

NINETY-NINE



News

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

Women in the Military
A Lesson Learned
New Aviation Taxes to Cut the Deficit?
Carol Skinner, Another Dynamic 99
Seeing the West by C-182



JEAN KAYE TINSLEY, WHIRLY GIRL #118

Jean Ross Howard, president of the Whirly Girls, pointed with pride that Whirly Girl #118, Jean Kaye Tinsley of Atherton, CA, was the first woman in the world to fly the XV-15 Tilt-Rotor aircraft. The tilt-rotor takes off like a helicopter and has the ability to alter the plane of the rotors to the propeller position at which point the craft performs like a turbo-prop airplane.

Featured in The Peninsula Times Tribune, Palo Alto, CA, Jean Tinsley found her opportunity to fly the tilt-rotor when invited to officiate as the XV-15 set 6 world records at Bell's Arlington, TX location. She has been flying airplanes for more than 40 years, helicopters for 25, and has been a member of Bay City 99s for 30+ years.

Kudos to Tinsley, 63, who flew the craft for forty minutes, hovering, converting from helicopter to airplane, then reconverting the unique craft. It was her third aeronautical distinction. In 1973, Tinsley flew with the first U.S. women's helicopter team in international competition and, in 1976, she was the first woman to obtain a rating in a constant-speed propeller-driven gyroplane.

(THIS ARTICLE WAS PROMISED IN THE SEPTEMBER ISSUE. MY APOLOGIES TO JEAN KAYE TINSLEY FOR BEING REMISS. Ann Cooper, Editor.)

AIR TRAFFIC CONTROL CURRICULUM

Hampton University is recruiting students for a Federal Aviation Administration-sponsored prototype Air Traffic Control curriculum. Graduates of the curriculum would not be required to attend the FAA air traffic control academy but would be eligible to go directly into developmental air traffic control positions. Minimum qualifications for entry into the program are:

- American citizenship
- Two or more years of post secondary education from an accredited college or university; to include college core courses with a minimum 2.7/4.0 GPA
- Must be less than 28 years old as of June 1991
- Must meet Office of Personnel and Management hiring requirements upon graduation from the curriculum; including medical, security, and academic evaluations

If you know of anyone interested in the curriculum, please show them this article. The deadline for applications for the June 1991 prototype class is January 31, 1991. Candidates can request a brochure and application by sending a letter of interest, including work experience, academic achievements, and SAT or ACT test scores to:

Hampton University

TEAM/ATC

Hampton, VA 23668

Women and minorities are encouraged to apply

EAST CANADA SECTION EXTENDS AN INVITATION

Elizabeth Ellison, East Canada Section, invites Ninety-Nines to participate in the Spring Section Meeting of her Section. The East Canada Section Meeting, hosted by the 99s' Maple Leaf Chapter, will be held on May 3rd and 4th, 1991, in London, Ontario.

Elizabeth said, "London has a new 'Comfort Inn,' minutes from the airport. The Flying Club has a new 'Social Room.'

There is endless shopping; there are great places to eat; plus, we will have a 'Mustang' on display at lunch time on Saturday. We hope that you will plan to join us."

Fun and Fund Raising

by Lin Clayberg

The Second Annual Pig Roast, again a benefit for the Gerda Ruhnke Memorial Flight Instructor Scholarship, was a superb, smashing success! The weather on the planned Sunday turned miraculously gorgeous at Washington County Regional airport between Hagerstown, Maryland and the Pennsylvania state line: VFR at the last minute, CAVU, cool, and no wind.

Beth Alphin, President of Alphin Aircraft Inc. and a 99 of the DC Chapter, ordered a 153-pound pig, the largest size—sans head and feet—that would fit in the Alphin's 4'7" cooker. To assure an adequate meat supply, a leg of lamb and a beef roast were added with cole slaw and macaroni and potato salads from "Ribtown," a downtown pub and restaurant.

T.S. Alphin, founder of the Piper and Cessna FBO and maintenance/repair station, roasted the pig all night, beginning at 9 P.M. Saturday. He also prepared baked beans, fruit salad, and his own unique slide presentation/safety seminar on Crashed Aircraft Recovery, an area of his particular expertise.

Linda Dennett of Potomac Chapter, an Accident Prevention Counselor, requested and received the joint cooperation of Milt Gilmore and Gary Livack, Accident Prevention Specialists of the Washington and Baltimore FSDOs respectively. Gary presented two safety seminars to a packed, standing room only, overflowing-down-the-stairs pilot crowd.

The event was advertised in *Flying, Private Pilot, AOPA Pilot, The Ninety-Nine News*, the newsletter of EAA Chapter 36, and the *Virginia Aviation Newsletter*. Bev Sharp and Lin Clayberg posted

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COVER: The majestic, snow-covered Mt. Shasta of California, a landmark for pilots for miles around.

Photo by Ann Cooper

"Seeing the West by C-182" by Evelyn Greene starts on Page 22.



THE PRODUCT LIABILITY CRISIS

Write to your Congressman!

(From the newsletter of the Collin County 99s)

Senator Nancy Kassebaum told the Senate Committee that the current product liability system has come to resemble a madhatter's tea party. Kassebaum said that the only way to end the random search for deep pockets is to pass a Federal tort standard for an industry that is already totally federally regulated. Congressman Dan Glickman said that, in the past, America dominated the world of aviation; but, without rectifying this problem, the next generation of light aircraft will be built in Europe, South America, and Asia. This would be a tremendous loss of American jobs and prestige. M. Stuart Millar said that Piper Aircraft incurred liability losses averaging thirty million dollars a year which represents about 25% of Piper's current annual sales. Mr. James D. Gormley, President of General Aviation Manufacturers Association, noted that in the past decade, product liability costs have exploded by more than 900% for general aviation manufacturers while the number of accidents has declined dramatically. Gormley said it may be safe to fly in general aviation aircraft, it's just not safe to build them. If you are interested in Senate Bill S640 and House Bill HB1307, it is suggested that you write to your Senator or Congressman at your earliest convenience.

PRESIDENT'S MESSAGE



FIFINELLA

Fifinella put on her flying suit, her goggles, her boots; spread her wings, and landed ever so gracefully at Avenger Field in Sweetwater, Texas. From the time of her first landing, Fifinella adorned the archway through which so many trainees to the Women Airforce Service Pilots (WASP) would enter. The little flying gremlin was designed for the WASP by Walt Disney as their own special symbol—a symbol meant to be as special as were the women themselves.

The WASP were and are not only special, but they occupied a unique place in the history of aviation—one that most of us look upon with envy. They flew in a time when society considered it far too dangerous and unladylike for women to fly. But, like their counterparts, the Night Witches in the Soviet Union, they flew with grace, dignity, and dedication to the country

they served.

They developed the same camaraderie that men do during military training. They became “family.” Perhaps that family bond was even deeper than the men’s because they were the FIRST and because they had to overcome more obstacles to become the FIRST. They shared triumphs and defeats, jokes, stories, and their own special songs. They shared laughter and they shared tears as thirty-eight of them were killed during World War II. (11 died in training and 27 during operational assignments.)

We owe them a debt of gratitude for their service to their country and for blazing trails through the skies so that today we may fly the Boeing 747s from the *left* seat. Their daring and skill helped make it possible for women of all nations to find their own special place in the sky.

The WASP are trying to raise funds to build a memorial to help us remember their special place in history. In addition, a Women in Military Service for America Memorial is being proposed at a site in Arlington National Cemetery to honor

“The WASP were and are not only special, but they occupied a unique place in the history of aviation—one that most of us look upon with envy.”

by Marie Christensen

ALL women in military service—the nurses, secretaries, mechanics, support staff, etc. as well as the pilots. Both memorials are worthy of our utmost support. Perhaps these memorials will stir support for other women in military service around the world.

(Ed’s note: See *WASP Tape* on page 19.)

A Letter FROM the Editor RE: Letters TO the Editor

As you all know, the *Ninety-Nine News* has undergone a transition. We thank Robyn Sclair for her efforts at editing the magazine and wish her well in her professional piloting career. Blue skies, Robyn.

During the transition, few letters were received by your new editor. In addition, an attempt to produce four issues in two months to get the magazine on track has been successfully made. Hopefully, you can understand why no Letters To The Editor have appeared.

The column will resurface with the January/February Issue. Please send your letters to:

Ann Cooper

131 Hillside Avenue

Berkeley Heights, NJ 07922

Letters should include the writer’s full name, address and telephone number, and may be edited for purposes of clarity or space.

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International Women Pilots

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Vol. 16, No.10

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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.

NEWS RELEASE: The National Aero Club of the United States, National Aeronautic Association, approved **FOUR** U.S. National Records claimed by Monie Pease of Van Nuys, CA. Monie, a Ninety-Nine of the San Fernando Valley Chapter, piloted her aircraft, a Grumman Tiger, on a nearly 3,000 mile journey which originated in San Diego, CA on September 25, 1990 and terminated four days later in Caribou, ME. The following speed over a recognized course records were set:

San Diego to Las Vegas, NM 127 mph

Las Vegas, NM to St. Louis, MO 130 mph

St. Louis, MO to Albany, NY 131 mph

Albany, NY to Caribou, ME 161 mph

Three of the four legs included a refueling stop which added to the elapsed time of the record. Monie said, "It was a wonderful opportunity to see our country and good practice for a future flight, perhaps to another country." Congratulations to Monie!

