

# NINETY-NINE News



Magazine of the  
International Organization of  
Women Pilots,  
The Ninety-Nines Inc.  
March 1991

**99s IN SAUDI ARABIA**, a Photo Essay  
3 Vie for AE Scholarship Fund Trustee  
99s Can Support Our Troops in the Gulf  
**STRESS** and the Pilot



GENERAL AVIATION PILOT UPDATESIGNIFICANT CHANGES TO AIRMAN'S INFORMATION MANUAL13 DECEMBER 1990

- Except during operations under IFR, an operable VOR or TACAN is no longer required in a **Terminal Control Area**. (Ref: ¶ 97)
- Equipment required to operate within and above an **Airport Radar Service Area** (up to 10,000') includes a transponder with Mode C effective 30 December 1990. (Ref: ¶ 101)
- Transponder requirements for operations in the **Contiguous U.S. Air Defense Identification Zone** have been expanded. (Ref: ¶ 430)
- Upon request FSS briefers will provide information on **Military Training Routes and MOA** activity within the flight plan area plus a 100 NM buffer from the edge of their current flight plan area. Beyond 100 miles pilots should request information from en route FSS's. (Ref: ¶ 502)
- **Enroute Flight Advisory Service** procedures, responsibility, altitude and frequency information has been updated. (Ref: ¶ 503)
- **Interim Voice Response System** which provided computerized weather information for pilots by telephone was discontinued 30 September 1990 thus references to **IVRS** have been removed from the AIM. Two vendors now provide computer-voiced weather data to pilots via standard touch-tone telephone:

Enroute Systems, Inc.  
141 Portland Street #8100  
Cambridge, MA 02139  
PB: 1-900-740-5060  
\$.75 per minute

Input Output Computer Services, Inc.  
400 Trotten Pond Road  
Waltham, MA 02254  
PB: 1-900-370-2424  
\$1 per minute

Basic weather data products include Surface Observations, Terminal Forecasts, Winds Aloft Forecasts, TWEB Route Forecasts, Convective Sigmets, Center Weather Advisories and Selected Weather Warnings.

- All public use landing areas (Airports, Seaplane Bases and Heliports) now have both **NOTAM D** (Distant Dissemination) and **NOTAM L** (Local Dissemination). The NOTAM Symbol (\$) has been deleted from the Airport/Facility Directory. Further NOTAM changes are expected. (Ref ¶ 294)
- The Airport/Facility Directory for Northeast U.S. is the only document continuing to provide information on **Tower Enroute Control**. Local Radar Approach Control may be contacted for **TEC** routes outside the Northeast Region.
- Definition of "Squawk VFR" added: Operate Radar Beacon Transponder on Code 1200 in Mode A/3 or other appropriate VFR Code. (Ref: ¶ 170)
- **Clearance Void Time** paragraph updated. Thirty minutes is the maximum amount of time allotted for the pilots to notify ATC they were unable to depart prior to void time and are still on the ground. Failure to notify results in aircraft being considered overdue and search and rescue is implemented. **IFR traffic is suspended**. Pilots departing **after** void time are not afforded separation and may be in violation of FAR 91.173. (Ref ¶ 323)
- Altimeter accuracy is subject to nonstandard atmospheric temperature, nonstandard atmosphere pressure and aircraft static pressure systems (position error). This paragraph emphasizes **extreme caution** is required when flying near obstructions or terrain in low temperature and pressure conditions. (Ref: ¶ 530)



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

1-91



**The General Aviation Pilot Update**, on opposite page, is courtesy of the Renaissance Chapter, North Central Section. It was submitted by June Beers, Chairman.

## YOUR LETTERS

The following article was published in the Newsletter of the **San Fernando Valley Chapter of the 99s**.

"This editorial is not for the people who serve on the board or the several committees in our chapter. It is for the people who enjoy the fruits of our labor.

"At the last International Convention there were many complaints about the high cost of conventions and of just running the 99s in general. Ladies, we're talking about **VOLUNTEERS**. These people are working for something they believe in and enjoy being a part of. There are no large salaries involved.

"What IS involved is **TIME**—their personal spare time. Most of these people have jobs that provide them with the funds to fly. Those jobs could take up 40-60 hours a week. Then, after the job, is taking care of the house, yard, and personal life. That could be 20-60 hours a week. I suppose these people also sleep 6-8 hours a night. If they are involved with any other personal projects: attending classes, other organizations, hobbies, etc., well, you can kiss any spare time good-bye.

"But it's always the busy people who volunteer to do the yeoman duties of running a 'volunteer' organization. Everyone else just steps back and says, 'I don't know how you do it!'"

# NINETY-NINE News



Magazine of the  
**International Organization of  
Women Pilots,**  
The Ninety-Nines Inc.  
March 1991  
Vol. 17, No. 2

<b>Support Our Troops in the Gulf .....</b>	<b>5</b>
<b>Section News .....</b>	<b>6</b>
<b>Pat Forbes Rides in the Junkers .....</b>	<b>6</b>
<b>Candidates for AE Scholarship Fund Trustee .....</b>	<b>14</b>
<b>99s IN SAUDI ARABIA .....</b>	<b>15</b>
<b>Stress and the Pilot .....</b>	<b>28</b>

**COVER: Arabian Section 99s test their gas masks in a Safe Room. Patsy Knox said, "Candles, flashlights, MREs (Meals Ready To Eat), tape, canned goods, and water go with you."** Also pictured: Nancy Taylor, Linda Hewgley, Mara Culp, Jean Everett and C-5 Galaxies at Dhahran Air Base. Photo essay starts on P. 15.



## YOUR LETTERS, continued

"They 'do it' with your help. They are depending on you to do the little things that will help them with the big things. They are expecting you to be part of the solution, not the problem. If you have an idea that you think is beneficial, work out a proposal and state how your idea will make things better or easier than the way it is being done now. Spend some of your time trying to solve a problem.

"The biggest machine or most complex computer will not function if one small part breaks or is missing. We must all work together and assist those who serve."

From writer, Dorothy Herrmann:  
"I am writing a biography of

Anne Morrow Lindbergh, to be published by Ticknor and Fields, and am trying to contact as many people as possible who knew my subject or her husband, Charles Lindbergh. I would appreciate hearing from anyone who has personal recollections or information about her and her husband." Dorothy Herrmann, 29 Reeder Road, New Hope, PA 18938.

From Achsa Donnels:

"Please extend my thanks to any and all others involved. The *Ninety-Nine News* for October with my picture on the cover and the very nice article inside was a complete surprise to me. Can you imagine the thrill for me to be a 'Cover Girl' at my age-86?"

*continued on Page 12*

## PRESIDENT'S MESSAGE



*by Marie Christensen*

### 99 SYMBOL OF SUCCESS GOES INTO SPACE

When 99 member Linda Godwin launches into space in late February aboard the STS-37 spacecraft, she will carry with her one of 99 Charter member Louise Thaden's cloth helmets from yesteryear as a symbol of the advancement women have made in aviation and space. Louise was an aviation star in the 1930's setting altitude, endurance, and speed records in her Beech Travel Air. In 1936, when the all-male Bendix Trophy Race first opened to women, Louise and Blanche Noyes flew to a first-place victory in a Beech Staggerwing. She was also awarded the Harmon Trophy as the world's Outstanding Flyer in 1936.

When Louise's helmet is returned to earth, it will be on display at our 99s Headquarters in Oklahoma City. Somehow I think it would bring a smile to Louise's face to know she will be setting yet another record. Linda, we all wish you a safe, successful journey and we know you will return to earth with a smile on your face.

### RESOURCE CENTER

Our Resource Center, located at our Headquarters in Oklahoma City, continues to grow and flourish. Recently we were pleased to receive gifts from some of our well-known and respected members to add to our growing collection of memorabilia from women in aviation.

It was revealed that Past President **Geraldine Mickelsen** had left 10% of



her estate to The Ninety-Nines, Inc. in her will. Gerry's generosity in the past helped us fund our Oral History program with a \$25,000 start-up grant. She was benefactor to the program again at a later date with another gift of \$10,000. Gerry's memorabilia is on display at the Resource Center along with a video and oral history of her exciting life.

We also recently learned that **Lucille Wright** named The Ninety-Nines, Inc. in her will, gifting us with her aviation memorabilia which includes several valuable pieces of artwork and photographs. Past President Gene Nora Jessen has made arrangements for us to receive the memorabilia at our Headquarters where it will be catalogued and displayed. Lucille also donated \$20,000 to our Headquarters expansion fund a few years ago. Lucille became hooked on aviation after General Billy Mitchell took her flying in his World War I Jenny. She travelled the world promoting aviation and became the first female courier pilot.

The colorful, energetic and charming **Jessie Woods** has donated nearly one hundred photographs to our Resource Center. A taped interview explaining and reminiscing about each of the photos to Mary Fletcher accompanies them and adds to the charm and uniqueness. The Northwest Section and Mary Lou and Dave Sclair donated the funds to display Jessie's collection of photos which have been enlarged to a 9" by 11" display size for easy viewing.

Jessie tells wonderful stories about her intriguing life as a Barnstormer and

Wing Walker in the 1920s. In January, I had the pleasure of being at a dinner hosted by the St. Petersburg Zonta Chapter and the Sun Coast 99s to honor Jessie for her accomplishments. Those of you attending our convention in Orlando this summer will be afforded the same pleasure of hearing Jessie tell some of her stories. She will have you rolling in the aisles with laughter while admiring her for her candidness and courage. Such a fantastic lady!

Last year, Acting Archivist, **Terri Gwin** (shown in photo below), assisted by **Cindy Rusher** (shown in photo above), completely reorganized, catalogued, and filed our memorabilia, papers, photos, etc., into beautiful order. It is now possible for researchers, member and staff to easily obtain archival material. Terri and Cindy continue to make a difficult job easy for researchers as they maintain and improve our systems on a daily basis. We invite all members, friends, and researchers to visit our growing Resource Center in Oklahoma City.





# NINETY-NINE News

Magazine of the  
International Organization of  
Women Pilots

March 1991  
Vol. 17, No. 2

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

*President:* Marie Christensen

*Vice President:* Pat Forbes

*Secretary:* Lu Hollander

*Treasurer:* Louise White

*Director:* Alexis Ewanchew

*Director:* Diane Cozzi

*Director:* Joyce Wells

*Director:* Mary Lou Waite

*Non-voting Advisor:* Barbara Sestito,  
Past President

*Editorial Director:* Alexis Ewanchew

*Editor:* Ann Cooper

*Editor's mailing address:*

131 Hillside Avenue

Berkeley Heights, NJ 07922

201 - 464 - 8175

*By overnight express:*

131 Hillside Avenue

Berkeley Heights, NJ 07922

## SECTION REPORTERS

*India:* Mohini Shroff

*Australia:* Marcia Hremeviuc

*East Canadian:* Kathryn Gamble-Lerchner

*Western Canadian:* Barbara Meredith

*New England:* Meta Politi

*New York/New Jersey:* Barbara Mead

*Middle East:* Evie Washington

*Southeast:* Lee Orr

*North Central:* Myrna Stephens

*South Central:* Margaret Cosby

*Northwest:* Carol Skinner

*Southwest:* Kathleen Browne

The *NINETY-NINE News* is published by The Ninety-Nines, Inc., a non-profit organization engaged in education, charitable and scientific activities and purposes.

