outside the gates for a half hour. We were treated to a tour and briefing by an eloquent and handsome astronaut and, on departure, we placed flowers on the large monument to Yuri Gagarin under the eyes of the serious young honor guards.

***The Soviet  
"Night Witches"  
were the women  
combat pilots***

A gala party was the highlight of our meeting with the Soviet women pilots. Hosted by the People-to-People Ambassador Program organization of the U.S., the tables were deliciously laden, the lively Russian orchestra was enhanced with a husky-throated female folksinger, and, most importantly, there were 14 heroines that we had come to see. Most of us had read Bruce Myles' *Night Witches* and knew many of their names. "Night Witches" was a term coined by the harassed German foot soldiers who were kept awake by the nightly raids of a female regiment flying PO-2s—a 30's Stearman look-alike. Not all of the female WWII pilots were in this 588th Night Bomber regiment. Women also 'manned' the 586th Fighter and

587th Bomber regiments. There had also been a few outstanding pilots who were assigned to men's regiments like the famed Lily Litvak and Katya Budonova, both of whom were better than double aces and both were killed during the war.

Statuesque Eugenia Jigulenko, who flew an incredible 968 missions, was the Master of Ceremonies. The Soviets made speeches and some of us made speeches, but the real task for the few interpreters was in trying to keep up

Surachevskaya were on fighter patrol when they spotted 42 German Junkers 88s and Dornier bombers. They attacked and shot down two apiece before they were put out of action. Luckily, both survived. Tamara broke her arm after having bailed out of her damaged and burning aircraft at less than 500 feet. When introduced, we conversed largely in sign language. I gave her a 99 pin and a P-38 pin and she presented me with a replica of her Hero-of-the-Soviet Union medal. When



*Soviet women pilots of the great patriotic war*

with the demands for translations within small informal groups. I made a firm commitment to friendship with Antonina Bondareva and Tamara Pamyetnykh. Antonina, a beautiful woman, was at one time the Commander of the 587th Bomber Regiment and flew the PE-2. Tamara was a famous fighter pilot—one of the few who managed to live through the war.

One highly publicized story is that Tamara and Raya

the Russian gypsy music broke out, we all took part in energetic dancing. There is no way to decline when a Russian lady grabs both of your hands and pulls you to the dance floor. And why would anyone want to miss such fun? It was a terrific evening—the glow still lasts.

On May 8th we visited the Moscow Aviation Academy and were enchanted to be greeted by costumed children who presented us with red flowers. The beautiful youngsters were from a prestigious



school of dance and performed for us after the pre-Victory Day speeches. We saw the scale model of the helicopter in which Galina Rastorguyeva and Ludmila Plyanskaya had

*"Tamara was a famous fighter pilot, one of the few who managed to live through the War."*

set their records.

After an interesting evening at the Bob Hope Show on the grounds of the American Embassy, we awoke to a crisp and sunny Victory Day, May 9th. Nothing in the entire trip could match the excitement of the parade in Red Square. Anticipation increased to a fervor when Gorbachev and his staff entered the reviewing box across from our stands. Military units of about 500 men and their bands, representing each branch of the service, snapped to attention. The only sound was that of the hundreds of posted Soviet flags snapping in the strong wind like a continuous ap-

Two generals, standing in open limousines, sped past each unit and, as they passed, a mighty roar of unit identification arose from the troops. Military branches passed in review—the men and women veterans of "The Great Patriotic War" in their 1940's uniforms. The crowd's emotion was contagious and, dewy-eyed, we yelled and clapped as loudly as those around us. Units of the Army, Navy, and Marines followed

with perfect discipline of line, precision marching with a snappy modified goosestep in tempo with music from the large band corps. The mechanized forces passed: the light artillery weapons, troop carriers, and missile-launchers; then the light, medium, and heavy tanks. The latter actually roared by at seemingly break-neck speed to race down either side of St. Basil's and disappear from sight. Spectators gasped in awe. The prevailing mood was of pride—a tribute to the heroes of the past and testimony that Russian courage will never die. WWII was the "War of Liberation" to those overrun by the Nazi machine. We found this profound patriotism everywhere.

At the parade's end, we met

*"One crusty General made the mistake of announcing that women's place was in the home."*

Nadezhda Popoya, the most famous of the "Night Witches" who, with WASP Marge Nicol, had instigated our visit to Russia.

Because of the death of her husband, also a Hero-of-the-Soviet Union, she had been unable to attend the party. Nadia, as she is often called, flew 720 night sorties in the war and is presently a member of the Assembly. She was most gracious and it was a privilege to talk with her.