MODERN KNIGHTS

by an airman in the Air National Guard serving in Desert Shield

Trained to be the very best in the sky,

protecting our freedom is the reason they fly.

Training their minds, bodies, and souls

to be the best; their constant goal.

With G-suit and helmet, they walk to their steed,

Modern Knights with all the training they need.

Like Chain Mail and Plate Mail of the Knights of old
these modern knights strap into machines of gold.

Modern Knights who fly in search of a battle

an F-16, not a horse, is what they will saddle.

Entrusted with the care of their great land,

protecting thousands of lives within their hand.

Shooting through clouds, meeting dragons of new.

Their office, not a saddle, but the wild blue.

Dedicated to the values of the past.

Praying each flight is never the last.

WOMEN'S SERVICE IN THE MILITARY

from a paper submitted by Irene Trowell-Harris, Colonel USAF, NC, Air National Guard Nurse, Advisor to the Chief, Air Force Nurse Corps, Office of the Surgeon General, USAF and from "A Summary History of Women's Service in the Military," Women in Military Service for America Memorial Foundation, Inc.

Women and children often went with their men in the 1700s and 1800s when the duties of the armies called and home life was disrupted. It was his wife who bandaged the wounds when a general fell at the Revolutionary battle near Saratoga, NY in an occurrence that was neither rare nor unusual. Women masqueraded as male soldiers until discovered, generally when wounded and medically examined. In the War of 1812, the marine named "George Baker" served for three years on the USS Constitution before it was determined that "he" was a "she." Women aided the manpower shortage and were heavily depended upon in medical service from earliest times to today.

In the Civil War, women served as scouts, saboteurs, couriers, color bearers, and actively participated in the blowing up of bridges, burning of arsenals, and the aiding of prisoners and escaping slaves. Dr. Mary Walker was awarded the Congressional Medal of Honor for her participation.

One thousand five hundred women served in the Spanish-American War of 1898. This led directly to the formation of the Army Nurse Corps in 1901

cont. on Page 17

SECTION NEWS...What's going on in YOUR world?

EAST CANADA: Kathryn Gamble-Lerchner reported that the **Atlantic Chapter** has been busy raising chapter funds through flea markets and CHOCKS! There was quite an assembly line going at Erna Scriven's house where the chapter put them together and painted them. Five aircraft from the **Eastern Ontario Chapter** flew to North Bay, Ontario, to visit members who cannot regularly attend meetings in Ottawa. In September, the group had a lovely luncheon at the home of chairman, Gisela Hum, where the program for 1991 was reviewed.

NEW ENGLAND: **Eastern New England Chapter** has met at such diverse locations as Katama Airpark, Martha's Vineyard (with added practice at landing on grass and into ocean breezes); at Daniel Webster College, Nashua, NH (a first-rate flight school where they heard an exciting presentation on the college flight program, had a tour of the campus and luncheon); at the historic seaport resort of Newport, R.I., (where they hosted the Fall Section Meeting in October); and at Hyannis on Cape Cod (where the meeting was jointly sponsored by the FAA, AOPA, and the ENE 99s). At Hyannis, Griffin Aviation provided a hangar for the 80 attendees

who turned out on a blustery, rainy, New England fall day to hear an AOPA Safety Seminar on "Mid-Air Collision Avoidance." Claire Wilson was the aviation safety education committee chair.

The Fall Section Meeting in October was held at the historic Viking Hotel in Newport. Special attendees, in addition to our Governor, Betty Erickson, were: International Board member, Alexis Ewanchew, and AE Scholarship Board member, Carol Rayburn. Harmon Trophy winner, Anne Baddour, spoke on setting world records.

To promote the 4th annual Aviation Memorial Scholarship, the Eastern New England chapter solicited donations at the FAA Safety Expo '90 at Hanscom Field, Bedford, MA; the New England Escadrille Airshow in Manchester, NH; the charitable function, Airfest, in Worcester, MA, where chairman, Michele Cabot, and Mary Lee Blais gave first flights for eager passengers; and at the Hyannis AOPA Safety Seminar.

In June, pilot teams Ann Honer/Lottie Lunn and Harriet Fuller/Ginny Ursin competed in the coast-to-coast 1990 Air Race Classic. Harriet Fuller, Ginny and Mike Ursin, and Marie Lepore airmarked Worcester Airport in

New England's Jo Rita Jordan; Mary Kelly; Betty Erickson, Section Governor; Harriet Fuller; Billie Downing, after a flight sponsored by MA Aviation Historical Society in the Lufthansa Junkers JU-52 at Hanscom Field, Bedford, MA.



SECTION NEWS, continued

September. They chose a beautiful New England fall day for the event.

NEW YORK/NEW JERSEY SECTION:

The Long Island Chapter's planned August picnic to Cape Cod was weathered out with MVFR. Congratulations go to Chairman, Jill Hopfenmuller, who called the FSS and decided that, though the pull to go was very strong, conditions at the destination airport forced a no-go decision. She received an optimistic attitude from the FSS but opted for safety. Reports from pilots who flew around Provincetown, Cape Cod later on in the day confirmed Jill's suspicions that the weather would have been very poor for VFR flying. Despite the abortive beginning to the planned outing, some of the ready-to-picnic pilots met on the ground at Long Island's MacArthur Airport and drove to the Pine Grove Inn in Patchogue which was recommended by Bozena Syska and Sue Mirabel. Jill, Bozena, Sue, Doris Abbate, Pat Rockwell, Debora Bonnard, Dolores Bonnard, Dotti Campbell, and 66, Josephine DeLuca, shared an indoor picnic at the inn, a secluded German restaurant located by the Great South Bay. Dolores Bonnard and her 49 1/2, Vincente, piloted their Cessna 182 from Republic Airport to California in two days. Reporting that it was, "Great fun," Dolores told that they took the northern route passing Reno, Ogden, and Palo Alto and visited family and friends in Santa Fe, Bakersfield, and Fresno. They returned via the southern route, stopping in Oklahoma City, among other places. Dolores laughingly mentioned having seen

a "great, big hole," which she later determined to be Meteor Crater.

3 Long Island Chapter members, Doris Abbate, Mae Smith, and Joyce Malkmes, joined Greater New York member, Phyllis Sproul, and flew commercially to attend the Northwest Section meeting in Seattle, WA. Mae reported that the August 22-26th meeting was a great deal of fun. She enjoyed meeting with friends among whom were Northwest vice-governor, Carolyn Carpp, Edwina Hartley, Nancy Jensen, and Mary Mitte. Doris was pleased with the mixture of relaxation and education and was especially pleased about the speakers at the banquet: Georgia Franklin, who spoke on aerospace education for kids of all ages; Robbie Taylor, a bush pilot who spoke on mental attitude in flying; and Moira Lear, who took over her husband Bill's Lear Jet business after his death. The 99s toured the Boeing Plant and the Museum of Flight and had a pig roast at a private airstrip. Joyce said of Seattle, "Such a beautiful area." Doris, newly-certified parliamentarian, provided her services at the Northwest Annual Section Meeting and planned to serve as the parliamentarian at the Western Canada Section meeting and the New York/New Jersey Section Meeting as well.

On September 8, Pat Rockwell took part in the 70th Anniversary of First Air Mail Flight, sponsored by Silver Wings, an organization of pilots to which you may belong if 25 years have elapsed since your first solo. In celebration, the Silver Wings flew a Postal Service-approved Transcontinental Airmail Flight where each partici-



North Jersey Air Markers

pant carried a sack of mail to his or her destination. Because of the time involved, instead of one sack of mail being carried coast-to-coast, all the legs were flown the same day. Pat flew from Allentown, PA to Brookhaven Airport, Long Island. As she was leaving Allentown, carrying a first-day cover, Bill Salsbury from Toms River, NJ was arriving, carrying his mail from Brookhaven. The Allentown controllers allowed the two to congratulate each other, the Silver Wings, and the early flyers over the active airport communication radio.

A Pennies-a-Pound was held by the Long Island Chapter in conjunction with the Antique Airplane Club of Long Island's annual fly-in at the Brookhaven Airport in September. It raised over \$1,000



North Jersey Chapter WASP: Kay Hilbrandt and A.J. Starr (rear), Selma Cronan and Faith "Bucky" Richards

with 61 rides. Flying on Saturday were: Mae Smith, Pat Rockwell, Jim Zambik, a volunteer from

SECTION NEWS, continued

L.I.'s Aerocat Flying Club; and John Laird, an instructor. Bozena Syska joined the quartet on Sunday. The ground crew were: Jill Hopfenmuller, Gloria Bryant, Dotti Campbell, Joyce Malkmes, Debora Bonnard, Dolores Bonnard, Donna Harris, and 66, Josephine DeLuca. Josephine was presented with an official 66 pin for her hard work and participation in 99 events by Dottie Campbell, LI Chapter's Student Pilot Committee Chairman, at the chapter's September monthly meeting. New members, Pat Mitchell, Grace McGuire, and Nancy Neumann, were welcomed.

New Members were welcomed to three chapters of the **New York/New Jersey Section**: Beverly Shenkman, **North Jersey**; Charlotte Shawcross and Charlene Szydlowski, **Finger Lakes**; and



Carolyn Carpp, Mary Mitte, Nancy Jensen, Edweena Hartley, Doris Abbate at the Northwest Section Meeting

Susan Sullivan, **Capital District**.

