

NINETY-NINE News



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

NIFA SAFECON, Houma, Louisiana
Cheers for Alaska Airlines' Christy Gomes
Jerrie Cobb, Another Dynamic Ninety-Nine
***Black Cats & Outside Loops*, book review**
Georgia's Aviation Hall of Fame



GENERAL COUNSEL

by Sylvia L. Paoli

What are we referring to when we say "parliamentary procedure?" Today, most people are referring to "Robert's Rules of Order, Newly Revised (the most recent revision being that of 1990.) Quoting from Robert's, "...parliamentary law originally was the name given to the rules and customs for carrying on business in the English Parliament which were developed through a continuing process of decisions and precedents some-

"...the Parliamentary branch of the law. From this country's beginning, it has been an underlying assumption of our culture that what has been authoritatively established as parliamentary law is *law*—in the sense of being binding within all assemblies except as they may adopt special rules varying from the general parliamentary law."

As is true with all areas of law, there is much disagreement over the **interpretation** of the body of

to rule on questions of order or to answer parliamentary inquiries."

The objective in making changes to an organization's governing documents is to bring about a procedure that conforms with the wishes of the majority and accomplishes the goals of the organization. It is impossible to please 100% of the membership, but when the decisions changing an organization's governing documents are democratically made by a majority (whether simple or two-

"...goals...are to promote 'the use of effective, democratic parliamentary practices, including the removal of unneeded complications, confusing ambiguities, and archaic terminology from parliamentary usage.'"

what like the growth of the common law. ...Out of early American legislative procedure and paralleling it in further development has come the *general parliamentary law* or *common parliamentary law*, of today."

Acting under the general parliamentary law, any deliberative assembly can formally adopt written rules of procedure which can confirm, add to, or deviate from parliamentary law itself. The term "rules of order," in its proper sense, refers to any written parliamentary rules so adopted, whether they are contained in an already-printed manual such as Robert's, or have been composed specially by an organization. The term "parliamentary procedure," although frequently used synonymously with "parliamentary law," refers, in Robert's, to "parliamentary law as it is followed in any given assembly or organization, *together with whatever rules of order the body may have adopted.*"

Thomas Jefferson spoke of

parliamentary law. Like the laws made by legislators at local, state and national level, the words often seem crystal clear in meaning, but the interpretation of them as they apply to different **factual** situations takes up such an abundance of time in our court systems as to make court congestion nearing the critical stage in many areas of the U.S. One of the two major parliamentarian associations in the U.S. has stated that the specific goals of such societies are to promote "the use of effective, democratic parliamentary practices, including the removal of unneeded complications, confusing ambiguities, and archaic terminology from parliamentary usage."

The purpose of a parliamentarian at a meeting is to advise the president and other officers, committees, and members on matters of parliamentary procedure. Her role is purely an advisory and consultative one, however, since "parliamentary law gives to the chair alone the power

thirds, as determined by the requirements of the documents themselves) then the remaining members must abide by those decisions. Unlike the laws that govern us as citizens which, though we may disagree with, we **MUST** abide by, members of a volunteer organization are not obliged to belong, so that if they cannot agree with the majority, they are free to withdraw from the organization. Likewise, the procedure for changing the rules of order governing a volunteer association allow each individual much more input than the procedure for changing legislatively-made rules. There, the individual's input often is limited solely to his or her right to vote for or against the legislator making the rules.

As changes are proposed to this organization's documents, the members will want to keep in mind the goals to be achieved by those changes, remembering that the overall objective is to express the will of the majority without complications and ambiguities. 99

YOUR LETTERS

Patsy Knox, Governor, Saudi Arabian Section, wrote, "Dr. Randa Binladen, formerly a pathologist at King Faisal's Specialist Hospital, began a residency in immunology in London. No end to her talents!"

From Margaret Cosby, 99 News Editor, South Central Section: "I know there is some Kismet, Serendipity and Lagniappe all rolled into doing volunteer/service work. I want to share the benefits of trying to do a good job with the membership.

"Because I was interested in trying to work with the new editor of the *Ninety-Nine News*, I dropped her a note inquiring about the deadline dates for section editors, submitting news in keeping with the previous format, any changes, etc., etc.

"She returned my inquiry with a telephone call from her home in New Jersey to mine in Texas. We chatted about business, followed by aviation, then non-aviation. In an off-hand remark, I mentioned that I grew up on Long Island and she responded that she came from Baldwin, Long Island.