Non-member subscriptions are available for \$12 per year.

Please send subscription monies and changes of address to:

Loretta Gragg

Executive Director

The Ninety-Nines, Inc.

PO Box 59965

Will Rogers World Airport

Oklahoma City OK 73159

(405) 685-7969

## Do you ask, "What can I do for the troops in the Persian Gulf?" Read On.

"Hello from Saudi," wrote Patsy Knox. "Most any day of the week, troops came into our homes for a shower, to wash clothes, call home, eat a hot home-cooked meal, gifts (always includes a fly swatter), a trip to town, usually to buy the Saudi headdress (gutras), and finally, a 'big hug' from their newly-found families.

"Most of my time has been spent on our convoys north to the King Fahd Air Base or other R & R camps where soldiers are brought from the front line for old fashioned American picnics—hot dogs, hamburgers, brownies (which they love), snow cones with lots of ice, popcorn, Cokes, and endless conversation. We always manage to have enough food. On the Marines' birthday, we served 2500. They appreciate whatever we do. Some of us are helping the Red Cross with the emergency hotline calls. Others go to the MASH hospital to visit patients.

"One evening at the end of dinner, one soldier, a missile interceptor, said to his hostess, 'Why do you do this?'

"Maybe at first we felt sorry for the troops in the 120-130 degree desert with no cold water. Now the troops keep us going. "High Caliber Military" is everyone's observation. They are polite, clean-cut, knowledgeable of his or her job, and so appreciative. Their comments: 'WE JUST WANT TO KNOW WE HAVE YOUR SUPPORT. A PAT ON THE BACK MEANS SO MUCH TO US.'

**"THEY KNOW WHY THEY ARE HERE, BUT THEY WANT TO KNOW IF THE PEOPLE BACK HOME DO. WRITE THOSE LETTERS OF SUPPORT!"**

Even if you do not know anyone serving in the Middle East, you can show your support with a letter. Many individuals receive little or no mail. Your expression of thoughtfulness could make a bright spot in someone's day. For members of the Army, Air Force and Marine Corps in Saudi Arabia, address mail to:

**ANY SERVICE MEMBER, OPERATION DESERT STORM,  
APO NEW YORK 09848-0006.**

For members of the Navy and Marine Corps on ships in the region, address mail to:

**ANY SERVICE MEMBER, OPERATION DESERT STORM,  
FPO NEW YORK 09866-0006**

**FOR PACKAGES:** the most commonly requested items:

**Panty Hose**—boots are hung in the hose to keep crawling insects out.  
**Dog Flea Collars**—worn around the ankles to discourage crawling insects.

**Fly Swatters, Insect Repellent**

**Toiletries, Sanitary Products, Tissues, Moist Wipes  
Stationery**

**Canned foods, Candy**

**Cookies**—preferably made without fats that can become rancid.

**Cassette Tapes**—blank and/or professionally prepared.



# SECTION NEWS

...What's going on in *YOUR* world?

## JUNKERS JU-52, A Flight of the Past

by Pat Forbes

On January 11, 1991, the Lufthansa's Junkers 52 landed at the airport in San Jose, CA as part of its six month promotional tour of the USA. After standing by for four trips (there were no no-shows!), I was asked if I wanted to go on the ferry flight from San Jose to San Francisco. A silly question!

The Junkers JU-52 was first delivered to Lufthansa in April of 1936. After only three months of service, it was sent to Norway. In April 1940, it was confiscated by the German Army and used as a troop transport, returning to Norway in 1945. In 1957, as a rather obsolete aircraft, it was sold to "Transportes Aereos Orientales," an airline based in Quito, Ecuador. By 1963, it had been left to rot at the Quito Airport; but it was purchased by a former American Air Force pilot, Lester Weaver, for \$5200 in 1969.

Martin Caidin proved Lester Weaver's investment savvy by paying \$52,500 for the craft six years later. Caidin christened the Junkers "Iron Annie" and toured many airshows demonstrating the big airplane. He sold the airplane to Lufthansa and it completed its circle, arriving back at Hamburg-Fuhlbuttel Airport in December of 1984.

Although it was hoped to restore the airplane to its original state, too many defective parts, extinct production methods, and more stringent safety requirements prohibited the attempt. Modernized, the cockpit is outfitted with HSI and RMI and a slick "Fasten Seat Belt" sign is mounted at the front of the cabin. They looked out of place and strange.

Unfortunately, the weather was Marginal VFR, but the flight was smooth. As we landed at SFO, we paralleled the approach of a United Airlines B-737. One can just imagine the conversation in that cockpit.

It took about twenty minutes to fly the thirty mile trip between San Jose and San Francisco. Normal cruising speed is 105 mph and the fuel burn averages 115 gph by the Junkers' three 9-cylinder radial Pratt & Whitney engines which are rated at 600 hp each.

The airplane is intended to be returned to Germany in February. Too large to fit into a Boeing 747, the wings and engines are to be dismantled and the entire craft is scheduled to be loaded into a Soviet Antonov AN-124 cargo plane for the transAtlantic flight.

Many thanks go to all the friendly people from Lufthansa who made the nostalgic rides possible. The flight will always be a highlight of my flying experiences.

From **North Dakota Chapter, Northwest Section**, came word that the members approved a co-sponsorship with the Civil Air Patrol of an FAA safety meeting to be held in Bismarck during February. Intending to have a booth at the Northwest Aviation Symposium held in Bismarck in early March, those planning to attend the Symposium anticipated hearing Paul Harvey at the Bismarck Civic Center. Chapter member, Wynola Thornton Eide, is slated to speak at the Symposium and Gwen Vasendem hoped to attend the Northwest Section Board meeting in Tacoma, WA, in February. North Dakota Chapter members saw a fascinating video



Honolulu ATCT Supervisor, Archie Snowden accepts the holiday cookies intended for tower personnel from Lois Luehring (left) and Barbara Mouchou, Aloha Chapter members.

entitled "C'mon Geese," which depicted the training of a flight of geese to fly in formation with a pilot and the pilot's ultralight.

**The Columbia Gorge Chapter members, Northwest Section**, decorated and sold a Christmas tree at the local Festival of Trees Auction with the proceeds designated for the Amelia Earhart Scholarship Fund. Chapter members intend to participate in the



## SECTION NEWS, continued

EAA Fly-In at Prosser, WA, and to assist the Mid-Columbia Chapter with their 1991 Spring Fling at Kennewick, WA, in April.

**The Mid-Columbia Chapter** members welcome four new members: Sherry Cadwell, Pat Moore, Shelly Montoya, and Patti Martin. The Yakima, WA, Airport was airmarked and plans are underway for the 1991 Spring Fling. Mark your calendars with the date, April 27, and plan to fly to Kennewick, WA, to participate in a poker run, proficiency derby, and precision landing and preflight contests. The event is open to all pilots—men and women—with an event in which non-pilots can also participate. Contact Marjy Leggett, 1615 West 7th, Kennewick, WA 99336, 509-586-9796, for more information.

**Montana Chapter** members have been asked to provide posters advertising 99s in local airports. (It seems that a good place to put information about 99s is in the ladies' rest rooms.) A family fly-in is planned for July and, of course, planning continues for the Northwest Sectional to be held at Bozeman, MT, August 22-25. The Montana Chapter newsletter has begun a feature on chapter members with an information gathering form included in each newsletter. The first members spotlighted were Cindy Rempp-Tate and Linda Marshall.

Sally Plumley of the **Willamette Valley Chapter, Oregon**, has been reappointed to the Oregon Aviation Advisory Committee

through 1994. The Chapter will again present a Flying Companion Seminar at the Spring Safety Conference at Lane Community College, Eugene, OR.

**The Aloha Chapter Ninety-Nines** made their traditional Christmas "Cookie Caper" run to all the control towers and UNICOMS in the Hawaiian Islands. Twelve 99s participated by baking, bagging, and/or delivering cookies to the

day and night, checking with them every four hours. Christmas night he received word to return to Washington the next day and he returned to Saudi Arabia at the end of December." Our love and best wishes to Margaret and to all loved ones serving in the Gulf War.

**Austin Chapter** members went to a wind tunnel and ballistic weapon tour at the University of Texas Labs. In addition to 6



*Lake Erie Chapter members pose with Jim Dunlap, round-the-world C-182 flyer, who spoke at their December 1990 meeting. L to r: Barb Petry, Edy Maxim, Doloros Martz, Marg Juhasz, Jim Dunlap, and Alice Henry, hostess.*

various stations.

**From South Central Section** reporter, Margaret Cosby, comes the following delightful Christmas surprise. "My young man showed up at my front door on December 22nd. I was in shock! He was on a special job for the Air Force in Washington and they let him come on home. He had been working around the clock in Saudi since early August and had been under a lot of pressure. He was on the phone with Saudi all hours of the

members, one student pilot and three spouses joined the tour. Austin Chapter welcomes Melinda Walton from Houston as a transfer.

**Colorado Chapter** members, South Central Section, are ecstatic that KUSA-TV in Denver did a 5-part series on their "Flight Without Fear" program. Ginger Banta, Pam Bertino, and Joyce Hilchie presented Airbear to 206 kindergarten students and first and second graders. Joyce



## SECTION NEWS, continued

Hilchie also presented information and demonstrations about 'air' to 160 fourth and fifth graders. Earl Bolton followed with cockpit advance information from the single instrument plane to planes with multi-instrument panels. Jan Clemen spoke to Explorer Scouts at Fort Collins, CO, concerning her flying experiences. The 1989 66 Scholarship Winner, Carmen Munns, recently wrote, "I just got my private pilot check ride. ...I thank you very much for the financial help. I don't know that I could have done it without you! It is exciting to know there are organizations like yours to help people like me achieve their life goals. Hope to join the 99s soon and meet you all in person. Again, thank you."

**The Golden Triangle Chapter** is sponsoring a program featuring discussions with American Airlines regarding their pilot hiring procedures, profiles of pilot backgrounds, and other criteria used by American in recruiting and hiring pilots. The meeting will be at DFW Airport at 7:00 PM on March 12 and everyone interested is invited. A big welcome is extended to Pat Doyle, a new member and the Manager of McKinney Airport and Assistant Manager for the City of McKinney. Could aerodynamics and Margie Carter's aviation expertise have helped her to capture of the First Place Trophy in the fall series sailing races at Lake Lewisville? Margie won five out of six firsts. Congratulations, Margie.

**Louisiana 99s** continue to gear up for the Spring Section Meeting. One of their exciting events, as mentioned in the January/February issue of the *Ninety-Nine News*, is the dedication of the "Women in Louisiana Aviation" permanent exhibit at the Wedell-Williams Museum Foundation in Patterson, LA. One member from **South**



*Dotti Campbell, R, and Donna Harris show the gifts of socks, jewelry, perfume, makeup, and gloves donated by the Long Island Chapter to the Brighter Tomorrows Home, a shelter for battered women on Long Island, New York.*

**Louisiana, Shreveport, and New Orleans Chapters** will serve with the Foundation on a selection committee to rededicate the exhibit annually to other women of significance to aviation in Louisiana. Nominations for this annual honor will be solicited from the aviation community.