The **North Jersey Chapter** co-sponsored a Safety Seminar with the FAA at Blairstown Airport. Chapter Chair, Leslie Highleyman, and Bill Ebersbach of Millville Flight Service were the speakers.

WASPs Kay Hilbrandt, Bucky Richards, and A.J. Starr, attended the WASP Convention in Seattle, August 28 to September 2. Bucky has taken on the duties as WASP 43-4 Class secretary in addition to heading up the WASP Education Committee. After the convention,

Bucky headed for L.A., Honolulu, and Bar Harbor; Kay joined Selma Cronan for a flight/cruise to Alaska; and AJ arrived home in time for the annual chapter picnic. The picnic, held in September at Lake Susquehanna adjacent to Blairstown Airport, attracted a record of five aircraft. Everybody else drove. The same airport was the scene in October of a successful Pennies-A-Pound fundraiser. Fall foliage flights are always a hit.

Hurrah for Beverly Shenkman! Beverly turned her 66 pin 180-degrees on October 22nd. She earned her private license, her Phase I Wings, and joined the 99s--all on the same day. Kelly Gottlieb deserves kudos as well. She earned her ATP after spending two weeks at American Flyers in Islip, NY. Morristown Airport, New Jersey, received a new compass rose. It was painted by: Barbara Mead, Jeanne Kent, Kay Hilbrandt, 49 1/2 Richard Lawrence, Leslie Highleyman, Judy Bolkema, Carol Cook, AJ Starr, and Pam Livingston.

Judy topped it off with a beautiful blue "N" and the 99 signature.

"Survival Until Help Arrives" was the topic of Jeanne Kent's presentation at the FAA seminar at Teaneck High School, October.

Central New York Chapter completed the repainting of the threshold lines and runway numbers for Oneida County Airport, thanks to cooperative weather. The county furnished paint, rollers, handles, and two strong backs to mix and pour paint for us. (Thank you, Ed and Tony.) Elaine Roehrig and Marolyn Wilson gave an interesting presentation, complete with slides, on the 14th Annual Air Classic. It

sounded like they are ready to do it again. Albany FSDO rep, Bill Lutgen, spoke at the Safety Seminar in October. Seven Chapter members, a 66, and a prospective member were in the audience to hear talks on icing and survival--timely topics for winter. Heather Bettig worked the 99s' tent at Oshkosh for 2 days and will share her experiences at a future meeting.

The **Garden State Chapter**, 29 members and friends strong, attended the Hunterdon Hills Dinner Theater for a 25th Anniversary Celebration. Mary Helfrick, Chairman, reported, "We were lucky to have one of our Charter members present. She had the Charter issue of the Ninety-Nine News with her." Garden State's Pennies-A-Pound grossed \$1722. The chapter members flew 235 persons on 94 flights with 14 airplanes. \$495 was presented to the Mercer County Community College Aviation Department to help with their programs and NIFA expenses. Three chapter members helped with the judging at the regional NIFA meet held at Mercer County Airport, October 23-26.

NORTH CENTRAL: Michigan Chapter members showed up in force early last spring to paint a compass rose at Flint's Bishop Airport. Armed with paint brushes, rollers, and gallons of blue and white paint, the ambitious group completed the project in a little more than 8 hours. This was possible because of earlier ground work by Linda Druskins and Orrin Ladd. Although skies were sunny, the winds made the project challenging and the hot

SECTION NEWS, continued



Airmarking: Worcester Airport, MA.
Harriet Fuller, Ginny Ursin, and Michelele
Cebot

chili and other treats prepared by Mary Anglin and Sammy McKay were welcomed throughout the afternoon. As the airmarking progressed, it was noticed that planes took longer and longer to taxi by the area. Rubbernecking by curious pilots? Two planes were dispatched for photographers to observe and capture the display from the air. Elation describes the feeling about the completed project. Fly over to Flint and take a look!

Indiana Dunes Chapter welcomed Linda Polen and Carlene Lambert. Two **Michigan** members deserve congratulations: Kathy Dennis was married on September 22nd and Valerie Palazzolo and 49 1/2 Russell welcomed a new son, Zachary Salvatore, born September 7th. Lyn Van Etten, **Indiana Chapter**, taught an introductory lesson to 12-15-year-olds at Aretz Airport in Lafayette. Nancy Warren and Jean Schmidt of the **Indiana Chapter** have given children their first airplane rides. The annual **Michigan S.M.A.L.L. Race** was held September 21-23 at Owosso, MI. Congratulations to the winner, Lynn Jeffrey. Race day featured great visibility, but strong winds and difficult checkpoints. The race was challenging. Other **Michigan Chapter** 99s who participated: Sammy McKay, Edna Reinbold, Clarice Vasold,

Laura Gosko, Nancy Walters, and Betty and Carol Miller. Sammy McKay has the distinction of being the only pilot who has entered all 34 races. Congratulations to Sammy.

The **Michigan Air Tour**, held the first weekend of October, brought four **Michigan Chapter** members into the air to visit planned stops and present plaques to airport managers to acknowledge the value of airports to the community. Barb Wilcox, Sandy Thomas, Vi Daniel, and Gini Sutherland were able to see all the magnificent colors as they toured the state and to become experts at gusty crosswind landings.

Sally Siporin arranged the **Michigan Chapter's** fall Tri-Motor Air Rally at the end of October. 12 pilots participated in using the clues to find the airports, do the poker run, and make their best spot landings. The course offered the best sightseeing in the Detroit area including the **Michigan stadium** with a game in progress and planes towing banners. Because it was a Halloween celebration, many flew in costume.

During the month of October, the **Chicago Area Chapter** had a Fly-Out lunch at Bloomington, IL and a Fly-Out dinner at the Bavarian Wurst House in Milwaukee. Individually, Donna Webster flew to Macomb for the Macomb Balloon Rally, Gail Allinson attended a chapter meeting of the Pikes' Peak 99s, and Pat Thomas attended the Bloomington Air Show and the Air Rendezvous in Springfield, IL. Several members attended the North Central Section meeting at the Lincolnshire Marriott in Lincolnshire, IL.

Greater Kansas City Chapter's

50th Anniversary celebration was a terrific success. Members modeled various clothing styles popular during each decade since the 1940s. Through the trip down memory land, narrated by Shannon Jipsen, members were entertained by the *Over 50's Tap Group* from Overland Park, KS. Marsha Sue Ivins, NASA Astronaut and 99, was the guest speaker at the Union League Club, sponsored by the Western Society of Engineers. Her movies and slides as a Columbia crew member on the January 9, 1990 launch, the longest mission to date, showed daily life and duties of the crew. She spoke on the progress and possibilities in space and made the presentation of space life entertaining, interesting, and personal. **Chicago Area Chapter** members in attendance were: Marion Servos, Sharon Ann Schorsch, Diane Cozzi, Ellen O'Hara, Debbie Karas, and Nancy Haraldson.

Indiana Dunes member, Phyllis Webb, attended the annual meeting of the FAA Accident Prevention Counselor Volunteers in **Michigan**. The group reviewed aviation accidents over the past 12 months to give counselors an awareness of potential accidents. **Michigan** holds six programs annually where pilots may receive one hour free air time to work on the Proficiency Wings. It has been shown that new pilots lose 30% of their proficiency within six months without further training.

Photographs in the October *AOPA Pilot* are of special interest to the **Indiana Dunes 99s** since Judy Longenecker was the pilot who flew the photographer.

Indiana Dunes members have been doing a lot of hangar flying



Muriel Earhart Morrissey receives the International MERIT AWARD from Carol Rayburn, L., and Harriet Fuller

lately. The October meeting was held in the hangar of Patrick Industries of Elkhart where corporate pilot, Kent Mills, took them along as co-pilots on an imaginary flight to ferry a Citation V from the USA to Johannesburg, South Africa. In November, members met at the Confederate Air Force hangar at Gary Municipal Airport and Col. Ron Lindemann presented a program on the CAF. Members also received a private tour of the German Junkers 52 Tri-motor and the C-47 Black Sparrow housed at the hangar.

The Quad City Chapter was pleased to win the attendance award at the all section meeting, Wings Around the World, held at the Marriott Lincolnshire, IL.

NORTHWEST: Edweena Hartley wrote that on October 15th, 15 Greater Seattle Chapter 99s "flew" a 747-400 simulator at Boeing Field. Each gal was able to do 1 takeoff and 2 landings into Boeing Field and SeaTac and were not even charged a landing fee. The Greater Seattle Chapter 99s are busy planning a Flying Companion Seminar scheduled for February 9, 1991 at the Tacoma

Dome in conjunction with the Annual FAA Safety Seminar. Carol Skinner noted that the **Columbia Cascade Chapter** celebrated its 25th Anniversary in October to honor charter members and new members who joined during the past year. Charter members present were: Marian Busby, Nancy Edwards, Ethelyn Opheim, Marcy Wolfard, Barbara Daufel, and Lillian Wager. Barbara and Lillian are still actively involved with the chapter. "Remember When" stories were shared and old pictures projected onto a screen for all to enjoy. Ten new members were introduced plus four 66s. The **Eastern Idaho Chapter** held an annual Mountain Flying Clinic at the Flying B Resort Ranch on the Salmon River in August. Despite less than perfect weather, the 99s who ventured into the back country had a good time. The **Montana Chapter** reports that plans are underway for the 1991 Northwest Sectional meeting at Bozeman, August 22-25. The Air Bear program is going well in Montana with four presentations by chapter members. New members are actively being recruited by the chapter and the Big Sky Airport at

Ennis has been airmarked. The chapter was invited to participate in the "Women in Aviation" Conference in Billings in November.