In Kiev, there were fewer but no less enthusiastic Soviet women pilots. Valentina Nemikuschiya, Voorgeniki Normakova, and Marina Dolina spoke to us and signed our *Night Witches* books. An amusing experience occurred at the Antonov Design Factory. We were ushered into a small auditorium. On stage sat 8 staff members who were obviously expecting male American pilots from WWII. They went ahead, rather stiffly, with the presentation of war stories and factory history. As the meeting was opened to questions, the climate changed and it was our turn to be shocked. When we asked how many women pilots were in the military, they replied, "None." When we asked about women in aviation,

continued on Page 23



Antonina Bondereva, Regiment Commander of the 587th Bomber Regiment, with Mary Lou Neale, 99 and WASP.

**MERIT FLIGHTS, THE HERNDON SUCCESS STORY**

CONTINUED FROM PAGE 3

ten minutes of the flight, I was co-piloting the plane. My co-passengers, Tianne Pearson and Kairi Aleen did not appear disturbed while I was in control.

The experience was great. Would I ride again? Yes. In a small plane? Yes, yes.

Many thanks to the Washington, DC chapter of the 99s for providing this special privilege and opportunity to the HSC students. The 99s have been HSC's special resources and support since the inception of our program in the spring of 1987. Each year the organization provides flights over the metropolitan area for ten of our students with the highest GPA. Fifteen to 20 students with the next highest average and/or improvement receive a VIP tour of the air tower facilities at Dulles Airport. The student who makes the greatest improvement in academic, social, and personal involvements receives a free flying lesson.

*"She asked if any of us had flown in a small plane before (none of us had), and if we were scared (none of us were)."*

Again, thanks, to a group of outstanding and caring ladies. This is truly a major highlight of the year.

*FROM KAIRI ALEEN, student*

The air flight I attended was quite an experience. Even though I got sick it was still fun being in the air with Mrs. Calbert. When

you are in the air, things and people below you seem to look like toys. I had never flown in a plane before this trip and that made it more enjoyable. The HSC should continue to have trips like this but next time we should try to take people who are interested in

*"The experience was great. Would I ride again? Yes. In a small plane? Yes, yes."*

flying. Next time I go up in a plane I hope there isn't any turbulence so I won't get sick.

*BIRD'S EYE VIEW (as seen by a mom) - by Detra T. Pearson*

It was a perfect day for flying. On our plane were Mrs. Margaret Doyle, our pilot, Michelle Mipour, Huy T. Nguyen, and myself. Mrs. Doyle first explained to us that we would be flying into and landing into the wind. She showed us a wind sock flying at the airport which indicated how strong the winds were. They were not really strong at all. She asked if any of us had flown in a small plane before (none of us had), and if we were scared (none of us were). She explained that when we fly into air pockets our stomachs would feel like it feels to go over a hill in the car.

After we followed all the safety procedures and completed the checklist we were off. Our route took us over the Round Hill, Purcellville, Hamilton, and Harper's Ferry areas. What beautiful country! This view is so much nicer from a small plane. Mrs. Doyle explained everything as we went along. She kept checking to

make certain that we were enjoying our flight and not frightened (we all knew what to expect because she had explained things so well before the flight). Michelle and Huy took turns co-piloting. The flight was so smooth that I really did not know when they had the controls (thanks Michelle and Huy). Did I enjoy it? Tremendously. Would I go up again? Absolutely. Would I like to learn to fly? You bet!

*A PERSONAL VIEW OF THE FLIGHT - by Jane Maier*

There we were, faced with a choice to make between two planes, a Cessna 182 or a 172. I didn't know the difference. When I heard that the 182 had a bigger engine, I decided to choose this one for obvious reasons. Also, the propeller of the 182 can make the same number of revolutions per minute no matter how much gas it is given. That sounded safe to me.

We all got situated into our planes. The plane I was on with Diane Jacob and Keunone Taylor was the first to take off. Our pilot was Mrs. Linda Cain. Mrs.

*"Did I enjoy it? Tremendously. Would I go up again? Absolutely. Would I like to learn to fly? You bet!"*

Cain showed us the procedure for having a safe flight by making sure to stop at the end of the runway each time to be sure everything is working properly. Just as we finished our checklist,



Mrs. Sharp was behind us doing the same.

We were ready finally. I could feel the plane increase speed, then up we were. We passed Dulles Airport at about 1000 feet in the air. This is when we saw the last

*"Many thanks to the Washington, DC chapter of the 99s for providing this special privilege and opportunity to the HSC students."*

plane, with Mrs. Peggy Doyle as pilot, taking off.