**San Antonio Chapter** members lament the rainy weather that has kept them relatively quiet. They welcome Faye Makarsky as a transfer and members Ann Ash, Ginny McDaniel, and Laura Richter attended San Antonio

Zonta's annual Amelia Earhart Dinner at Oak Hills Country Club. The guest speaker was Dr. Carol Redfield, NASA Research Engineer and Computer Specialist. Margaret Cosby recently participated in a Texas Wing Civil Air Patrol Search and Rescue competition. Although she only flew as one of a two-man-one-woman crew, her team won the spot landing contest and the ELT search, finding the location the fastest of the teams competing. Margaret is serving on the Kendall Country Emergency Management Disaster Team and will be assisting with the writing of a scenario to coordinate future operations.

**Space City Chapter** members, 16 strong, toured the Flight Safety International facility. They met Karen Hunt who had just finished working on a simulator as part of her continuing Continental Airlines training. The sims are incredibly realistic. Members claim that they felt they were actually flying a commercial carrier, even feeling the seams in the runway as they rolled over them. Teresa Stokes was at the annual Christmas party and told of some of her wing-walking experiences. (She performs with Gene Soucy on the airshow circuit.) It is hoped that she will give a presentation on the art of wing walking and, while she is at it, on her aviation art as well. She is becoming increasingly well known for her aviation paintings. Lynn Lutz is warmly welcomed as a new member. **Space City 99s** anticipate a new year filled with great flying and many educational



## SECTION NEWS, continued

events—their new year's resolution.

**The Colorado Chapter** invited persons to submit a line drawing to illustrate a poem written by Van Matheny. The winner was to be selected in January. We have reproduced Van Matheny's poem for you and look forward to hearing about the contest winner.

### WINGS

Come fly with me and we will  
soar;

The Earth shall trap us here no  
more.

With cloth and metal wings we fly  
with engine powered, thrust so  
high

To skip the bounds of Earth so  
fast,

be free of gravity at last.

To see the clouds for what they  
are

and borders of the Earth afar  
To move with no restrictive tie  
To know what joy it is to fly.

To move by choice through  
endless space

with one great Master yet to face  
So when our time on Earth draws  
nigh

we'll know, before, we've been  
this high.

**North Central Section's All-Ohio Chapter** welcomes new members, Miriam Huber and Lisa Veitch. Leigh Kelly, All-Ohio Chapter, is assisting Dr. Pamela Tsang of Wright State University in her study of aging on pilots. Lalah Harding, All-Ohio 99, and her husband, Alan, are proud parents of a son, Kenneth Howard, born in September. Linda Blodgett celebrated the first flight

of her Cherokee 180's new engine with her trip to the November All-Ohio Chapter meeting. Her son, David, has been in Saudi Arabia flying Blackhawks at night. Our best wishes to David. All-Ohio members, Kathleen Sheeks and Jean Allen, worked at the EAA tent at the Toledo Airshow.

**Wisconsin Chapter** has one new 99, Adrienne Stevens, and 5 new 66 members: Patricia Brenner, Ernestine Lynfood, Jennifer McGuire, Judy Schultz, and Ginny Schumann. Wisconsin 99, Joyce Barlow, and her husband have recently opened a store, *Aviation Things*. The store, which offers books, videos, jewelry, and pilot supplies, is located opposite East Towne in Madison.

Barbara Goodwin, **Lake Michigan Chapter**, presented a workshop for science teachers, "Excite Reluctant Learners—Fly," at the Detroit Science Teachers' Conference. Wendy Holforty, Lake Michigan Chapter member and CFII, has moved to Kalamazoo, MI, where she is a full time student at Western Michigan University majoring in aircraft engineering. December saw 22 Lake Michigan Chapter members and their guests attending the meeting at Kent County Airport. Members discussed their involvement with the CAP at Three Rivers, MI.

Diane Cozzi, **Chicago Area Chapter** member, attended a meeting of the Chicago Association of Commerce and Industry Aviation Committee. FAA Director, James Busey, spoke on improve-

ments planned for O'Hare and Midway Airports. Chicago Area 99s were treated to a fascinating program by Sue Nealey who showed slides and related her adventures flying the Vintage Air Rally from London to Australia. Ellen O'Hara and prospective 99, Ericka Schoelkopf, Chicago Area, attended the Fall Meeting of the Lewis University Aviation Advisory Board. The women participate on the Facilities Planning Committee. Sharon and Frank Schorsch attended the AOPA convention in Palm Springs where Sharon worked at the 99 booth and attended the Ninety-Nine get-together. Cynthia and Ralph Madsen and Ruth and Rock Rockcastle joined twelve Medinah Aviators in a combination fly-out to Frankenmuth, MI, for a holiday shopping spree.

Meta Politi reported that it is a quiet time of the year for flying in **New England**. As is so often the case in New England and elsewhere, the winter weather has been unpredictable. Yet, she reported that seven members of the **Connecticut 99s** had a great day airmarking Ellington Airport. They painted 15-foot high letters on a taxiway and completed the job in a scant four hours. Work was combined with fun as they lunched on the lawn and watched skydivers and helicopters overhead. **New England Ninety-Nines** crowded the island of Nantucket for an annual Christmas stroll. The main street is closed to vehicles and carolers and bands mounted a stage for the day-long revelry which was



## SECTION NEWS, continued

culminated with the tree lighting ceremony at four in the afternoon. **The New England Spring Section Meeting** will be held on May 17-18 at Groton, CT, with the Connecticut 99s as hostesses. The guest speaker will be Larry

\$2 each or 3/\$5 and can be purchased from Joanne Bolton. Marilyn Kamp has volunteered to be the chapter's oral historian. **Long Island Chapter** held a Safety Seminar in December

program for elementary school children a number of years ago. The program has grown to a realistic simulation of a space shuttle and mission control booth. This program differs from other similar programs in that it is an open-ended flight with no presented program. The kids program the flight themselves as well as get themselves out of any problems they encounter.

**The Garden State Chapter, NY/NJ Section**, contributed \$250 to AE Scholarship, \$25 to the New Jersey Aviation Hall of Fame to enroll a deceased Chapter member, Dana Kull, in the Book of Memory, \$100 to help offset the expenses of the NY/NJ Section Governor to attend semi-annual meetings of the International Board as a member of the Council of Governors; and \$25 as a booster ad for the New Jersey Aviation Hall of Fame Annual publication for the Award Dinner in May at which time the two New Jersey Chapters of the Ninety-Nines will receive the Fred Wehran Aeronautical Award. Freedom's Wings International is celebrating its 11th anniversary. There will be two dinner theater fund-raising events at the Hunterdon Hills Playhouse, Perryville, NJ; *John Loves Mary* on March 22nd and *Cactus Flower* on April 5th. Proceeds from the dinner theater tickets will benefit the non-profit organization which is dedicated to providing flight training and inspirational rides to physically challenged individuals. You can contact Mary D'Angelo-Soble, Upper Black Eddy, PA at 215-982-5023 for further information.



*The Greater New York Chapter's Holiday Party had surprise guests, thanks to Doris Brell and Santa—Charter Member, Bobbi Trout; Amelia's mechanic, Bo McNeeley; and Amelia Earhart researcher and Lockheed historian, Carol Osborne. They were in the Big Apple to film a commercial about Amelia that is being produced by BellSouth. This photo is credited to Carol Osborne.*

Webster, an aviation archaeologist and volunteer curator for the New England Air Museum in Windsor Locks, CT.

**The New York-New Jersey Section's Central New York Chapter member**, Virginia Breed, donated a handmade quilt to the chapter to be used in a raffle. The proceeds from the quilt raffle will be donated to the NY/NJ Section fund to be used to send our Governor to International Board meetings. Raffle tickets are

which featured a slide/lecture presentation on survival after a plane crash given by FAA Accident Prevention Specialist, George Strickland. The presentation was so informative that chapter member, Mae Smith, is planning a similar agenda for the February Chapter meeting. Peter Connors and Dennis Kurtz from the Challenger Project on Long Island spoke at the January meeting. Peter and Dennis, educators from the Half Hollow Hills School District, started a space education



## SECTION NEWS, continued

Winter rain and sleet precipitated one of those GO or NO-GO decisions for travel to **Middle East Section's Keystone Chapter's First Anniversary** dinner. Nine charter members

community by sponsoring a FAA Safety Seminar and providing educational programs for several of the area Girl Scout troops. The chapter has developed a Big Sister program for member 66s and has produced a student pilot handbook.



*Keystone Chapter's chairwoman, Jessica Waltz, presented 49 1/2 pins to, (l to r), Craig Hurst, Rohe Helm, and Jerry Shimer, at the chapter's First Anniversary Banquet.*



*Keystone Chapter's officers for 1991 are, (l to r) Julie Dvorscak, Treasurer; Mary Gurgick, Secretary; Alice Helm, Newsreporter; Jessica Waltz and Julie Shimer, Co-Chairwomen; and Nancy McCurry, Membership.*

have grown to 18 with special thanks to Nancy Minor McCurry, membership chairwoman. At the banquet three 49 1/2s were honored for their support, contributions, and help to the chapter: Rohe Helm, Jerry Shimer, and Craig Hurst. Keystone has reached out with service in the

A plane wash fund-raiser was a success and Keystone continues into 1991 with Jessica Waltz and Julie Shimer, Co-Chairwomen; Mary Gurgick, Secretary; Julie Dvorscak, Treasurer; Nancy McCurry, Membership. An event with a local women's club turned out successfully. "Approximately

fifty women showed up at Queen City," the chapter newsletter, *Straight and Level*, printed. "The women were divided into small groups and sent to different posts headed by our members. Julie gave a tour of the hangar and allowed women to sit in several different aircraft. Jesse spoke about and answered questions concerning aviation. A 49 1/2 let the women listen to a hand-held radio. The club appreciated the tour and donated \$50 to our local chapter. Also, Keystone Chapter members offered their services to a local school district for its space shuttle project. They hope to be role models for high school girls and to rally more interest in the field of aviation.

**New Orleans Chairman**, Jonnie Fox-McAlpine, reported that 99 and Military officer, Captain Carol Renneisen, is a member of a unit, the 926th, which is presently serving in Saudi Arabia. At this writing, Carol has not been deployed. Our thoughts are with her and with all other Ninety-Nines that she represents. Jonnie also wrote, "I recently began a major donation contribution effort with all 7 Wal-mart Stores, hotels, and corporations and was received with overwhelming support and enthusiasm. I was able to collect over 50 cases of much needed items, such as: shampoo, soap, deodorant, candy, books, canned food, razors, clean wipes, etc. to be sent to Saudi Arabia. I presented it to Colonel August of the 926th on behalf of my Civil Air Patrol squadron.

*continued on Page 20*



# CALENDAR

## MARCH 1991

Purple Sage Flying Companion Seminar  
Northeast Kansas Annual Daffodil Delivery  
9 Kansas City

Northeast Kansas Membership breakfast

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.

15-16 Northbrook, IL Allgauer's Hotel

At 7:00 P.M. on March 15th and 8:00 A.M. on the 16th, IFR/VFR Safety Seminar and Flying Companion Course. Sponsored by Chicago Area 99s in cooperation with I.D.O.T. Allgauer's Hotel is located on Milwaukee Avenue. For more information: Mary Lou Mueller, Chicago Area Chapter, 708-397-9004.