SOUTH CENTRAL: The **Austin Chapter** welcomed Sandra Sivert, Melinda Walton, and Rebecca Rose Gonzales to a recent meeting. Sandra was active in Space City 99s and Melinda, a CFI from the Houston area, instructs at Robert Mueller Airport. Rebecca Rose wants to learn to fly and will be contacting Melinda. The Austin Chapter was proud to receive 1st Place in its category for the Membership Award and 2nd for the Governor's Achievement Award. Judy Rinehart gave her Vice-Governor's report at Section Meeting and was one of the lucky ones to fly a UAL DC-10 simulator. She was glowing. The **Colorado Chapter** has received written notes of appreciation for the hosting of a fine Section Meeting and is proud to have received the Governor's Award. Congratulations to Chairman, Carol Leyner, for her leadership in helping them to achieve the award and to Lu Perdy, Membership Chairman, who signed up 22 new members to help Colorado win the Section Membership Award. Colorado offered a superb section meeting including the Sunday fly away snowfall. Airlifeline of Texas, Inc. Area Coordinator, Ron Carlos, recently attended a meeting of the **Dallas Chapter** to explain that Airlifeline is a non-profit organization formed to provide air transportation of blood, human organs, technicians, indigent patients, etc., at no charge. The time, skills, aircraft, and fuel are donated by volun-

SECTION NEWS, continued

teers. Several of the Dallas Chapter members have flown missions for this group. Ann Koenig showed video and slides of the Hubble Space Telescope after having spent a week at the space telescope workshop during the summer. Seven planes attended the Gladewater Fly-In and pilots were joined by members of the **Dogwood Chapter**. Jan Maxwell spoke about NIFA and about judging the competitions. The **Golden Triangle Chapter** celebrated its 21st Anniversary and Chairman Mary Wheelock presented an Air Age Education Program to the Arlington Boys' Club. She explained the parts and functions of an airplane. Boys played "Pin the Propeller on the Airplane" and ate Chapter Birthday cake. The next day, Mary, Jan Smith, and Beverly Stephens hosted the Boys' Club to a tour of the Arlington Municipal Airport and Cothron Aviation Flight School. The boys especially enjoyed sitting in the cockpit and working the controls of Beverly's Cardinal. Barbara Pereira was welcomed back after her few years' stay in Hawaii as was Judy Bruce, returned from Minnesota. Judy is an Air Traffic Controller at DFW Airport. A new chapter is getting started, appropriately named **High Country Chapter**. Phyllis Kramer, Chairman, wrote that she moved from Denver Front Range to Western Colorado and missed the 99s. She and a group of lady pilots gathered and applied for a chapter charter to open a new frontier and are open to suggestions for plans and programs. At the **Northeast Kansas Chapter**, Airmarking Chairman, Marjorie Wahle, arranged to airmark the tile roof of Emporia. The roof paint-

ing was finished by 9:30 AM, a record-breaking time. They are thinking of tackling a compass rose in 1991. What is a record time for that undertaking? Northeast Kansas welcomes new member, Daphne Fautin, a marine biologist and adjunct professor at Kansas U. Daphne has been flying for 6 years; a C-152, C-172 and Piper Warrior. **Purple Sage Chapter** was represented at the Fall Section meeting in Colorado by Mary Alice Tidwell, Betty Jones, and Sabrehena Wyche. The highlight for them was to fly the simulator at the UAL training facility. Purple Sage welcomed Patricia Petosky, a transfer from Lubbock. Pat is the new Tower Chief at Midland International Airport. A Purple Sage Poker Rally that started with a fly-in breakfast provided by airport owners, Pat and Connie Day, at Skywest Airport couldn't have had more perfect flying weather if it had been ordered. 48 hands were sold and 12 airplanes flew the route. With stops at Snyder, Lamesa, and Andrews participants landed at Bates where Joanne, and 49 1/2 Marcus, Bates provided a chili supper. **San Antonio Chapter** members and some 49 1/2s had a wonderful time participating in the Tejas Takeoff--the North American Balloon Competition. Governor Pat Ward and daughter, Lauren, were on hand to steer the program in the right direction. It was a first for the San Antonio Area. There were few hitches, but it was colorful and exciting. Jack and Barbara Moore, Bill and Ann Ash, Barbara Faulk, Ginny McDaniel, Margaret Cosby, Norma Barr, and Chairman Gloria Blank worked registration for 2 days. Gloria and Ann Ash

handled the lost balloon telephone and the Moore's and Margaret Cosby were on standby with their airplanes in case of a lost balloon. Barbara Martin, Ginny McDaniel, and Barbara Faulk volunteered for chase crew for member, Diane Mullins, and they wound up getting a balloon ride for their efforts. 66 Stephanie Martin is taking her ground school at Palo Alto college and flying at Boerne State while Mama Martin is surging ahead with her commercial and instructor ratings. San Antonio Chapter welcomed Connie Bynum, 66, who recently soloed and made her first solo cross country flight. Congratulations. She and husband, Sheriff Hal, manage the airport at Junction.

Congratulations to Margaret Cosby who was recently appointed to the Kendall County/City of Boerne, TX Aviation board. The local governing bodies are looking into establishing a public use airport in the area.

SOUTHWEST: Lake Tahoe Chapter announced the awarding of the 8th Annual \$1000 Female Aviation Scholarships. The awards were presented at the chapter's 15th annual birthday dinner at O.B.'s Pub and Restaurant, Truckee, NV. Recipient Elizabeth Robertson of Incline Village, NV intends to use her scholarship to pursue her instrument rating with an ultimate goal of employment as a pilot with a major airline. Robertson is currently a flight attendant with USAir as well as a part-time ski instructor at Alpine Meadows. She is taking courses at Truckee Meadows Community College toward an Associate degree and

CALENDAR

JANUARY 1991

- 10** AE Scholarship Application Deadline to Section

FEBRUARY 1991

- 10** Rochester, MI Petrozello's
34th Annual AE Brunch. For info: Lynn Jeffrey 313-230-8565

MARCH 1991

- 9** Northeast Kansas Membership breakfast
Purple Sage Flying Companion Seminar
- 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 FalconField 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

- 3-7** NCASE National Congress on Aviation and Space Education
New Orleans, LA. Sponsored by FAA, CAP, and NASA.
- 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

- 4** Poker Run (May 5 Rain Date) North Jersey, B. Mead
- 10-12** South Central Section Spring Meeting, Lake Charles, LA
- 14** NIFA Competition, Houma, LA
- 14** Hasbrouck Heights, NJ Sheraton Hotel
NJ Aviation Hall of Fame Inductee Dinner. North Jersey's Leslie Highleyman will be honored. 99s of North Jersey and Garden State Chapters will be awarded Fred Wehran Aviation Award.
- 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.

JULY 1991

- 9-12** INTERNATIONAL CONVENTION, Orlando, FL

SECTION NEWS, continued

will transfer to the University of Nevada at Reno to complete her Bachelor of Arts in Aviation Science. Her freetime activities include mountain biking, water skiing, scuba diving, poetry writing, and active participation in North American Airline Ski Federation (NAASF) as a participant and as a volunteer worker. The second recipient, Jodi Lindke of Nevada City, CA, will use her scholarship to obtain her private pilot license as a first step toward her goal of an aviation career as a pilot. Lindke is currently a senior at Nevada Joint Union High School in Grass Valley and hopes to apply for admission to the US Naval Academy, Annapolis, MD. Her extra-curricular activities include: Drama Club, Oxford Debate, membership in California Scholastic Federation (CSF), Chess Club, International Club, and she holds a green belt in Kung Fu. Also awarded at the chapter dinner was an Annual Service Award to Maureen Motola and the "Woman Pilot of the Year Award" to Janet Crosby, chapter member, aerobatic pilot, and member of the U.S. Precision Flight Team. The Lake Tahoe Chapter raises money for the local scholarships through hot dog and beverage sales at the annual Truckee Tahoe Air Show each June.

Kathleen Browne reported on air races. She said, "The first PAR was won by Faye Douthitt and Phyllis Westcott of the Imperial So-Lo Chapter. This year that winning team worked as timers at Blythe, CA where it was 114-degrees in the shade. Mission Bay members lent helping hands where needed. Los Angeles chapter members, Diane Winn and Evelyn Buss, took 6th place with Jean Stapleton and Madeline Kurrasch at 18th. Santa Clara Valley Chapter had 4 teams entered: Nancy Rodgers/Dell Hinn (2nd Place); Cat Lacorazza/Kathy Gardella, Dee Ramchandran/Debby Cunningham; and Barb Murren/Jeanne McElhatton. A "Jackie Petty Special Award" went to the team placing 11th in honor of Jackie and

SECTION NEWS, continued

was won by Margaret Mead and January Riddle. In the Palms-to-Pines Race, Long Beach Chapter member, Jean Schiffmann, flew with Susan Tarabetz and came in 6th. Jacquie Sprague also flew. Santa Clara Valley had 3 teams entered: Nancy Rodgers and daughter, Kathy; Nancy Sliwa and Marcie Smith, Dee Ramachandran and Barb Murren. The race was won by Los Angeles chapter members, Jean Stapleton and Dinae Winn, with 9th place to Norma Futterman and Aileen Pickering. The 5th Place trophy for the Air Race Classic went to Long Beach Chapter members, Rita Buhl and Mary Jo Volk. The Kachina Doll Air Rally was won by Don Goegel/Barney Huser, 20-year veterans of the rally. Chapter member, Nancy Rogers, with her flying partner, Richard LeMay, were 2nd; Stacy Hamm/Frank Jackson were 3rd; Arlan Allen/Stephen Tulley were 4th; and Martie Pearce/Pat Mornin were 5th. The coveted Tail-End Turtle went to Karen and Ted Maish. Karen is an **Arizona Sundance** member and this was her first rally."