The weather was good for flying with the exception of a little crosswind which made the plane bounce up and down, side to side. Since this was my first time in such a small plane, it took some time for me to get used to the moving every time the wind shifted. But after a little while, I was able to relax and enjoy the scene. And what a scene! We passed Harper's Ferry on the left and Gaithersburg on the right. There were fields, farms, homes, swimming pools, and cars that all looked like miniature toys.

We turned around at Frederick, Maryland and went over the Potomac River. Sugarloaf Mountain was the next landmark we went over, indicating that the Leesburg Airport was close. 99

*"It took some time to get used to the moving everytime the wind shifted."*

### WASPs in Russia, cont. from P.21

they looked blank. Apparently they had no knowledge of the many women on the airline and in the airports clubs. One crusty General made the mistake of announcing that women's place was in the home. Even his own team winced and WASPs jumped up to reply. We reminded him that his own women were defending their homes and that we would do likewise. One man asked how many of us had been military pilots and all hands shot up. We mentioned that we had flown the very planes which the Russians had requested from us, the P-39s. This brought forth instant camaraderie. A man suggested that perhaps one of us had

world, they rightly felt that they suffered the most under his harsh regime. They acknowledged that their idea of America as the perpetrator of the Cold War was due to the propaganda on the Soviet side. One leader said, "You thought of us as the big bear, we thought of you as the polar bear."

We toured the cathedrals, the palaces, the Hermitage, the universities, and other remarkable Soviet sites, but what we experienced in meeting face-to-face with our counterparts was unique and a memory treasure for us alone. The strong bond of shared experiences in what has traditionally been considered a man's world brought us together and effort-

*"We mentioned that we had flown the very plane which the Russians had requested from us, the P-39s."*

delivered the actual plane which he had later picked up to finish the ferry trip to Russia.

In Leningrad we also met with Soviet women pilots. Everywhere they were gracious and eager to know us. With the new freedom, they were even able to tell us they felt apologetic about the Stalin era. Despite the misrepresentation it afforded to the rest of the

lessly created friendships. A true love of flying promises to perpetuate the friendships. We are pleased to have younger Soviet pilots now joining our International Ninety-Nines. Glasnost is only the beginning. 99

*"Glasnost is only the beginning"*

An Experienced Flight Instructor is required by a flying club in **Nairobi, Kenya**. Write Denise Morchand, P.O. Box 46968, Nairobi, Kenya, East Africa. Phone in Nairobi--500277



***Novetah Davenport, Front Center, Life Member and a Member of the Florida Gulf Stream Chapter.***

**Novetah Davenport** is a Life Member of the Ninety-Nines and a member of the Florida Gulf Stream Chapter. She recently received a letter from an old friend, Laura M. "Johnny" Brunton. Novetah shares her letter with 99s.

"Dearest Novetah, I think of you so often and the wonderful times we had together, and wonder how you are these days!

"...Other than that (a health problem), the most exciting thing here is that this weekend is the forty-fourth anniversary of the day I had to make a forced landing in the Seattle Ship-Locks because of a sudden summer snowstorm that made it impossible for me to get back up over the cliffs from Puget Sound.

"I don't think you knew about this at the time because it was after I moved back West to be Governor of the Northwest 99s after having been Governor of the New

York/ New Jersey Section (remember?) and you and Dean only came to visit me a couple of times in Seattle.

"We were having a Taylor Cub checked out for a float-trip to Alaska, where we were ferrying the ship to some Alaska Coastal Airline's folks who wanted it delivered on floats. I landed in the Locks and asked them if they would please bring me up to Lake Union, and they did! Then I was able to fast-taxi (airborne) all the way up Lake Washington to Kenmore Air Harbor and safety. I have a picture, Nove, of me and the little airplane in the big Locks. It was an exciting experience!

"It seems like forever since I have heard from you, although I do kind of keep track of you through the 99s. Do please write to me right away and bring me up to date! I'd just love to hear from you!

"With loads of love, Johnny Brunton."

## **SILVER WINGS FRAT CHALLENGES UNITED AIRLINES PROMOTION**

Founder-President, Russ Brinkley, of Harrisburg, PA., sought action to prevent the use of the words "Silver Wings Plus" in the international campaign to build United prestige among air travelers who have reached the age of 60 years, according to a letter mailed from the headquarters of the Silver Wings Fraternity.

The letter stated, "Men and women members of the aviation organization are being asked to protest wide use of SW property that might suggest that the 32-year-old fraternity may be involved in the advertising and promotion by United. Among the prominent personalities included in the Silver Wings roster of 13,000 members who could suffer embarrassment are Barry Goldwater and WW II Navy pilot, George Bush. Each member of Silver Wings must have made a first flight alone (solo flight) at least 25 years before they may be initiated into the rapidly-growing fraternity.