21-23 St. Louis, MO Clarion Hotel

"Images of Women in Aviation," 2nd Annual Women In Aviation Conference. Forum for Aviation Professionals, scholars to investigate the contribution of women to aviation and aerospace. For details, call Dr. Baty, Parks College, Cahokia, IL, 618-337-7500.

27 Blairstown, NJ Blairstown Airport

North Jersey Chapter Safety Seminar

## APRIL 1991

6 Van Nuys to Needles, CA Lake Havasu

1991 Valley Air Derby, sponsored by the San Fernando Valley 99s. Contact: Betty Irwin, 818-886-3747.

4-7 New Orleans NCASE

National Congress on Aviation and Space Education, New Orleans. Sponsored by FAA, CAP, and NASA. The Ninety-Nines will be an exhibitor. Anyone interested in working please contact Pat Forbes, 279 Catalpa Dr., Atherton, CA 94027 or call at 415-853-1424. It is fun meeting teachers and sharing ideas on aerospace education.

26-28 Ann Arbor, MI Ann Arbor Muni Airport

Pinch Hitter Course. Contact: Nancy Hecksel 313-549-5383

26-27 Staunton, VA Sheraton Inn

Middle East Section Meeting hosted by Shenandoah Valley Chapter

27 Kennewick, WA Vista Field Airport

Poker Run, Proficiency Derby, Precision Landing and Preflight Contests. Contact: Marjy Leggett, 509-586-9796 or Anne English 509-854-2272.

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

2 Whitesboro, NY Whitesboro High School

Safety Seminar sponsored by Central New York Chapter.

4 North Jersey Contact Barbara Mead

Poker run (May 5th Rain Date)

3-5 Ann Arbor, MI Ann Arbor Muni Airport

Pinch Hitter Course for anyone 15 or over, male or female. Contact: Nancy Hecksel, 313-549-5383. Recipient of 99s International Safety Education Award-1988, 1989.

5 Trenton, NJ Trenton-Robbinsville Arpt

Pennies-a-Pound (May 12th Rain Date), contact Mary Helfrick, Garden State Chapter

10-12 Lake Charles, LA

South Central Section Spring Meeting

14-20 Houma, LA NIFA Competition Jan Maxwell

continued on Page 25

# Letters, cont.

"I am still bowled over by the Wright Memorial Award, which was also a surprise to me.

"Who wrote the article? It was very nice, but I wish to inform the gals that I lost my daughter, Susan, some months ago. Very tragic for me.

"I thank you all and I love you all."

*(Ed. note: I was pleased to be able to write the article about you, Achsa. Steve and Suzanne Asbury-Oliver introduced me to you at the Reno Air Races and I interviewed you at that time. Our sincere condolences to you on the loss of your daughter. Our hearts go out to you. Best wishes, Ann Cooper.)*

From Lois Erickson, Governor of the Southwest Section:

"Just got the latest 99 News and know my members will be pleased. Thank you for your prompt response to my call and for the letters which followed. This issue is much improved over the first one and I am sure you will be receiving compliments soon. I wouldn't take your job for anything—it's a difficult, but I'm sure, rewarding task. Keep up the good work, and best of luck!"

From Lois Hailey, El Paso,

"The July/August issue had a story on Marion Rice Hart (1891-1990), Femme Extraordinaire. I met her in the 1950 AWTAR. She spent the first 84 years of her life out in front of the world's idea of women, although she was opposed to the Equal Rights Amendment and the feminist movement gener-

continued on next page



## BUSINESS MEETINGS and EVENTS CALENDAR

DATE: 1991	SECTION/EVENT:	LOCATION:	CONTACT:
03 21-23	Women in Aviation Conference	St Louis MO	Dr. Peggy Baty
03 29 to 04 2	Australia Women Pilots	Easter Australia	Margaret O'Brien
04 12-14	No Central	Bloomington IL	Dodie Jewett
04 27-28	NY-NJ	Niagara Falls NY	Shirley Ludington
05 3-4	East Canada	London Ontario	Betty Ellis
05 10-12	South Central	Lake Charles LA	Pat Ward
05 10-12	Southwest	Oakland CA	Lois Erickson
06 14-16	Seaplane Sem	Speculator NY	Harriet Bregman
06 21-23	Forest/Friendship	Atchison KS	Fay Wells
06 20-23	COPA Canadian	Edmonton	Mary Oswald
07 9-14	99 Convention	Orlando FL	Pat Mlady
07 14-19	WAE0 Congress	Milan Italy	Chanda Budhabhatti
07 26 to 08 2	EAA Convention	Oshkosh WI	Norma Freier
08 22-25	Northwest	Bozeman MT	Gwen Vaseden
09 4	North Central	Chicago IL	Dodie Jewett
09 12-15	South Central	Paris TX	Pat Ward
09 27-29	Southwest	Lake Tahoe	Lois Erickson
Fall	No Central	Chicago Area Chapter	Dodie Jewett
Fall	NY-NJ	Long Island NY	Shirley Ludington

### 1992

03	Australia and New Zealand	Christchurch NZ	Pam Collins
04 24-26	South Central	Dallas TX	Pat Ward
Spring	Southwest	Palm Springs CA	Lois Erickson
Spring	No Central	Gr Cincinatti Chapter	
Spring	NY-NJ		Shirley Ludington
07 8-12	99 Convention	Kansas City KS	Pat Mlady
08 29	Northwest	Alaska	Cleo Webb
10 1-4	SW & SC Joint	Albuquerque NM	L. Erickson/P. Ward
Fall	No Central	Greater Detroit Chapter	

NOTE: 99 members are welcome to attend all business meetings. Calendar compiled by Doris Abbate.

## Letters, continued

ally. 'If I can do these things,' Marion would say, 'so can any woman. Why do you need legislation and all that fuss? Just DO it!' Marion expresses my sentiments and I thank her for that." (Lois is a CFI and WASP. Ed.)

From Annabelle Lindley, Chaparral: "I'm a 99 and a Navy veteran. I am willing to contribute to the building of the Memorial for Women in the Service. Is it possible to put a sketch of the design in the next issue of the *Ninety-Nine News*?"

(Ed. note: We have no sketch available. If any of our readers

*could supply a sketch, please forward it to the editorial address shown on page 5. We will do some inquiry, also.)*

From Joy Black, PR Chairman, Indiana Dunes Chapter:

"The November issue of the *Ninety-Nine News* was most interesting. Of course, anytime one's chapter has news AND photo printed, one is going to think that an outstanding issue! But, what was ESPECIALLY fascinating were the in-depth articles describing the visits to Russia and Madagascar. I would like to encourage you to include more of this type of reporting. Feature articles on what

our members are doing in the world of aviation make the magazine one that I not only enjoy, but want to share with friends who do not fly or may be thinking of joining our organization. Whatever happened to the idea of featuring one member each issue as was begun last year? These articles were both inspiring and interesting and I would like to see them continued. More aviation-related articles and photos and less listing of names in chapter news would make the magazine seem more professional. I realize everyone wants to see her name in print, and

*continued on Page 21*

## THREE CANDIDATES FOR AE SCHOLARSHIP FUND TRUSTEE

**BARBARA EVANS.** Barbara joined the Ninety-Nines in 1950. She was the Governor of the NY—NJ Section from 1953-55; International Executive Board Director 1955, 1956, 1961; International Treasurer 1957-59; International Secretary 1959-61; and on the International Nominating Committee three years. The Executive Vice Chairman/Treasurer of the Powder Puff Derby from 1961 to its conclusion, Barbara flew four of the Derbies plus many route surveys. She edited the Official Race Program for 13 years and assisted in editing and producing the Powder Puff Derby history. Barbara flew the AWNEAR (winning co-pilot) and the IAR. She has been an Amelia Earhart Memorial Scholarship Trustee since 1988 to the present. Barbara is a Charter member of the Long Island Chapter and of the Livermore Chapter.



---

**MEARL FRAME.** Mearl joined the Ninety-Nines in January 1966 and has belonged to Greater St. Louis, Michigan, Greater Detroit Chapters. Her current membership is with the Renaissance Chapter in Michigan. She has held numerous chapter offices including Chairman of Greater St. Louis and Greater Detroit Chapters. Mearl was the recipient of the Governors' Service Award in the North Central Section. Mearl obtained her private license in 1965. She holds SEL, MEL, IFR. She has attended most North Central Section meetings and many International meetings for the past 25 years. She wrote, "The Ninety-Nines and aviation have been a very important part of my life since learning to fly." Mearl is currently the AE Scholarship Chairman for the North Central Section and Legislation Chairman for the International Ninety-Nines.



---

**BETTY JANE SCHERMERHORN.** Betty Jane earned an Amelia Earhart Scholarship in 1976 to work toward a multi-engine instrument rating. This added to her instructor ratings so that she qualified as flight and ground school instructor at all levels. B.J. has held executive positions at International, Section, and Chapter levels. She represented the Ninety-Nines at the International Symposium of Flight Service Stations, the IFALPA Conference on Bilingualism in ATC, and the International Aerospace Conference in Washington. The Canadian Ninety-Nines presented B.J. with an Award of Merit and sponsored her induction into the Forest of Friendship. The Amelia Earhart Scholarship program has helped Betty Jane's aviation career. She would like to show her gratitude by serving as a trustee.





# 99s IN SAUDI ARABIA, a photo essay

**Patsy Knox, Governor of the Saudi Arabian Section**, has sent an incredible array of photographs. She wrote, "I don't know where to begin to report what's going on here. I think I'll just let pictures of our involvement speak for themselves. For over five months, since the first troops came, we have been actively doing something to help the military personnel or the Red Cross. We individually determined how our interests and skills could best be used. For several years expatriates have participated in the 'Have a Sailor For Dinner' program, so it was only natural to immediately start a 'Host a Soldier' program. Since few soldiers could leave their posts, volunteers began to take cold drinks and picnic lunches into the desert to find any troop members that they could.

"Soon the 'Desert Dogs' formed convoys to take full-fledged American picnics to large numbers of troops—300 to 3500—such as the Marine Birthday Party hosted on November 9 where 2500 enjoyed hamburgers, hot dogs, fried chicken, brownies, and other home-cooked desserts."

Patsy named some of the Ninety-Nines and the spouses who have given of themselves during Operation Desert Shield which has erupted into Operation Desert Storm—the War in the Gulf. She wrote, "**Verna and Claude Allen** began selling T-shirts to buy much needed supplies plus videos and TVs for the Army MASH hospitals which they visit regularly. They also recruited

*continued on next page*



*Patsy Knox, representative of the 'Desert Dogs,' spends Thanksgiving with the 2/3 ACR Cavalry Division near the frontline in the Saudi Desert. Below, the 2/3 ACR Cavalry Division.*





# 99s In Saudi Arabia, continued

volunteers to help the Red Cross. **Mara Culp** has been using her photography expertise to film and edit videos for Morale Support Groups in the United States. As early as September 5, **Jean and Jim Everett** invited troops to their home for dinner, laundry facilities, calls home, swims in the pool, TV, and overnight. Some have continued to visit every few weeks. At times, troops have visited as often as three times a week plus Thanksgiving and Christmas. **Lotfia El Nadi** has continued her stay in Montreaux, Switzerland, to support her Kuwaiti friend whose five children were in Kuwait at the time of the invasion by Iraq. The children have escaped but not without the scars of torture.