Fullerton Chapter members will host Girl Scout tours of Fullerton Airport on the 2nd Saturday of each month. Fullerton Chapter members planned on a flight to Catalina and an Octoberfest Pot Luck at Annette and Bob Smith's. **Bakersfield Chapter** members planned to participate with the Meadows Field Air Show in October with displays, a video on the Solar Challenger, public relations info for high schools, food booths, a flyby of 99s, and essay contest for school children. The theme was

Women in Aviation. They also donated to the airport beautification project. Bakersfield member, Pat Church, was invited by the USAF to participate in a tour by Civic Leaders of Patrick AFB. She then left for Russia in the People-to-People Citizen Ambassador Program. Janice Brown went to Kansas for a reunion of all women recipients of the Harmon Trophy. **The Santa Clara Chapter** airmarked Columbia Airport. They are also working to implement tours of Reid-Hillview and San Jose International Airports. The August meeting of the Santa Clara Valley Chapter was held at the Western Aerospace Museum at Oakland Airport's historic North Field. The Chapter also participated at the Eagle Flight Air Fair. **San Luis Obispo Chapter** had a booth at the Mid-State Fair and gave away 300 membership brochures. The Administrators of the Archie Dean Memorial Scholarship Foundation have donated the fund to the San Luis Obispo Chapter. Ten members of the **Orange County Chapter** held a DRI flight in September. They had a booth in the terminal at the Grand Opening of the John Wayne Airport. **Mount Diablo** is planning to hold an open house for women student pilots in February. **Mission Bay Chapter** members have been busy supporting Montgomery Field. Jacquie Sprague, Long Beach, airmarked in Parowan, UT. **Redwood Empire Chapter** member, Janet Allbeck, moved to New Zealand for 6 months. The chapter members visited the Oakland TRACON for a most informative tour. Erma Chance rejoined the chapter and is strug-

gling to set up a hospital lab in Jamaica. She needs funding and supplies. The **Sierra Foothills Chapter** planned to tour the UAL Maintenance Facility at San Francisco International Airport in November. **Mount Diablo Chapter** held a fly-in to Lodi in September. There was parachuting and those who now wished they had jumped will have another chance. Another fly-in will host a repeat performance. The Chapter BFR Refresher is scheduled for January 19. Mount Diablo welcomed 3 new members: Nancy Stacy, Lisa Marie Tahtaras, and Victoria Wilson. **San Fernando Valley Chapter** member, Diana Nichols, is arranging for the chapter to meet the Navy women pilots who are based at NAS Point Mugu. Rio Bravo or Catalina Island were sites for the Los Angeles Chapter Fly-In. Fog was a determinant. The **Aloha Chapter** entertained Gaby Kennard, a 99 from Australia, as the guest of honor at the Circumnavigator's Clambake. Aloha's Pat Orutt completed the first class at the EAA Adult Air Academy in Oshkosh. Chapter member, Donna Frost-Swank, finished ground school with Aloha Airlines and left for simulator training. Candace Harding is the Chief CFI at Pacific Air Academy and Lois Russell is the Administrative Assistant at Panorama Air Tours. **Phoenix Chapter** members went north to Prescott for its annual "Picnic In The Pines." The November business meeting was a special event as the chapter members planned "A Fireside Chat with Barry Goldwater" for the program. 99



Members, Chicago Area Chapter, with **Astronaut, Martha S. Ivins.**
L-R: Marion Servos, Sharon Ann Schorsch, Diane Cozzi, Marsha Ivins,
Ellen O'Hara, Debbie Karas, and Nancy Haraldson

A LESSON LEARNED

by Joan Dugger

While a student pilot, I completed the recommended quota of touch and goes for the afternoon with my instructor seated beside me. I landed the small two seater 152 Cessna on runway 31 at the international airport at Corpus Christi, TX. I rolled off the runway onto the exit taxiway and, according to my instructor's procedure, stopped at the double yellow line. In order for my student pilot husband to get in his air time before dusk, I hastened the radio call to ground control. Ground gave me clearance to taxi to my hangar where my husband waited. I propelled onto taxiway Bravo which is parallel to runway 31 and is out in front of the main terminal apron. Nothing hindered the view from the control tower and terminal.

Breathing deeply and sighing with relief, I felt proud of my flying and crosswind landings. As I relaxed, I experienced a happy and secure feeling to be on the ground. My

mind regressed to the thoughts of relatives and friends who were amazed that I, a 52-year old grandmother, had the ambition and courage to fly. When I told people with whom I grew up that I was taking flying lessons, they remembered I was easily frightened and they teased me unmercifully.

My learning to fly was some accomplishment for me. I spent hours in ground school laboring over the morse code messages that my instructor, Pauline Glasson, teletyped to us. We continually reviewed the flying procedures week after week. The take-offs and landings, crosswind landings, VOR, chart readings, weight and balances, and emergency landings were just a few of the instructions we received. Being able to assess any situation that might occur in the air and on the ground was practiced over and over. The many hours of time in the air enabled me to fine tune my agility and reflexes to an acceptable point.

But most important, practicing being alert to any situation or emergency and quickly responding appropriately is paramount in flying.

Pauline, a sweetie on the ground, is one of the most demanding instructors in the air. The wind in Corpus Christi is demanding, also. The constant 20 to 30 knot southeast wind with gusts to 35 prove tricky and dangerous along the coast. Pauline continually informed all of her students, after some particularly straining crosswind landings, that if we could fly in Corpus Christi, we could fly anywhere!

While I continued, I nonchalantly pondered the panorama of the airport. I viewed wild flowers growing up to the paved taxiway as I rolled past them and reflected on the different species of birds that frequented the airport area, including the flock of ducks that inhabited a pond in front of Runway 31. Pauline reported the count every time I flew the landing pattern. I mused over seeing the lonesome coyote that occasionally strolled onto the runways.

Taxiing at a reasonable speed for the Cessna, I noticed a 727 landing on the adjacent runway going the same direction as I. I knew the airliner's landing and roll out would take it farther down the runway. Pauline realized and anticipated that potential problem. She hurriedly picked up the radio mic, called Ground Control and asked if we should hold short of

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AWARDS AND HONORS

EASTERN CANADA: At the Waterville Fly-In, Erna Scriven, Atlantic Chapter, won the trophy for "Most Qualified Pilot," and a big jar of Jelly Beans, guessing the number in the jar. Atlantic's Kathleen Walker placed 2nd, spot landing.

EASTERN NEW ENGLAND: Kristy Horvath won the \$2000 Memorial Scholarship for Aviation Careers. Kristy, currently in Officers Candidate School, will be flying with the Coast Guard. Anne Baddour had an incredible year: the awarding of the prestigious Harmon Trophy as well as the special Golden Eagle trophy for Outstanding Accomplishment in Aviation. Ellie Marland was given an award in Excellence in Aviation Education by the FAA. ENE members, Carol Rayburn, a member of the Award of Merit Committee, Harriet Fuller, and Michele Cabot, met at Muriel Earhart Morrissey's home in August 1990 to present a special Award of Merit to Muriel.

NEW YORK/NEW JERSEY: **WINGS PHASE I:** Judy Bolkema, Beverly Shenkman, North Jersey; **PHASE IV:** Leslie Highleyman, North Jersey. Alice Hammond, Garden State Chapter, was inducted into the Michigan Aviation Hall of Fame.

SOUTH CENTRAL: Jenni Smiddy, selected for SE Oklahoma State University Flying Team. Jacque Boyd, Golden Triangle Chapter, serves on the National Boy Scout Aviation Committee.

SOUTHWEST: Caren Carroll, AZ State U., won the Phoenix Chapter's Memorial Scholarship. Aimee Kuprash, Aloha, won a Chapter Scholarship of \$500. Caroline Takahaski-Kang, Aloha, won the \$250 Vivian Fagan Scholarship. Ann Fairchild, 66 of San Luis Obispo, received the Wanda Ewing Scholarship and Brenda Jackson, Orange County, won the Marion Barnick Memorial Scholarship. Orange County's Pam Hengsteler: Section

MPOY. Orange County won 1st in Section Public Relations. Mimi Tompkins, Aloha, won the International Award of Merit. Santa Clara's Bonnie Warner won the Chapter's Professional WPOY, Kathy Orlando the Non-Pro WPOY and Fran Grant received the Service award. Santa Clara won 1st for Aerospace Ed. Southwest Section's 1st place for Airmarking went to Phoenix Chapter.

NEW RATINGS

Correction to the July/August edition, *Ninety-Nine News*: **LAURA WARMAN**, Greater Detroit Chapter, was the latest to receive the CFI & I. Laura received the AE Scholarship in 1989 and earned the CFII in April of 1990.