"Brinkley pointed out that his followers have nothing against the service that United offers senior citizens. The chief objection: the widespread inclusion of the Silver Wings name would infer that the

continued on Page 26



***Novetah Davenport and Barbara Cochrane, Florida Gulf Stream Chapter meeting.***



## FALL MEETING OF THE BOARD OF DIRECTORS

A REPORT, submitted by Mary Lou Waite and Alexis Ewanchew, Directors.

Marie Christensen, President, called to order a meeting of the Board of Directors at noon on September 28, 1990. Seven Section Governors joined us for the Fall Session. The opening remarks from our President emphasized team work and the importance of players and coaches.

Our General Counsel, Sylvia Paoli, guided us through our many legal problems and discussed legal ethics so that we all could understand.

A report was made on the 1991 and 1992 conventions. Pat Mlady was unanimously approved by the Board of Directors and the Council of Governors to be our Convention Coordinator for 1991 and 1992.

Ad hoc committee chairmen were appointed for six different committees. These include: conventions, advertising, A.E. Birthplace, Forest of Friendship, and product sales. The chairmen are to form their committees from members suggested by the Council of Governors and the Board of Directors. They will report their results at the Spring Meeting. The Special Nominations and Elections By-Laws Committee was also formed and will be working diligently toward their recommendations for the By-Laws Committee chaired by R.J. McGlasson of the Middle East Section.

Pat Forbes reported on our new computer purchased for Headquarters through a fellow 99.



### **THE BOARD OF DIRECTORS:**

Standing: *Diane Cozzi, Director; Mary Lou Waite, Director; Joyce Wells, Director; Louise White, Treasurer; Alexis Ewanchew, Director; Lu Hollander, Secretary.*

Seated: *Pat Forbes, Vice-President; Marie Christensen, President*

Everyone is thrilled to at last have an up-to-date computer which makes the tasks much easier for all.

Bids will be accepted in the future for equipment purchases; for services; for the printing of brochures, the directory, and *The Ninety-Nine News*; and for convention and meeting planning. A list of possible sources will be kept on file at Headquarters.

It was announced that Ann Cooper is our new editor of *The Ninety-Nine News*, effective



### **THE COUNCIL OF GOVERNORS:**

Standing: *Linda Nave, Northwest Section; Sue Ehrlander, East Canada Section; R.J. McGlasson, Middle East Section; Shirley Ludington, New York/New Jersey Section; A. Lee Orr, Southeast Section.* Seated: *Lois Erickson, Southwest Section and Pat Ward, South Central Section.*

**BOARD MEETING, cont.**

September 1. We were all reminded that the deadline for info to Ann is the first of the month for all issues.

Nominations were suggested for the Award of Merit, our recognition program, and will be submitted to Carol Rayburn, Chairman.

Board liaisons were appointed to standing committees.

With a vacancy on the Board of Directors, Past President Barbara Sestito was approved to fill this position in an advisory capacity with no vote, in order to insure continuity on the Board.

Spring Section Meetings were discussed with the Governors and the Spring Board Meeting was set for April 12-14, 1991 in

Oklahoma City by President Christensen. (This date was subsequently changed to April 19-21 because of a conflict with Section Meetings.)

The Fall Board of Directors' Meeting was adjourned at noon Sunday, September 30, 1991.

**99****Silver Wings, continued:**

early day aviators were associated with a profit-making organization. Brinkley and his associates have served without pay since Silver Wings was organized. The group engages in flying events, reenacting aviation history events, and providing public libraries with aviation training manuals that are intended to attract youth to the various facets of the air world."

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experience and rank. Academic Year Appointment-Position starts January 1, 1991 or when filled. Send letters of application, vitae and three letters of reference to: Dr. Elaine M. Vitello, Director, Division of Advanced Technical Studies, College of Technical Careers, Southern Illinois University, Carbondale, IL 62901. SIUC is an Affirmative Action/Equal Opportunity Employer.

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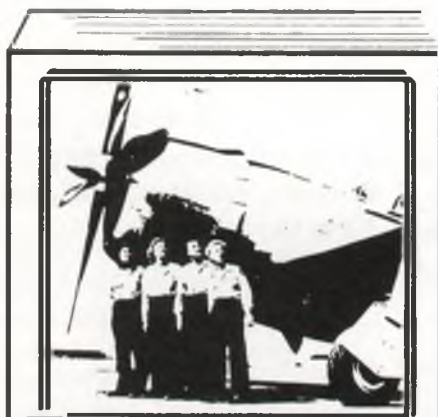
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