**Nancy and Bob Taylor** were lucky to find **Lory Wilson**, a helicopter pilot with the 101st Aviation Brigade and West Point graduate, among 2000 troops at a picnic at King Fahd Military City. Nancy has also worked with the Red Cross to log in and file messages—an enormous task. **Linda and Richard Hewgley** hosted soldiers in their home. Richard recalls his days as a fighter pilot who flew from aircraft carriers.”

**Irene Peper, Patsy, and their friends** hosted 73 Army, Air Force, and Navy personnel with a full day of fun and relaxation—a ‘floating’ party with scuba diving, ping pong, softball, basketball, racquetball, golf, tours (an oil exhibit, an Arabian Horse farm), piano, videos, Arabic dancing, singing, dinner, and Santa Claus. There were many requests for a

*continued next page*



*Antoinette Yazbeck, Saudi Aramco cardiology nurse from Lebanon, thrills troops with Arabic dancing. Dhahran, December 1990*

*Below: Capt. Wendy Mullins, US Army Huey Pilot, Commander, UH-1H Company, joins the dancing. She needs few lessons.*



*Above, l to r: Sharron Gilkey, Jane Dustman, Nancy Taylor, and Dave DeLeon, American Red Cross.*



*Female helicopter pilots and members of the military are entertained by Arabian Section.*

*1st row, l to r: Lt. Julie Toumajan; Nancy Taylor; Merijo Strange; Air Evac Nurse, Maj. Linda Hauf; Capt. Victoria Calhoun, and CWO Pamela Gilliam. 2nd Row: Maj. Marie Rossi, Patsy Knox; Jean Everett. 3rd Row: SSgt Rita Hill, photographer; Airman Terry Mateka, Nurse; Irene Peper, Linda Hewgley, Bridgid Teel. 4th Row: Verna Allen, Diane Payne, Marie Duro, Mara Culp.*



*Above, l. to r., Chief Warrant Officer, Pamela Gilliam, Huey pilot; Lt. Julie Toumajan, Huey pilot; Patsy Knox, 99 and Governor, Arabian Section; Capt. Vickie Calhoun, Huey pilot; and Major Marie Rossi, Chinook pilot, gather at an Arabian Section Party.*

*To the right, “Santa brings the Arabian Section a new member.” Chief Warrant Officer, Pamela Gilliam, Huey pilot, joins the 99s and the Arabian Section, Dhahran, Saudi Arabia.*



**Santa arrives by camel to the 8th/158 Aviation Regiment, Al Khobar.**



**A member of the U.S. military adapts to Arab custom, King Fahd Air Base.**



In photos above and below, 99s and their friends prepared hot dogs, snow cones and popcorn at a picnic at King Fahd Air Base for the 101st Airborne. Later they held a 'Desert Dogs' Cookout and served 2500 hamburgers and all the fixings.



**At Dhahran Air Base, Arabian 99s discovered a Wyoming 99, 1st Lieutenant Debbie Gronning, an Air Evacuation Nurse with the 187 AEF. Debbie volunteered her nursing skills for 90 days. Now knows it could be measured in months. Her husband is in Wyoming.**

*"Some Arabian Section 99s and their families have invited troops to their homes for dinner, laundry facilities, telephone calls home, swims in the pool, TV, and overnight. Some of the troops have continued to visit every few weeks—at times, as often as three times a week plus Thanksgiving and Christmas."*

repeat party. The dinner menu included American and multinational entrees, even a Schwerma Stand. **Ellie and Dave Franklin** probably played host to the largest number of persons. Their home is in Kas Tanura, an hour nearer to the border.

In appreciation for the hospitality of the American expatriates, Col. John M. McBroom, Wing Commander of the First Tactical Squadron, invited them to tour Dhahran Air Base, home of the 1st Tactical Wing. After the first successful '99 Tour,' the Public Affairs officer, Lt. Col. Tom Sack, asked Patsy to coordinate all tours to the airbase. This involved obtaining pertinent information for individual security checks and organizing the convoys to the base. The tours were kept small to allow personal communication with the troops as some of them have never left the base. Even though 226 had completed the tour at the time of Patsy's letter, a long list remained of those waiting to go on the '99 Tour.'

*continued next page*



# 99s In Saudi Arabia, continued



*Tour of Dhahran Air Base as guests of the 1st Tactical Fighter Wing, Langley AFB, VA. The backdrop is formed by an F-15 on Alert, ready to be flown in 5 minutes.*

## **F-15 IN READINESS ALERT AREA, DHAHRAN AIR BASE.**

*Pilots sleep nearby, fully-dressed, prepared to scramble.*



*The ammunition troops, weapons loaders, are also on alert. They, too, are ready to scramble. They can load an F-15 in 18 minutes.*



*The air-conditioned and heated tent of the 1st Tactical Hospital from Langley AFB, VA, at Dhahran Air Base and the tour guests conducted by 99s of the Arabian Section.*



*The sign reads, "MERRY CHRISTMAS FROM FOLKS WHO CARE."*



*49 1/2 Claude Allen and others present Army MASH hospitals with video and TV sets. As Patsy Knox reported, "Verna and Claude Allen sold T-shirts to raise money for supplies for the MASH hospitals which they visit regularly."*

*"WELCOME TO BEDROCK, constructed and maintained by 1st CES." The U.S. and Saudi Flags fly over BEDROCK, the residential area of the 1st Tactical Flight Wing, Dhahran Air Base. When building their camp, they discovered pure rock under the surface.*

*Our love and best wishes to all members of the Allied Coalition. May you fight bravely and well and come home safely as soon as possible.*

99





## SECTION NEWS, continued

They were very appreciative and we discussed continuing the effort with the help of our Chapter." Jonnie planned to make arrangements for pick-up or drop-off of donated items.

A justifiably proud Ninety-Nine, Grace Campbell, **Santa Clara Valley Chapter** in California, has spent the past 3 and one half years in TLC and restoration of her Piper Cherokee Cruiser-PA-28-140, N56898. Grace purchased the aircraft in May, 1987. She

wrote, "I have replaced all the panel, added ADF, DME, and Glide slope. The engine was tended to by my A & P and many items have been replaced in that area, also. The upholstery is in excellent condition."

Grace completely restored the airframe. The new paint job in white, dark royal blue and gold boasts added variation on the tail/wing striping as well as Cherokee nameplate on the cowl. It is a beauty as you can see below. 99



## NOTAM

To all Ninety-Nines, a call for scrapbook material.

Even though the 99s have subscribed to a clipping service, we all have a job to do. The service does not cover all cities and towns. Please send two copies of each item for two international scrapbooks, one for headquarters and one for our president. Future members will appreciate the history found in the scrapbooks, and you want to be represented, don't you? Be sure the source and the date are on the clippings and name the event, place, date, and persons in pictures. When you send one copy to your chapter and one to your section, don't forget to send two copies to: Dorothea Hendricks, 409 Laurel St., Pendleton, IN 46064.

## ATTENTION WOMEN PILOTS!

Air Race Classic  
June 25-28, 1991



ENTRIES OPEN: January 23, 1991

ENTRIES CLOSED-POSTMARKED BY: April 16, 1991

### COME FLY THE FIFTEENTH CLASSIC WITH US!

The race is limited to **STOCK** airplanes certified in the normal or utility category with non-supercharged engines of not less than 145 horsepower, nor more than 570 horsepower, rated for **CONTINUOUS MAXIMUM OPERATION**. (Note: No aircraft age limit).

In this all woman air race each plane shall be occupied by a team of two pilots . . . the 1991 race planes will be allowed to carry extra women passengers holding student certificate or better - handicaps will be adjusted 1 mph per passenger.



## Letters, continued

achievements, but it does get rather repetitious. That is better listed in the section newsletter.

"Now I MUST comment on the use of a rhinoceros for the cover. My daughter actually laughed out loud when she saw it on my table. What goes on the cover should show to the world that we are pilots and our involvement is aviation. If you had nothing better, even the planes on page 2 or page 26 (Edna Gardner Whyte's plane) would have been far more appropriate. I'm sure the photographer was excited to get such a picture during her African tour, but weren't there any flying photos taken—perhaps of the hot air balloon, the P68-C, or the Space City in Russia?

"I know you need encouragement, and hope my comments are

taken as 'constructive criticism.' The large print in column 2 on p. 9 ...made it seem like this news was to be emphasized or highlighted and was distracting.

"With each issue, I see great improvement, and wish you the best of luck as you continue a job that I would not want. Please know you have my full support."

*(Editor's note: May I use your letter to illustrate some of the challenge of editing the Ninety-Nine News? You wrote, "Of course, anytime one's chapter has news AND photo printed, one is going to think that an outstanding issue!" and, six sentences later, "... less listing of names in chapter news would make the magazine seem more professional. I realize that everyone wants to see her name in print and chapters need recognition for their achievements, but it does get rather repetitious."*

*When you query, "Whatever happened*

*to the idea of featuring one member each issue....," please see: Naima Ruaum, September; Nancy Tier, Sue Maule and Cathy Osborne, October; Natalyi Vinokurova, November; Carol Skinner, December; and Jacque Herendeen and Lynn Conklin, January/February.*

*Re: the Rhino. Personally, I thought the photo of the rhino said a great deal about the 'stuff' of which 99s are made. The photographer's Land Rover was being gouged, yet she had the composure to be capturing the event with a camera. That's the cool woman with whom I'd probably like to fly.)*

Letters to the Editor are welcome. The deadline for receiving letters is the first of every month. Letters chosen to be printed will be those that deal with the content of the *Ninety-Nine News*. Letters may be edited for the purpose of clarity or space. Ann Cooper, Editor

99

CLASSIFIEDS

**20 Words \* 2 Issues \* \$15**  
**99 Classifieds Work Great!! Ad Form:**

Over 20 words, add 38¢ per word, per issue

(1-\$15)	(2-\$15)	(3-\$15)
(4-\$15)	(5-\$15)	(6-\$15)
(7-\$15)	(8-\$15)	(9-\$15)
(10-\$15)	(11-\$15)	(12-\$15)
(13-\$15)	(14-\$15)	(15-\$15)
(16-\$15)	(17-\$15)	(18-\$15)
(19-\$15)	(20-\$15)	(21-\$15.75)
(22-\$16.50)	(23-\$17.25)	(24-\$18.00)

Mail with check or money order to:

THE 99 NEWS

131 Hillside Avenue, Berkeley Heights, NJ 07922

**When you place a classified ad in THE 99 NEWS, you access the group most likely to buy your product, NEARLY 8000 READERS EACH ISSUE!**

**Let us help you design the ad that'll say it all — with pictures, words, and energy.**

**Call today: (201) 464-8175**

Phone \_\_\_\_\_

Name \_\_\_\_\_

Company \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ ZIP \_\_\_\_\_



## New Horizons

**TONY DeLUCIA**, 49 1/2 of Josephine DeLucia, Long Island Chapter.  
**EDWARD COFFEY**, 49 1/2 of Lina Coffey, Long Island Chapter  
**DAVID WEEKS**, 49 1/2 of Nancy Weeks, Long Island Chapter

**JOE BALL.** The Florida SpacePort Chapter was deeply saddened by the passing of Joe Ball, the 49 1/2 of Jeannie. He was active in aviation and very supportive of all 99 activities. He will be sorely missed by all who knew him.