Northwest's Linda Morrison, Greater Seattle, Instrument
New York/New Jersey's Kelly Gottlieb, North Jersey, ATP

South Central's Belinda Allen, New 99, Dallas, ASEL

Helen Biron, Dallas, Instrument Written, 100%

Lyn Walther, Joyce Russ, Brooks Powell, Northeast Kansas,
Phase III Wings

Bonny Feather, Texas Dogwood, Glider

Jerry Anne Jurenka, Texas Dogwood, Phase VI Wings

June Wolff, Greater Kansas City, Commercial

Debbie Matthews, Greater Kansas City, Instrument

North Central's Adeline Schmidt, Michigan, Private

Lynn Van Etten, Indiana Chapter, CFI

Christine Rogel, Michigan, Private

Linda Druskins, Michigan Multi-Instruct

Linda Miller, Wisconsin, Private

Pat Koslowski, Minnesota, Instrument

Tina Thomas, Chicago Area, Commercial

Marie Miller, Chicago Area, Commercial

Southwest Section's Nancy Hewett, Long Beach, Private and IFR

Nancy Clinton, Long Beach, scheduled CFII check

Donna Frost-Swank, Aloha, ATP

Joan Paynter, Bakersfield, FAA Phase III Wings

FORMER 66s:

Southwest Section's Laurel Lippert,	Private	April 1990
Sunni Todd	Private	October 1990

Congratulations! **Space City Chapter's** Debby Rihn was 11th overall in the International Aerobatic Competition for females and the U.S. Team was 2nd Overall, reports the newsletter of the Space City Ninety-Nines. Look for Debby to be flying a new plane in subsequent competitions.

New member, Amanda Hartzler, is welcomed to the **Greater Kansas City Chapter**. Her chapter's past chairman, Micky Pinkston, was featured in an article in several publications including the Jackson County Advocate, the Starr-Herald, and the FAA Central Intercom.

WOMEN IN MILITARY SERVICE, continued

part of the Department of Transportation, are not subject to combat exclusion laws or policies. Consequently, all Coast Guard jobs are open to women.

"And Abroad. Many other countries, which like the U.S., have been faced with declining numbers of young men eligible for military service during the last decade, have increased the numbers and job opportunities for women.

For example: • In January 1990, the British opened seagoing



Irene Trowell-Harris, R.N., Ed.D.
Colonel, USAF, NC

positions on combat ships of the British Royal Navy to women.

•Five NATO nations have no

(Ironically, the U.S. Air Force has trained Danish women fighter pilots, but will not train U.S. Air Force women to fly fighter aircraft.)

•Although women in the Israeli armed forces are restricted to noncombatant roles, Israeli women, like Israeli men, are generally subject to military conscription (there are some exemptions from compulsory service for women). Women are assigned to front-line combat units; if the unit is deployed on a combat mission, the women are evacuated.

•Approximately 6,000 women serve in support roles in Japan's Self-Defense Forces."

Today, women have top roles in the active duty military with: 3 brigadier generals in the Army, 3 rear admirals in the Navy, and two brigadier generals in the Air Force. In the Coast Guard, women command coastal patrol boats which provide search and rescue services and maritime law enforcement on both the East and West Coasts and women serve as Anti-Submarine Warfare officers aboard Coast Guard cutters.

"It is a dramatic story of persistence, courage, and foresight in the face of repeated frustrations and the built-in institutional resistance of the tradition-bound military subculture."

combat exclusion laws or policies: Canada, Denmark, Luxembourg, Norway, and Portugal. In addition, Greece, The Netherlands, and Turkey have no statutory restrictions, although they do have selected policies. Italy and Spain are the only NATO nations that exclude women from military service.

•Women in Canada and Denmark are trained as fighter pilots.

Interestingly, in 1989 the Coast Guard graduated its first woman from the rescue swimmer program and, later that year, she saved the life of an Air National Guard pilot who was entangled in his parachute in the high seas off the Oregon Coast.

The report from the Women in Military Service for America Memorial Foundation, Inc., stated, "The history of America's military

women begins with the birth of our nation. It is a dramatic story of persistence, courage, and foresight in the face of repeated frustrations and the built-in institutional resistance of the tradition-bound military subculture. It is set against the background of peace and war, of social evolution, and of advancement in the technology of warfare. ...Clearly, women are, and will continue to be, an essential factor in the volunteer services, qualitatively and quantitatively." 99

LEGISLATION**New Taxes On Aviation To Be Used To Cut Deficit**

by Mearl Frame

A series of tax increases on aviation has been revived in Washington and the billions of dollars that will result will be earmarked to reduce the federal deficit, not to improve airports and airways. Aviation interests united in an effort to keep the industry from becoming the source of \$11.5 billion in new government revenue over the next five years; but, they admitted that the situation looked desperate.

The idea of raising ticket and fuel taxes for the Airport and Airways Trust Fund seems to have disappeared. The tax package raises airline ticket taxes from 8 to 10 percent; ups the tax on aviation gasoline and jet fuel by 2 cents per gallon; and increases levies on air cargo waybills. In the first year, the taxes would raise an estimated \$1.5 billion with

cont. next page

New Taxes on Aviation to Be Used to Cut Deficit, *continued*

incremental increases planned for subsequent years. Congress is leaving open the option to institute passenger facility charges which individual airports would be able to collect from travelers. That could add as much as \$12 to the price of a round-trip ticket.

Earlier in the year there was a proposal that would have instituted identical user fee increases to fund more work on the National Airspace System Plan, airport improvements, and some Federal Aviation Administration operations. Now, however, the package will send money straight into the general fund for deficit reduction. None of the money is earmarked for sorely-needed infrastructure improvements.

would have created great damage to the general aviation manufacturing industry. This could be the final blow to drive general aviation manufacturing offshore.

The product liability crisis remains unsolved, keeping prices high and manufacturing low. Foreign manufacturers are making inroads to the U.S. general aviation market while entrepreneurs are exporting record numbers of used general aviation aircraft for sale out of the country. We are losing as many as 350 airplanes a month this way.

It will probably be several months from now before we see the final results of the 1990 budget debacle, but it's time for all in aviation to take a good

FOR SALE: WASP TAPE

Betty Jane Williams, Lt. Col, USAF (Ret.) and WASP has written, "To keep their spirits high during the grueling days of training at Avenger Field, Sweetwater, TX, the WASPs wrote parodies and ditties to well-known tunes and sang them as they marched to the flight line, ground school, and the mess hall. As a means of keeping those nostalgic days alive, an audio tape has been created through the generosity of Sound Marketing and Abbey Tape Duplicators, Chatsworth, CA.

"The tape offers a once-in-a-lifetime opportunity to capture the "esprit-de-corps" of the WASP. They have been made available as a fund-raising project to help build the WASP Memorial Fund so that an appropriate Memorial can be erected to remember those 38 WASP who gave their lives for their country—to make certain that history never forgets.

"For a tax deductible donation of \$10 you will receive one tape; two for \$18; three for \$25. They will be shipped directly from Sound Marketing. Your support is appreciated.

"Specify the number of tapes you desire. Make your check payable to WASP MEMORIAL FUND and mail to: 5935 McDonie Ave., Woodland Hills, CA 91367. Be sure to include your name and address.

"We appreciate your support in building our Memorial Fund."

"We must get more involved. Write letters. Speak out for our rights."

Aviation interests are concentrating on trying to keep the aviation money going into the aviation trust fund and not allowing it to be diverted into the general fund. Transportation in total provides 42 percent of new revenue, with the tax hikes on aviation fuels bringing in about 10 percent. The balance comes from highway fuels.

Despite the blows to commercial and private air transportation, a proposed tax on small private aircraft appeared to be stopped. The proposal targeted aircraft weighing 5,000 pounds or less and those representing general aviation argued that this

hard look to define our friends in Congress. We *must* get more involved. Write *letters*. Speak out for our *rights*. A majority in the general public is convinced that general aviation aircraft are owned by wealthy people who can afford to pay these higher costs, but we know that flying for business or pleasure will not be possible if taxing escalates.

GET INVOLVED! Write to: The Honorable (Senator), United States Senate, Washington, D.C. 20510; and the Honorable (Representative), United States House of Representatives, Washington, D.C. 20515.

MEET CAROL SKINNER, ANOTHER DYNAMIC NINETY-NINE

by Ann Cooper



Ninety-Nine Carol Skinner, Springfield, OR, is the Northwest Section Reporter, a former President of the Oregon Aviation Museum, and currently the Executive Director of the Oregon Aviation & Space Museum.

Persons in Oregon gathered with the intent of developing a museum devoted to aviation history. Two organizations existed: the Oregon Aviation Museum and the Oregon Air & Space Museum. It became increasingly apparent that the two groups shared a common purpose and that *apart*, they divided support, but **together**, they could raise the necessary funds and enlist the necessary public support to create a single museum devoted to aviation. The two groups have merged and Carol, a "Can-Do" person, is actively working to see that a memorable location is created that

will do justice to the interesting contributions to aviation history of Oregon.

In 1988, the Board of Directors wrote, "Are you aware that Oregon has no public facility dedicated exclusively to the preservation, display, and restoration of examples of its rich aviation history?...In 1983, the Oregon Aviation Museum was established as a non-profit corporation ...and the directors began laying the groundwork for a successful, first class museum. Several aircraft and engines, significant photo and slide collections, hundreds of books and magazines, and other aviation memorabilia have become museum property. With the endorsement and support of the governor and the Oregon Aeronautics Division, we are ready to launch a fund-raising campaign to construct a building near the Cottage Grove airport, to include an exhibit area, gift shop, restoration area, theatre/meeting room, and resource library."