**MARY ANN SCHIKORA**, member of the Midnight Sun Chapter, died in September in Fairbanks, Alaska. A charter member of the Midnight Sun Chapter, she served as Chairman for 2 years and as Secretary for 2 years. She is survived by her husband, Fred; her mother, Margaret Stephenson, 7 children and 8 grandchildren. Mary Ann owned a C-180 in which she spent hundreds of hours flying around the beautiful state of Alaska with her family and friends from the Ninety-Nines. She will always be remembered for having organized the 1st beautification project for Fairbanks International Airpark, now an annual project for the chapter. Her memorial service was attended by several Midnight Sun 99s and we honored her memory with a wreath and a reading by Barbara Pierson that was composed of our memories of Mary Ann. We will miss her greatly. *Submitted by Jeanie Jacobs, Chairman, Midnight Sun Chapter.*

**IRENE C. GREENE**, a charter member of the Ninety-Nines, has passed away in January of this year. Following cremation, Mrs. Greene was buried in the family plot in Connecticut. Mrs. Greene would have been 88 on January 11. She will be missed by all. *Submitted by her brother, Ernest G. Chassey.*

**JEAN MARCH and 49 1/2 LES** were both killed in the early hours of January 26, 1991, in a crash of their aircraft on departure out of Mt. Gambier, S.A. Jean travelled quite a bit with her husband and visited Oshkosh as well as conferences of the Ninety-Nines. She was in St. Louis where she helped with the Under 35's breakfast. Les had a dealership for Datsun in Adelaide and had quite a bit to do with the Grand Prix. Jean has been a member of the Australian Women Pilots' Association. She played an active part in AWP and Ninety-Nines' activities. *Submitted by Glenda Philpott of Miranda, Australia.* Glenda also sent word that **MARIE RICHARDSON**, a life member of the Australian Women Pilots' Association, died in December 1990. Marie lived at Parkes in NSW with her husband.

Roy C. Jones, 49 1/2, wrote, "Please accept my heartfelt appreciation for your many, many expressions of love and sympathy sent to me after the death of my beloved wife, Hazel. Your care and kindness made me feel warm all over."

## MORE PHOTOGRAPHS OF THE RESOURCE CENTER OF THE NINETY-NINES.



*Memorabilia which honors the memory of Amelia Earhart, famed aviatrix, Charter Member of the Ninety-Nines, and the first President of our organization.*



*The Resource Center has been organized by Acting Archivist, Terri Gwin, shown here.*





## NEW RATINGS AND AWARDS

NAME	CHAPTER	RATING/AWARD
Donna Frost Swank	Aloha	737 Check, 1st Officer Aloha Airlines
Anne Scholten	Colorado	Commercial & Multiengine
Cynthia Huffman	Austin	ATP (as a result of Amelia Earhart Scholarship)
Lucy Walker	Colorado 66	Solo
Charlotte Klyn	Colorado	Renewed CFI
Linda Horn	Colorado	BFR
Lu Purdy	Colorado	BFR
Barb Hobson	Colorado	BFR
Carol Leyner	Colorado	Stinson Checkride and BFR
Pauline Perry	Colorado	BFR and FAA Wings
Pat Stout	Colorado	BFR and FAA Wings
Ruth Barrett	Space City	Commercial/Instrument
Shirley Seamans	Lake Michigan Chapter	Instrument
Ruth Schottle	Lake Michigan Chapter	Instrument
Eudora Riemers	Lake Michigan Chapter	Private
Peg Figley	All-Ohio	Commercial
Erica Scurr	All-Ohio	CFII
Barb DeLong	All-Ohio	Commercial
Donna Webster	Chicago Area	Multi ATP
Marie Miller	Chicago Area	Multiengine
Jonnie Fox-McAlpine	New Orleans	Private ASEL
Mary Donahue	New Orleans	ATP
Marlene Morris	New Orleans	Balloon

Continued on Page 26

## Sweatshirts, T-Shirts & Nightshirts

The interlocking 99 logo on blue sweatshirts, t-shirts, and nightshirts with all the sections listed in the background—a new product developed by international headquarters.

101 - Sweatshirt	S,M,L,XL	\$24
102 - T-shirt	S,M,L,SL	\$12.50
103 - Nightshirt	One size	\$20
Amelia Earhart Lockheed Electra Magnets \$2		

Send orders to The Ninety-Nines, Inc.  
International Headquarters  
Will Rogers World Airport  
Oklahoma City, Okla. 73159

(Include \$3 for postage and handling)





The time to acquire the rating or certificate is limited to two years after receipt of the scholarship. The recipient must submit a quarterly written progress report to the Santa Clara Valley Chapter of the Ninety-Nines.



**CALENDAR, continued**

- 14** **Teterboro Airport, NJ** **NJ Aviation Hall of Fame**  
North Jersey/Garden State Chapters to be honored. Contact: Leslie Highleyman
- 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.
- 18** **Denver, CO**  
Denver Area Companion Flying Course
- 31-June 2** **Sterling-Rock Falls, IL** **Whiteside County Airport**  
22nd Annual Illi-Nines Air Derby. Sponsored by 4 Chapters: Chicago Area, Central Illinois, Aux Plaines, and Quad City Area. Open to men and women. Contact: Lisa Woldow, 309-346-7566

**JUNE 1991**

- 8** **South Jersey Regional Airport**  
Garden State "300" Proficiency Contest (rain date June 9). Contact: Julie Collinge, Garden State Chapter.
- 14-17** **Grand Cayman Island** **Contact: Winston Hendriks**  
FLY-IN SAFETY SEMINAR AND SYMPOSIUM, BACK TO BASICS II.  
Seminars-FAA, AOPA, Air Safety Foundation, Participation by the private Sector.  
Air Show/Static Display-Personally meet airshow pilots/crews; British Royal Air Force Harriers, Tornado GR Aircraft, U.S. Military A/C: F-16, F-15E, A-10; Tour British Royal Navy Warship. Participate in the Queen's Birthday Festivities. For Reservations and Information, Call: 1-800-327-8777 or 1-800-GCAYMAN.
- 14-16** **Piseco Airport** **Speculator Seaplane Seminar**  
Contact: Harriet Bregman, NY Capitol Chapter.
- 21-23** **Atchison, KS** **Forest of Friendship**  
15th Anniversary celebration.
- 25-28** **Laughlin, NV** **Sam's Town Gold River**  
**Air Race Classic.** Race route: 2723.7 statute miles via Utah, Wyoming, South Dakota, Minnesota, Wisconsin, Iowa, Arkansas, to Alabama. Entries open Jan.23 and close April 16. Contact Air Race Classic Ltd., International Airport, 318 International Drive, Corpus Christi, TX 78406-1801; 512-289-1101

**JULY 1991**

- 9-14** **Orlando, FL** **International Convention, 99s**
- 27** **SEPTEMBER 1991**  
**Colorado Chapter's 50th Anniversary**

**NOTAM**

**HEADQUARTERS  
REQUIRES  
4 TO 6 WEEKS LEAD TIME  
ON ALL REQUESTS AND  
ORDERS.**

**NOTAM**

R. J. McGlasson, International Chairman  
for the By-Laws Committee, reports that  
**BY-LAW CHANGES**  
must be received no later than  
**MARCH 15, 1991.**

Anyone can propose changes to the  
By-Laws.  
Submit to R.J. at 703-527-5765 or FAX  
703-527-2120  
or to committee members:  
Jean Reynolds: 915-772-1668 or  
Joan Paynter: 805-831-4598  
The Committee will write recommenda-  
tions or comments and present the  
proposals to the Board of Directors.

## **"Those Wonderful Women In Their Flying Machines," a Report of the book by Sally Van Wagenen Keil**

*by Ann Cooper*

Before Sally Van Wagenen Keil could extract the story of her aunt's life, her aunt, Mary Parker Audrain, died. As is so often the case, youth has to mature before details of the past hold much allure. Mary Parker Audrain took her story with her, leaving sufficient bits and pieces to intrigue her niece. Sally Keil became determined to investigate the whole story and, in so doing, carried her investigation far beyond the simple story of her respected relative's life. The research took Keil over thousands of miles, a period of five years, to a pilot's license, and into the lives which represent almost two thousand women. She has written a definitive book about more than her aunt, she has written about women pilots. Mary Parker Audrain was a WASP.

WASP Betty Gillies said of Sally Keil's book, *Those Wonderful Women In Their Flying Machines*, "She really tells it like it was. Her book is accurate and true."

If you are interested in aviation, interested in history, curious about the role played by the women who flew in the military aircraft of the late thirties and early to mid-forties, Keil's book is definitive and interesting. "It's a good read," said Sean McCarthy of Four Directions Press. It is well-researched and

*continued on next page*



**WASP book report, continued**

Keil has been able to take numerous incidents and experiences of different women and weave them into one highly enjoyable tale.

Keil wrote, "The WASPs lived a paradox. They studied aerodynamics and sunbathed at Avenger Field, in blistering, windswept west Texas. They flew hooded takeoffs totally by instruments and received coveted nylon stockings for Christmas at a four-engine bomber school in Columbus, OH. They swept alligators off the runways and made curtains for their barracks out of the muslin color-coded bullet-riddled sleeves they towed to train aerial gunners while assigned to Fort Myers, FL. They urinated into pails through funnels in frigid unpressurized fuselages and wooed their male navigators in the panoramic turrets of a B-25 Mitchell bomber over Kansas. They joined the 'Mile High Club,' those who made love over 5,000 feet. And they sang new words to "Bell Bottom Trousers, 'Zoot suits and parachutes, and wings of silver, too. He'll ferry planes like his mama used to do.'"

Keil investigated the new frontier—the air—and redefined the heroines who preceded us all into that realm. Of Earhart's solo flight, Keil said, "But at last, the heroic qualities assumed by others to be hers—the courage to be adrift yet hold steady for hours in a void-like sea of fog without reference to any of the earth's outlines, the almost religious confidence in oneself that in the split second of emergency, judgment will be accurate and save one's life—she had not proven to

**NEW RATINGS, HONORS, and AWARDS, continued**

**Jean Flower, Lake Michigan Chapter**, won 6th place for one of her paintings at Oshkosh. The painting will be in the museum for this year. **Cherri Hussan, All-Ohio**, won the Achievement Award. Her 49 1/2, Ben, won the Emmett Blowers Award. Other top achievers were **Jean Allen, Darlene Eldridge, Peg Figley, Marcia Greenham, Kathy Samuelson, Vi Blowers Stamm, Kathleen Sheeks, Jean Sloan, and Martha Velesky**.

**Madeleine Monaco, Chicago Area Chairperson**, has been elected President of the Palwaukee Airport Pilots' Association for 1991-92.

**Elena Kowalik Ventras, Connecticut Chapter**, has won the 1991 Doris Mullen Memorial Whirly Girl Scholarship. She is a CFI helicopter pilot and plans to use her winnings to obtain her turbine rating in the Bell Jet Ranger.

**Joyce Hilchie, Colorado Chapter**, named Aerospace and Safety Education Advisor for South Central Section.

**Sharon Stieber, Florida Goldcoast Chapter**, won the Griner Scholarship. Sharon is to receive \$1000 toward her Commercial certificate.

99



*Sally Van Wagenen Keil, pilot, writer. She has captured the spirit and has told the tale of the WASP as no one has before.*

herself."

Nancy Love and Jackie Cochran are well-described and the roles played by each in forging a new frontier for women in the aircraft primarily piloted by men is excellent. No account of the WASPs (Women's Airforce Service Pilots) could be without equal respect and admiration for the WAFs (Women's Auxiliary Ferry Squadron). The different personalities and styles of Love and Cochran are explored and the reader receives new appreciation for the

ability of these courageous and headstrong women to cooperate.

Keil said, "During WWI, pioneer woman aviator Ruth Law had offered her flying skills to the Army Signal Corps, to which the fledgling Air Corps was then attached. Instead, the government sent her around the country to recruit men pilots and raise money for war bonds. As early as 1930, a proposal to the chief of the Army Air Corps to use women pilots in a military capacity was resoundingly rejected as 'utterly



## *Those Wonderful Women In Their Flying Machines, a book report*

unfeasible.' Women were 'too high strung for war-time flying.' There was no guarantee that the achievements made by women like Cochran had modified that view." It is an oversight by Keil to mention that the concept of using female pilots in the military was preposterous to flag officers without mentioning that as early as 1912 women were selected to TEACH flying to military pilots. The history could show that Katherine and Marjorie Stinson taught flight to World War I male aviators and many of our current Ninety-Nines—Edna Gardner Whyte and Jessie Woods, to name two—taught flying to prepare male aviators for the military before the WAFs and the WASPs were formed.

In a series of highly readable and enjoyable stories, Keil creates individual vignettes and ties them together into the historical perspective. She doesn't merely tell a reader about Emily Chapin, she creates a warmly human character who joined the Battle for Britain. Keil said, "Gertie Holzer helped Emily put her two suitcases, hatbox, flight briefcase and Victrola in the car Sunday evening. At the train station, Emily gave a salute and they laughed. Suddenly the two friends fell sobbing into each other's arms. As the train pulled out of Grand Central Station, Emily found herself wondering what being in a blackout was like or a bomb shelter packed with dozens of strangers. How would she feel up in the same sky with a squadron of Messerschmitts? She cleared her mind with one

thought: at last she was going overseas and she would be paid for doing what she loved most, to fly."

Keil described the start of the aircraft ferrying project in the U.S. She said, "On July 30, 1941, Cochran's proposal for an 'Organization of a Woman Pilot's Division of the Air Corps Ferry Command' was submitted to General (Henry H. 'Hap') Arnold. Since women were successfully flying in England and the Soviet Union, Cochran wrote, an experimental group of experienced women pilots in the United States might begin immediately flying small Army Air Corps trainer aircraft from factories to air bases. If, after a ninety-day trial period, this group proved that women could do the job, they might form the nucleus of an AAC women pilots division. At this point, she wrote, over 2,000 licensed women pilots could be called upon, with very little transition training, to join such an organization."

Hap Arnold turned down Cochran's offer as he had turned down Nancy Harkness Love a year prior. The manpower shortage eventually caught up with him and, coupled with the tenacity and determination of two powerful women, he and other military officers were swayed. Women pilot programs, as experimental attempts, were finally, and begrudgingly, approved.

Women proved their mettle. Keil wrote, "There was a special feeling while flying a brand-new fighter to an embarkation center where it would be placed in a ship bound for a combat pilot and future glory. But taking off in a new

airplane, with a new engine, the potential dangers were as countless as the mechanisms under the hood (cowl?). Five WASPs crashed to their deaths in pursuits, before the planes ever reached combat zones. The momentum of production was at a fever pitch in 1944, with factories working day and night turning out up to fifteen fighters in each 24-hour period. On every maiden flight, whether in a new P-51 across the country or a P-47 across the Hudson River, women in effect served as test pilots and guinea pigs for the men in fighter groups overseas who would be the next in the cockpits of the airplanes they delivered."

Keil tells how an elated Jackie Cochran presented a complete summation to Hap Arnold in 1944 that would, she was sure, bring the WASP formally into the Army Air Forces. When Cochran had been named Director of Women Pilots there had been 68 women pilots, most of them ferrying small trainers for the Air Transport Command. By 1944 WASPs were assigned to almost every air force and command with domestic flying operations. There were WASP bomber pilots flying B-17s, tow-target pilots for pursuit gunnery practice, and women training staff pilots at navigator and bombardier schools.

Despite many who supported the militarization of the WASPs, Keil eloquently takes the reader through the political battlefield in Washington. Reiterating his oft-quoted phrase, Keil tells the reader that Hap Arnold said,

*concluded on Page 29*



## **STRESS and the PILOT,** *getting to know yourself and how you react to stress*

*Stress and the Pilot is continued from the January/February issue of the Ninety-Nine News. It was originally published in the AOPA Air Safety Foundation newsletter.*

### **MAGNITUDE OF STRESS**

Clearly stress can come from many things. Also, we can accumulate increasing amounts of stress. How much, then is too much? How much is too little? There is no definitive answer to this. But, we can identify the kinds of things that are stress-related and provide arbitrary relative values derived from opinions of experienced pilots. By identifying our own stress-related life events, we can then recognize how those events could be stressful to us. By adding the values assigned, you can begin to find a stress range for yourself. With some subjective reasoning, you should be able to decide if stress is a large enough factor in your flying life to warrant accommodation on your part. At a minimum, being aware that there can be stress in others helps us see it in ourselves.

Stress for one is not necessarily stress for another, as pointed out earlier. A pilot who feels compelled to be on time for an appointment, or to make the return flight to his or her airport, can be trained that the flight should be delayed or cancelled. The mature pilot knows that the need to keep an appointment does not merit the risk of killing oneself. Also, stress can be subjugated through experience and knowledge. As your piloting skills increase, you can achieve flight over increasingly difficult conditions. However, there is a point where even the most accomplished pilot can be affected by stress and should decide not to go or to alter his or her plan. This is a matter of judgement. The hazard of modification of good judgment by stress should always remain a very

real concern.

An accident is the culmination of a series of events, each event reducing your choice of flexibility by some amount. Finally, there is one additional event and the pilot having by then flown up the proverbial "blind canyon" now has no choice and the accident occurs. This sequence is true for every accident.

A recent accident demonstrates this chain of events. A group of old friends flew to a resort to go fishing and had a great time. It was agreed that they would return to the city

***"Every major NTSB accident report reads like a road map of the obvious."***

where they lived on Thursday. Wednesday the weather forecast for the return flight showed that the route of flight would be IFR on Thursday. The non-instrument-rated, but proficient day VFR pilot chose to return earlier rather than delay until after the forecast frontal passage. This decision necessitated a late Wednesday afternoon departure and return at night, but the pilot was familiar with the terrain. One person had joined them during their stay and needed a ride back. The pilot chose to say "yes" and fly the entire group of close friends. The six men loaded their gear and boarded the airplane. The pilot chose to go, even though the airplane was over allowable gross weight. The airplane never arrived at its destination. It was found days later in a remote location. A thunderstorm had been reported in the area of flight. The investigation revealed that there had been airframe overstress with subsequent inflight separation of the tail and wings. All were killed.

There was a lot of stress involved and it was not all airframe. There were four pilot stress-related decisions made, four times when the pilot could have altered the outcome of the

flight. You may correctly hypothesize more.

Every major NTSB accident report reads like a road map of the obvious. But, before the accident occurs, those single events leading to that accident are masked by lack of recognition or attention. We need to understand this process of events in order to apply good reasoning to our flying decisions, particularly where stress could be a factor in what you or I decide.

### **MEASUREMENT OF STRESS**

The following questions are

provided to help you identify and understand typical stressful situations. These are examples of life-style stress. Clearly, there are others. Only you know the true amount of stress that you may feel. Values based upon a poll of 500 airline pilots were assigned each question in Group A. If you answer "yes" to a question, assign the full value for your score for that question. Partial values can be given, if desired. All answer scores are additive. After completing these questions, should your score for Group A, Life-Style Stress, be in the range of 50 to 70, you could be strongly susceptible to stress related decision impairment.

The questions in Group B are provided to help you understand typical stressful situations in flight. Again, there could be others. All scores are additive. If your score of answers to Group B questions is in the range of 50 to 70, the next decision you make relating to the flight that you are now on could be influenced by stress and you should be fully alert to this fact.

Some scores in Group B are not necessarily additive to those in Group A. As an example, experiencing an



## STRESS , *continued*

airplane system malfunction could erase life-style stress as you focus sharply on the problem at hand. Conversely, flight stress created by a disagreement could be additive to life-style stress. The relationships are not abundantly clear and more investigation needs to be done in this area.

### DISCUSSION

Obviously, we cannot carry around a stress check-off list. Nor should we. Remembering what can be stressful to you and to others will

they come with the aviation "territory." It is also from these flight situations that we learn what not to do. We learn to cope, which enhances our stress tolerance over time. Even the most experienced pilot can become irritated (stressed) at times. Even he or she can make a resulting bad decision or forget to do something. Group B stresses can be added in flight to those already present from Group A.

There can be an interrelation between the two types of stress. Lifestyle stress being carried into the cockpit creates a more acute atmo-

***"Only you know the true amount of stress that you may feel."***

help raise mental warning flags. These warning flags should trigger in your mind caution in your flying decision-making process.

Group A questions relate to our lifestyle. The feelings and stress resulting from lifestyle situations can be intense, having built up over a longer period of time than those in Group B. Group A type stress can be protracted and chronic and can affect our reasoning powers. It produces mind sets and attitudes. We may be preoccupied. Our decision making ability can be altered because of these mind sets and attitudes and can affect the flight we are about to make or are making. We can carry them with us for relatively long periods of time. They can hang in the background of our minds and alter our reasoning process in subtle ways.

Group B questions relate to the flight we are making or are about to make. Flight stress is usually immediate and short term and can lead us to not "see" or to overlook the next or developing challenge. Our attention is focused elsewhere. We are prone to forget one or more items on our mental check list. Each of us is susceptible to these stresses because

sphere into which flight stress items may be introduced. Transference of flight stress to our lifestyle may affect decisions in lifestyle events as well. Treatment of this subject is not the purpose of this booklet (article), however, awareness that this can occur might prevent an argument at home.

Stress can be beneficial. **There is a danger in too little stress.** As we prepare to take off or do a difficult or demanding maneuver or task, we need to be keyed up to it. We need to focus all of our attention on the task at hand. The proper amount of stress creates the necessary attention and stimulates our thought processes to successfully complete the maneuver. It is not this stress that we are focusing on. We are examining the unwanted stress, the excess baggages that should have been left behind or, if encountered while flying, filtered from succeeding decisions. If we cannot separate ourselves from this excess, unwanted stress, then we should keep our two feet firmly planted on the ground until we do overcome it.

Knowledge and experience overcome stress to a large degree but never all of it. You can't have knowledge and experience without having had to

*continued on next page*

## WASPs, a Book Review

"Frankly, I didn't know in 1941 whether a slip of a young girl could fight the controls of a B-17. You, and more than nine hundred of your sisters, have shown that you can fly wingtip to wingtip with your brothers. The entire operation has been a success. It is on record that women can fly as well as men...We will not again look upon a women's flying organization as experimental. We will know that they can handle our fastest fighters, our heaviest bombers; we will know that they are capable of ferrying, target towing, flying training, test flying, and the countless other activities which you have proved you can do. This is valuable knowledge for the air age into which we are now entering."