For some historical highlights: In 1910, the first aircraft built in Oregon flew. In 1921, Oregon established the nation's first state aeronautics branch. In 1924, the first "around the world" flight visited Oregon. In 1927, "Tex" Rankin moved to Oregon and became the state's most famous pilot. The Rankin School of Aeronautics was the largest flying school in the nation during that year. Also in 1927, the first produc-

tion aircraft was built: the Student Prince. The only known currently flying Student Prince is owned and flown by a young woman, Summer Martell. (The *Ninety-Nine News* will feature a story on the airplane and the female pilot in a subsequent issue.) In 1930, Les Long designed the first of his series of successful amateur-built aircraft. Oregon became a leader in homebuilt aircraft. This was emphasized with George Bogardus, the builder of the "Little Gee Bee," who was the first to cross the nation in his homebuilt in 1947,



Carol, with the prize won by the Interstate owned by Carol and her husband, Hal.

paving the way for the modern homebuilt era. In 1941 to 1945, some of the first WASPs were Oregonians: Geri Lamphere Nyman, Dorothy Kocher Olsen, and Blanche Osborn Bross.

Carol Skinner's responsibilities as Executive Coordinator are keeping her very busy as she labors to see that the merger of the two aviation

continued, next page

Carol Skinner, continued

groups is smooth and efficient. She first became involved with the Oregon Aviation Museum (OAM) in November 1986. She assumed the Presidency of the Board in July 1987 and continued in that capacity until March of 1990 at which time she stepped down to Vice President. Carol said, "I'm an organizer and administrator, so this was just my 'cup of tea.' Besides, I love airplanes and aviation history."

During Carol's Presidency, she achieved the following:

- Developed and mailed a museum brochure to every registered pilot in the state of Oregon, the basis of the membership drive. The newsletter mailing list now numbers 600.
- Opened a bank account and began fundraising activities which included selling promotional merchandise: hats, tee-shirts, tote bags, etc.
- Arranged for the first annual meeting with Howard Lovering, the Executive Director of the Museum of Flight, Seattle, as speaker.
- Negotiated the option for 12 acres of property adjacent to the Cottage Grove Airport on which to build the museum.
- Interviewed prospective board members to obtain services from six valuable representatives. "They are committed and supportive and have given countless hours and their own funds to keep plans for the museum moving ahead," said Carol.
- Attended the International Association of Transport Museums Conference in San Diego in 1987 and the 1990 IATM Conference in Tucson. Attendees include Executive Directors, Curators, and board members from NASM, Wright-Patterson, Pima Air Museum, San Diego Aerospace Museum,
- Put together a slide presentation to be used when speaking before groups and spoke to numerous organizations about the OAM.
- Developed and mailed the first OAM newsletter. (In addition to her monthly contributions to the *Ninety-Nine News*, Carol will continue to create newsletters for the OASM.)
- Arranged for State Senator, Peg Jolin, to sponsor a bill in the last legislative session to name OAM as an official state museum. "We were unsuccessful because of the division of the two groups. With the merger, we feel confident that we will be successful in the 1991 session," said Carol.



"I was particularly thrilled to watch the 1926 Airway Beacon Tower lowered onto the museum grounds at Cottage Grove."

Museum of Flight, Canadian National Museum, RAF Museum, Marine Museum, Grumman Corporation, and many others. "The contacts and seminars have been invaluable in educating myself about aviation museums and their operation," admitted Carol.

• Organized and prepared a weekend retreat for OAM board members at which they planned for the future of the museum. Carol said, "It was a very worthwhile time and one which I hope we can repeat with the combined boards."

In addition to her obvious efforts on behalf of OAM, Carol actively sought the merger and set goals for the establishment of a resulting successful museum. She has accomplished the following in that light:

- Arranged for an Aviation Committee of the Cottage Grove Chamber of Commerce to make a presentation to board members of OASM regarding the selection of Cottage Grove as the permanent museum site. "It was very impressive," said Carol, "and OASM is sold on that location."
- Met with Senator Hatfield's Field Representative regarding a congressional appropriation for the museum.

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NEW HORIZONS

FRANCES ASHBURN COKER, 73, Past Chairman of the Texas Dogwood Chapter, went to new horizons on October 24, 1990. A resident of Tyler, Texas, Frances received her pilot's license at the age of fifty. Despite her many duties as Chairman of the English Department at Robert E. Lee High School, she and husband, Steve, as "Official Chart Reader," managed to make many pleasant flights in their Cessna 172.

In later years, her pilot son, Steve, Jr., and wife, Sally, also a past Chairman of the Dogwood Chapter, arranged numerous flights with her. Texas Dogwood members will miss her dedication and delightful sense of humor.

MELBA SMITH, of the Greater Detroit Chapter, flew to new horizons on October 18, 1990. She will be sorely missed.

PAULA HOWARD, JEANINE CECCIO, and JACKIE PETTY, three very special women, were all lost to the Santa Clara Valley Chapter, California. Donations may be made in their names to the Marion Barnick Memorial Scholarship.



The late JACKIE PETTY, left, with Nancy Rodgers at Marshalltown, Iowa during the 1989 Air Race Classic.

photo submitted by Glenn Buffington

SEEING THE WEST BY C-182

by Evelyn J. Greene

Every recreational pilot has his or her own unique stories to tell of cross country ventures; however, it's nice to grab a few advance tips before a long flight. It's with this in mind that I write of our Cessna 182 trip--a flight from British Columbia to southern California.

Summer, one of the most reliable times to fly VFR with its longer days, has less than desirable higher temps. When the thermometer hovers at the 110-120 degree mark in Oregon and California, you will find it much nicer to fly very early in the morning. The land looks fresh, the skies are uncluttered, there are none of those "heat bumps," and some daylight remains when you arrive at your destination!

The difference between a weather briefing over the phone and that done in person never ceases to amaze me.. At the station, it's easier to understand the overall weather patterns and, despite the cautions to the contrary, the 3-5 day prognoses are reliable planning tools. The in-person briefing was particularly useful when deciding to try the beautiful coastal route and when arranging a VFR route through the extreme smog of Los Angeles.

With a thorough weather briefing the previous evening, Monday the 9th of July dawned with clear skies and we quickly packed up CG-XMY to get an early start on the day. Significant mechanical difficulties with our brakes kept us at the Victoria Flying Club for several hours; but, there was a "silver lining in this cloud." The low cloud cover along the coastal route was disappearing as forecasted and the coast was clear by the time we arrived.

We cleared U.S. Customs at Port Angeles, Washington. Although pilots are required to obtain customs permission ahead of time, the officers were friendly and efficient. Unicom radio provided useful traffic, runway

continued next page

and wind advisories. A nice, friendly cafe, the Hangar Restaurant, offered breakfast or lunch and Port Angeles offered an ADF on the field.

The Washington and Oregon coasts are breath-taking. Rugged beaches with rocky outcroppings contrasted with snow-covered mountains. There is a military zone along most of the Washington coast; however, with clear conditions, you can fly over it at 5500 feet. The coast appears to be natural with the few small towns and many neat airports along the way.

Naturally, we landed to stay at one of those airports Monday evening; the picturesque Siletz Bay, Gleneden Beach, OR. Winds are capricious and we found Siletz Bay to be very gusty



"The Washington and Oregon coasts are breath-taking. Rugged beaches with rocky outcroppings..."

with 30-degree fluctuations and down drafts. Although camping is not allowed, the famous Salishan Lodge Resort is nearby with nature trails, fine food, and tennis courts.

Tuesday was an extremely hot day; however, we found smooth flying at a 7500 foot altitude. We left the coast to fly inland via the Corvallis and Roseburg VORs to Grants Pass, a lovely airstrip huddled near the edge of a mountain ridge. There we recommend a visit to the Paradise Ranch Inn. It lives up to its name with lush-green grounds, ponds, colorful flowers, swimming pool, and a great dinner menu that attracts visitors from afar. For the adventurous, there are a variety of white water rafting trips down the Rogue River.

By 9:30 AM on Thursday morning the air was HOT and humid. We went to Oroville, then on to Bakersfield, CA via radio navigation; but, Be Prepared: it's REAL HOT. The

cabin became uncomfortable well before noon. There is a pleasant motel, with a nice swimming pool, right on the field at Bakersfield. We spent \$32 per night for two and were within 100 feet of transient parking.

Friday, July 13th, we rose early to face the challenge of the Mojave Desert and the airspace of San Diego. The less congested of the recommended routes through the mountains for recreational pilots is the Lancaster route: tracking beyond the Palmdale VOR (near Edwards Air Force Base) and through the Tehachapi Pass. Keep your eyes open for gliders soaring the mountain ridges near the Pass. We flew the pass at 7500 feet and closely monitored two VORs. Navigation got a bit tricky in the smog (and an unforecasted rain squall).

The Los Angeles area (and particularly the 100 miles to the east, caught by mountains) is often marginal VFR, due to thick smog and sometimes coastal fog. Check the visibility carefully. Often what was described as "clear VFR with no cloud" meant the visibility was 5-6 miles! With seriously restricted visibility, the congestion of 25 airports in the L.A. area, occasionally high terrain, unfamiliar territory, it calls for both a good navigator and a good pilot.

Flight following, an "extra eyes" service offered in The States, is often very useful near larger cities and is absolutely essential in the Los Angeles/San Diego area in reduced visibility. We found both center and tower controllers very helpful—perhaps because of our Canadian identification, our Mode C transponder, and obviously careful pilotage.

After landing at Montgomery Field (San Diego), we met three older pilots. I commented that Canadians are used to 30-35 mile visibility. They had obviously discussed this many times for one immediately said, "Well, WE get real nervous when it clears up to ten miles."

We found it worthwhile from San Diego to take a short car trip to the Mexican border and walk to Tijuana with a new, clean shopping mall just minutes over the border, to take in the

San Diego Zoo, or visit Old Town San Diego for some real Mexican food. A wide range of hotels and restaurants exists. We stayed at the San Diego Princess on the beach, operated by the well-known Princess Cruise Lines. It was an excellent holiday resort with sailing and windsurfing, tennis courts, a beach and swimming pools, and three very good restaurants.

When we caught an afternoon of improved visibility (8-10 miles), we moved to Burbank International, north of Los Angeles. The area appeared a bit grimy.

It is easy to spend several days



Even in the summer, the high Cascades can be snow-covered.

In Los Angeles. We enjoyed Disneyland and Universal Studios and, when arranged in advance, discovered that there are usually excellent shows at the theatre. But watch the highway rush hours, 6:30-9:30 AM and 3:30-6:30 PM. Traffic in L.A. is always busy, but it backs up during those times.

After nearly two weeks of "seeing the west coast the leisurely way," it was time to start back. We followed the Gorman VOR/Highway 15 route, with less difficult navigating, from the Los Angeles/San Diego area.

Just north of San Francisco is an excellent, small airport called The Nut Tree in Vacaville. Greenery surrounds the airplane parking area, with a super mall which includes a great pilot shop covering one full floor, an excellent restaurant, and a choice of economical motels within walking distance. Winery tours are nearby, although we did not sample.

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CAROL SKINNER from P. 21

Depending upon election results, that possibility remained viable.

- Planned meetings with Evergreen International of McMinnville, OR, regarding support for the museum.

- Spearheaded the move of an original airway beacon tower from a hill south of the Oregon city of Eugene to the museum property. "It was a highly emotional experience for me," said Carol, "to see that beacon tower come flying through the sky beneath one of Jack Erickson's giant helicopters! I remember seeing it operate on our family trips to Eugene when I was a girl. The tower stood on the hill from 1926 until it was moved in July 1989 and is in very good condition. It will be erected on the museum grounds and become the beacon for the Cottage Grove Airport."

Carol is not alone in her promotion of the museum, but she is certainly one of the leaders in effort and in dedication. She said, "I guess you could say that this is a crusade for me and one of the most important jobs I've ever undertaken. Not only does the history of aviation in Oregon need to be preserved, we need a tourist facility of this caliber to replace some of the timber revenue that we are losing. I realize that there are probably 200 aviation museums across the country, but none of them are devoted to the preservation and promotion of Oregon's

aviation history.

"I am also vitally interested in the educational opportunities the museum will offer to all ages. A quality research library and auditorium with modern audio visual equipment are vital. It has also been suggested that we consider an Omnimax theatre, which I understand can be contracted out."



Carol Skinner with Maj Gen Marion Carl, USMC Ret., a native Oregonian and the first Marine fighter ace of WWII. The airplane is a F-4U Corsair owned by Jack Erickson, Medford, OR, the type in which Carl had two kills.

Carol likes to promote the museum, but she also likes to work in the background to keep things moving ahead and running smoothly. "As the only woman on a soon-to-be 22-member board of directors, I appreciate the fact that these men see me as just another person who is interested in establishing an aviation museum in Oregon. I would hope in the near future that we can add a couple of more women to the board, but it is not easy to find people who are willing to commit the time, money, and effort it takes to be an effective board member."

If you are interested in the Oregon Aviation & Space Museum, contact Carol Skinner at 2486 N. 16th Street, Springfield, OR 97477 or call at 503-746-3387. The museum address is P.O. Box 8037, Coburg, OR 97401. Just think. One of these days you'll be able to fly in to quaint Cottage Grove, Oregon, and enhance your cross country flight with a visit to the dramatic and interesting Oregon Aviation & Space Museum. Remember that thanks will be due to a Ninety-Nine, Carol Skinner.

FUN AND FUNDRAISING⁹⁹

continued from Page 3

their designed Macintosh/laser printed flyers at numerous airports within the range of Hagerstown and stuffed them into Alphin Aircraft monthly billing statements. They also distributed them at safety seminars held during Aviation Safety Week, beginning with a program co-sponsored by the Washington, DC and Potomac Chapters of the Ninety-Nines at the Air & Space Museum which drew nearly 300. Apparently, as many pilots came to hear the seminars, "Pilot Decisions" and "How to Crash an Airplane and Walk Away," as they did to eat.

Before noon, the first of 75 fly-in aircraft began arriving, a larger number of airplanes than had ever before parked at Alphin Aircraft on any one occasion (including innumerable EAA fly-ins). June Green was our liaison with EAA Chapter 36. She, with Karen Cessna and Hélene Scher of the Potomac Chapter, ferried pilots and friends back and forth be-

continued on the next page

tween Alphin Aircraft at the SE edge of the airport and the tower at the NW. The view from the tower catwalk was magnificent.



R.J. McGlasson (l.), DC Chapter, Governor Middle East Section, and Pig Roast General Chairman, and Peggy Doyle, Chairman, Washington, DC Chapter

Men of the EAA, transceivers in hand, directed the parking of the 75 transient aircraft on the grassy hill alongside Runway 27. Thanks to their expertise and dedication, all of the airplanes proceeded efficiently and safely.

Chairman R.J. McGlasson directed other members of the Washington, DC and Potomac Chapters. Months of planning and preparation, plus a 'dry run' prior to the event, greased the machinery of the event. Alphin employees had cleaned a large maintenance hangar. By Saturday evening, 8-foot tables were set up; coolers were filled with ice to keep the salads cold; urns of coffee, iced tea, and lemonade were prepared; and homemade cakes, cookies, and brownies were placed on separate tables.

Holly Brenneman, DC treasurer, and Linda Denett, former Potomac Chapter treasurer, prepared their admission table with tickets, cash, and a hand stamper. Including our intended guests, we had prepared

enough meat to serve 200 adults and, according to Holly and Linda, there were 181 paid lunches at \$10.00 each. Lin, Holly, and Dan McGlasson drove to a 24-hour market for additional beans, buns, and salads and, luckily, were fortunate to be able to return \$26 worth of unused salads and buns.

When the pig was roasted, observers gathered around T.S. and the cooker to watch chunks of pork lifted to an aluminum carving cart. Pork slices and servings of stuffing were carried to serving tables where then Middle East Governor, Alice Foeh, and 99 News reporter, Evie Washington, of the Potomac Chapter, headed servers: Linda Cain, Carol Rayburn, Peggy Doyle, and Becky Center of Washington; Pat Garner, Betty Olivilo, and Kathy Hobart of Potomac.

In a highly cooperative venture,



Delicious Pork and Stuffing, ready to be served

the Pig Roast united individuals and six independent organizations: 2 chapters of the Ninety-Nines, 2 FSDOs, an EAA chapter, an FBO, and airport and control tower personnel. Beth Alphin, formerly the women's fencing coach at Penn State, conducted tours of the Alphin Aircraft facilities, delivering spontaneous mini lectures to appreciative audiences. She described each of the five building departments: sheet metal repair, engine shop, painting, avionics, and mainte-

nance.

Although there is no way to coax the weather to cooperate with such an event, this fund-raiser was successful and fun. It is the type of fundraiser that can be emulated by other 99 Chapters. It offers something for everyone, even if that is only good public relations for the FAA, the FBO, and the Ninety-Nines. 99

Lin Clayberg wrote, "For Chapter cooperation and fund-raising for the AE Scholarships, we suggest our Pig Roast. With an interesting FBO as "host," the assistance of the local FSDOs, airport personnel, and other aviation organizations, a successful, fun event can be pulled off. The WEATHER is the only unknown.

"... in 18 months, the DC Chapter raised over \$22,500. for the scholarship. The 'extra' \$2500 allowed us to present the first award at the AE

Luncheon on July 7, 1989, in NYC.

"...The event is manageable if restricted to the pilot/aviation community (the main reason we did NOT publicize it in the local press or try to combine it with "Pennies-a-#." Too many airplanes, tools, equipment, and children do not mix safely).

"Proceeds can be divided in proportion to the participation of the chapter members. Assisting organizations, such as the EAA, can be given donations of appreciation. The DC and Potomac Chapters enthusiastically recommend this kind of cooperation among 99 chapters." 99

Seeing the West, continued

Outside of the busy air zones, we regularly monitored Flight Watch, available in The States on 122.0. This was a particularly useful "weather briefing" service throughout our trip.

We thoroughly enjoyed continued excellent weather as we flew the return route via Porterville, Eugene, and Salem. Mt. Shasta was majestic, pilots regularly made useful reports along the route, and we could see forever.

Now, isn't this the reason why many of us just simply want to fly recreationally?

Evelyn J. Greene and her husband, Terry, are sustaining members of the Victoria Flying Club in British Columbia; she is also a Ninety-Nine. Evelyn and Terry have each been flying for approximately eight years.



"When the thermometer hovers at the 110-120 degree mark in Oregon and California, you will find it much nicer to fly very early in the morning. The land looks fresh, the skies are uncluttered, there are none of those "heat bumps," and some daylight remains when you arrive at your destination!"

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