Keil brings to life the history of the women to whom we all owe a debt. She is intelligent, perceptive, and convincing. She takes the reader from the start of women's first flights to the memorable women in Santiago blue and their poignant moment in 1977 when President Jimmy Carter signed the bill giving veteran status to them, the WASPs of WW II. Hap Arnold's son, Bruce, championed the cause started by his father—and all of the talented female pilots—over thirty years before. As Sean McCarthy said, *"Those Wonderful Women In Their Flying Machines* is a good read." I wager Mary Parker Audrain would agree wholeheartedly.

99

## THE BOOK HANGAR

Walt Bohrer, pilot, cartoonist, writer, lecturer, has written the history of TEX RANKIN, *Black Cats and Outside Loops*. Walt shared the history of which he writes. Tex Rankin taught the talented Dorothy Hester Stenzel to fly, to be the first woman to do an outside loop and an outside spin. Watch for a review of Walt's book.



## STRESS and the PILOT, conclusion

deal with stress in large doses. Many did not learn this or perhaps their opportunity was cut too short. That is why this pamphlet (article) was written—so that we might learn from what has gone before. Our aviation accident records are replete with examples of poor judgment related to stress. Our collective safety strength lies in the fact that we study these accidents so that we don't do the same thing(s).

It is important that we recognize stress for what it is and what it is not. We need to calibrate ourselves with respect to all stress. Being alert to the presence of stress permits us to use procedures or precautions which reduce the effect that this stress may have on our ability to fly safely.

### CONCLUSION

***"The absolute measurement of stress is not as important as recognizing its presence so that we can be alert to the associated reasoning dangers."***

Every pilot experiences stress. It is a product of flying as it is a product of any other demanding pursuit. One person's stress can be another person's motivation. When lifestyle stress levels increase or compound, we need to be alert to the fact that we could be moving into the "gray zone" of decision making. Here nothing is black or white. We can move into this "gray zone" so subtly that it is not apparent to us. Being aware that this can happen keeps us alert in our decision process and can prevent stress overload. The absolute measurement of stress is not as important as recognizing its presence so that we can be alert to the associated reasoning dangers. We should learn to use our newly honed perception of stress as a valued personal flying decision-making tool.

### MEASUREMENT OF STRESS · GROUP A - LIFE-STYLE STRESS\*

1. Have you had a death in your immediate family? _____	50
2. Do you suspect your business partner is cheating you? _____	40
3. Is there a serious life-threatening health problem in your family? _____	37
4. Are you experiencing uncertainty about your spouse and the possibility of an extramarital affair? _____	36
5. Have you had insufficient rest between flights or had lack of sleep over the past few nights? _____	34
6. Are you experiencing difficulties with your children? _____	33
7. Is your wife due for child delivery shortly? _____	32
8. Have you recently had a serious disagreement with your spouse? _____	31
9. Are you recently recovering from substance abuse? _____	30
10. Are you having serious financial problems? _____	29
11. Are you facing the threat of court or government action relating directly to you? _____	29
12. Are you about to or have you made a recent important health related decision? _____	28
13. Are you concerned about your current employment? _____	26
14. Is your daughter being married next week? _____	25
15. Have you very recently moved to a new location? _____	23

\*Table and values are derived from Professional Pilot Self Readiness: A Study of Air Carrier Pilot Stressful Life Events.

### MEASUREMENT OF STRESS · GROUP B - FLIGHT STRESS\*

1. Have you had a serious disagreement with someone who is flying with you in your aircraft? _____	50
2. Are you experiencing system (engine, control, fuel, electrical, hydraulic, communication) malfunction? _____	50-30
3. Have you had a NMAC this or last flight? _____	47
4. Are you concerned about deteriorating weather on this flight? _____	45
5. Have you had a serious disagreement with ATC or FSS personnel? _____	43
6. Has another pilot caused you delay or inconvenience in the airport traffic pattern? _____	40
7. Have you been denied entry into an airspace you feel you have a right to enter? _____	32
8. Have you had to "go around" because of tower instructions or because of another pilot? _____	32
9. Have you been "violated" on this flight for an infringement relating to the FARs? _____	31
10. Has the FBO overcharged you? _____	28
11. Are you transitioning to a more complex aircraft that you intend to fly at this time? _____	28
12. Have you just now almost had an accident because of what you did or did not do? _____	25
13. Are you flying VFR in a high density traffic area (TCA, major airport, busy non-towered airport)? _____	24
14. Have you had frequent or lengthy ATC routing changes? _____	23
15. Have you been given what you feel is an unreasonable request by ATC? _____	20

\*Table and values are taken from interviews with experienced pilots.



**SILVER WINGS FRATERNITY WELCOMES YOU 25 YEARS AFTER SOLO!**

A KIT AND NEWSPAPER: DUES \$10 ANNUALLY. WRITE: Russ Brinkley, President, Silver Wings Fraternity, Box 11970, HARRISBURG, PA 17108 OR CALL 717-232-9525.

**NEW TIGER AIRCRAFT IN STOCK!**

Special price for 99s. New Orleans Chapter. Suzie Major, AGAC Dealer. Call 504-542-0724 or 504-244-7240.

**WANT TO BE RICH? L'AROME**

and N.S.A. is the answer! Can have your own business at only \$20 and \$84! **PARFUM, WATER AND AIR UNITS.**

Can work from your home—parttime, fulltime. It's easy and FUN. For more information: 99, Virginia Gilreath, 2507 Quail Lake Dr., Charlotte, NC 28210 704-554-8129 or 919-579-5029. **IF YOU MAKE NO CHANGE, YOU WILL REMAIN THE SAME!** This is a great opportunity and you should take a very serious look at it!

**FLY FOR LESS! A & E Flying Club**

in L.A. offers students and experienced pilots access to popular aircraft, i.e. Cessna 172, \$37 per hour wet. Instruction, Social Events, Fly-Ins. Call: Andrea Englander 213-558-0804

**"MY GOD! IT'S A WOMAN,"** the book by Nancy-Bird Walton. Your copy can be purchased by sending \$20 to P.O. Box 136, St. Ives 2075, N.S.W. Australia. Nancy-Bird Walton is pictured below with a baby wombat at Luskentyre Aerodrome as guest of the publisher, Kevin Weldon, during a fly-in by the Women Pilots.

**FLY THE BEAUTIFUL**

**HAWAIIAN ISLANDS.** Soar magnificent waterfalls, rain forests, volcanoes. Complex, Multiengine, Instrument Trainers. Wendy Cowper, AMERICAN PACIFIC AIR—MAUI. Call: 808-871-8115

**CHILD'S LOGBOOK.** Record trips, treasured memories—aviation trivia. Keeps kids busy on long flights. Great gift! Free information, call Susan Fiedler 916-677-5870.

**RAISE FUNDS for your CHAPTER—**

Exquisite French Eau de Parfum and personal care items for 1/4 to 1/2 store prices PLUS make money! For information: Beverley Mitchell, PO Box 896, Bloomfield Hills, MI 48303. 313-540-3043.

**The NTSB is seeking  
AIR SAFETY INVESTIGATORS**  
in the following offices:

Dallas; Anchorage; Parsippany, NJ; Los Angeles; and Washington DC.

NTSB offers challenging work, excellent benefits, and potential for growth.

For further information, contact:  
JANA GETTYS  
202-382-6717

Have traveled economically using **TIME-SHARE CONDO.** Complete. Kitchen, sleeps 4. Sacrificing Ownership to someone appreciating comforts, home conveniences, worldwide travel. Call: 714-676-2956. Christie Thuresson, 30318 Miraloma, Temecula, CA 92390

**50th ANNIVERSARY  
COMMEMORATIVE  
"FLYING TIGER" SHIRTS.**

Send SASE for FREE brochure.  
PMG ENTERPRISES, 1881  
Mendocino, C-305, Santa Rosa,  
California 95404.

**Career Stalled?**

- Personalized "fast-track" guidance from experienced airline captains
- In-person or phone consultations to help you avoid expensive mistakes

**Aviation Career Counseling** 805/687-9493  
799 N. Ontare Road, Santa Barbara, CA 93103

**SMALL SPACE ADS SELL!!** If you are reading this space, think of the others that will do so, too. You could be selling, buying, advertising, etc. Send your ad to **THE NINETY-NINE News**, 131 Hillside Ave., Berkeley Heights, NJ 07922.

**HIGH DENSITY ALTITUDE MOUNTAIN FLIGHT TRAINING AT LEADVILLE, COLORADO, NORTH AMERICA'S HIGHEST AERODROME.** For course info, Call: 719-486-2627. Two 99 Instructors.

**99s WORLDWIDE** now have their very own liaison with Avid Aircraft. Diana Nichols (SFV 99) will help you select the Avid Flyer that's best for you. **Enjoy the pride of building your own plane.** Choose taildragger, nose gear, heavy hauler, speedwing, or amphibian. Experience the fun of flying economically. Easy to build kit, lowest insurance rates, two place, over 1,000 kits sold. Call 818-896-6009 or write to 12038 Carl Street, Lakeview Tr, CA 91342-6446.

**FAA RATINGS GUARANTEED -- A & P; I-A; FE.** Ratings guaranteed in 4 DAYS. Call now: American Flight Academy, 10727 Airport Road, Everett, WA 98204. 206-355-3117.



**ACT I**  
**AirCraft Tracker**

For Personal Computers  
(Single Owner Version)

- Includes Electronic Pilot's Logbook

- Tracks:

Aircraft Expenses YTD

Aircraft Income YTD

Important Dates (Annual - biennial, etc)

- 30-day Money back Guarantee

For IBM PC/XT/AT/PS2 and Compatibles

Works with most printers



Check enclosed for \$79.95

(Illinois residents add \$5.20 sales tax)

**Beeson Associates**  
1547 Wedgfield  
Naperville, IL 60563





Hardcover. \$22.95  
plus \$1.50 shipping and handling

## Fly Again with the WASPs!

Now in a new and expanded edition, the story of the spirited women from the farms and Main Streets of America who flew some of World War II's most dangerous and sensational air missions. Includes Jacqueline Cochran's official Final Report on the WASP.

*"Sally Van Wagenen Keil has restored the WASPs to history with full honors in this affectionate and savvy book."*

—New York Times Book Review

*"Here is a record not only of that invincible American spirit in a time of war, but of an internal as well as external struggle for a new type of woman."*

—The Christian Science Monitor

*"An important, exciting book."*

— Library Journal

### Four Directions Press

611 Broadway, Suite 426, New York, NY 10012

To Order Call Toll Free

**1-800-556-6200**

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

For \_\_\_\_\_ copies of *Those Wonderful Women*

Check enclosed for \$ \_\_\_\_\_

Charge to ☐ Mastercard ☐ Visa

Card Number \_\_\_\_\_

Signature \_\_\_\_\_

8:30 am to 5:30 pm  
Weekdays  
Eastern time

**Satisfaction Guaranteed.**  
If dissatisfied for any reason,  
please return within 30 days for  
replacement or refund.

## NINETY-NINE News



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

PO Box 59965  
Will Rogers World Airport  
Oklahoma City OK 73159  
*Address correction requested.*

NON-PROFIT ORG.  
U.S. POSTAGE  
PAID  
SEATTLE, WA.  
PERMIT NO 3792