'Baaaldwin?' I queried. 'What was your maiden name?' 'Lewis,' was the answer. 'Did you have a sister, Mary? I went to high school with Mary. My maiden name was Zeller.' 'You were Margee Zeller?' And so it was old-home-week, 3,000 miles apart. Ann Cooper's sister, Mary, and I graduated together in 1943 and none of us have seen each other since! So you see, volunteerism does have its rewards!" (Ed. What a delightful surprise to become reacquainted over the miles and spanning such a length of time!)

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COVER:

Top pilots of NIFA, the National Intercollegiate Flying Assocation, will gather in Houma, LA to compete. See NIFA SAFECON, Page 18.

In the inset photo, an aircraft taxis into a position that enables the pilot to check the accuracy of the VOR.

**YOUR LETTERS, continued**

From Pat Ward, Governor, South Central Section: "Mary Haizlip (Los Angeles Chapter 99s), who will be honored by being named the First Lady in Louisiana Aviation at the South Central Spring Section meeting in Lake Charles, was NOT a movie star. It was Harry Williams' wife, Mary, a friend of Mary Haizlip, who was the silent screen film star. Harry P. Williams was a partner with Jimmy Wedell, the designer and builder of the Wedell-Williams race planes built on the Patterson, LA airport where the museum is housed. In Wedell-Williams racer #92, Mary Haizlip captured a World's Speed Record for Women in a 252-mph flight at Cleveland in 1932.

"Although Mary Haizlip was not a 'star' of the motion picture industry, she is certainly respected and adored in our part of the country—both then and now! We look forward to having her with us in Lake Charles, Louisiana, and to introducing her to the South Central Section 99s.

"Please print this correction in the next *Ninety-Nine News*. My sincere apology for sending the wrong information."

From Barbara Muehlhausen, Chicago Area Chapter: "I recently wrote a letter to the editor. My story, aimed at the hundreds of us who pass through the Friendship Tent at Oshkosh each year, was NOT meant for the

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PRESIDENT'S MESSAGE



by Marie Christensen

The growth of any organization comes about only through the involvement of its members. Our organization has been continually growing for the past 62 years because our members have developed new programs, expanded the old ones, and set their goals continually higher. They became involved in the organization.

Today our programs are so varied there should be at least one program that is attractive to every member and worthy of involvement. We stress scientific, educational and charitable programs. If you haven't found a program in your local Chapter that interests you, look in your Membership Directory and locate the International Committee Chairman that heads a program in which you would like to become involved, then contact her.

If you are having a difficult time choosing a program, I would like to suggest you donate some of your time to work with our youth. The National Intercollegiate Flying Association (NIFA) is one of the most gratifying ways of becoming involved that I know. The vim, vigor and sheer energy of these young people will spur you on to do more and more yourself. You will be very impressed with their intelligence and

Get Involved With NIFA! "Who knows? Someday when you step on board an airliner you might recognize the captain's name from a NIFA competition that you helped to judge."

amazed by their accomplishments. They are the "cream of the crop." They do not get to be a part of the NIFA teams unless they are outstanding individuals. They earn the right to be there and are justifiably proud of themselves. You, in turn, will be very proud of each of them.

Begin by donating your time to help with their local competitions. There is much to be done and they can use all the help they can get. Line judges are always needed during the event so everyone willing to learn a little more will be able to participate. Once you are out on the line you will wish that you could land a plane as well and precisely as some of these kids can. You must remain impartial, but you will feel the excitement building as you watch the approaches and attempt to second-guess the exact landing spot for each contestant.

Spending a day sitting in the trenches waiting for an airplane to pass over may not sound very exciting, but you will be surprised at how much fun it really is. During the navigation competition, judges are needed at specified locations to mark the time each plane arrives at that location. While waiting between planes you will have a chance to get acquainted with fellow 99s or people

in your community who have also donated their time. Some life-long friendships have been formed this way.

It's long hours of being either too hot or too cold, too wet or too dry and you will relish a hot shower to wash away the dust and dirt at the end of the day, but you will find a special kind of contentment knowing that you have contributed to helping some young men and women get established in their aviation careers. Who knows? Someday when you step on board an airliner you might recognize the captain's name from a NIFA competition that you helped to judge.

Once you get "hooked" on helping these kids, you will want to donate your time to judging the Regional and National competitions. Somehow becoming involved with NIFA makes you feel "warm all over."

If the NIFA program is not for you, look at Page 7 of our Membership Directory and find one that is. We will be highlighting other programs from time to time in our magazine as well. No matter which program is the one for you, don't just sit around waiting for things to happen. Get out there and make them happen. Become involved! It's good for you and for The Ninety-Nines.

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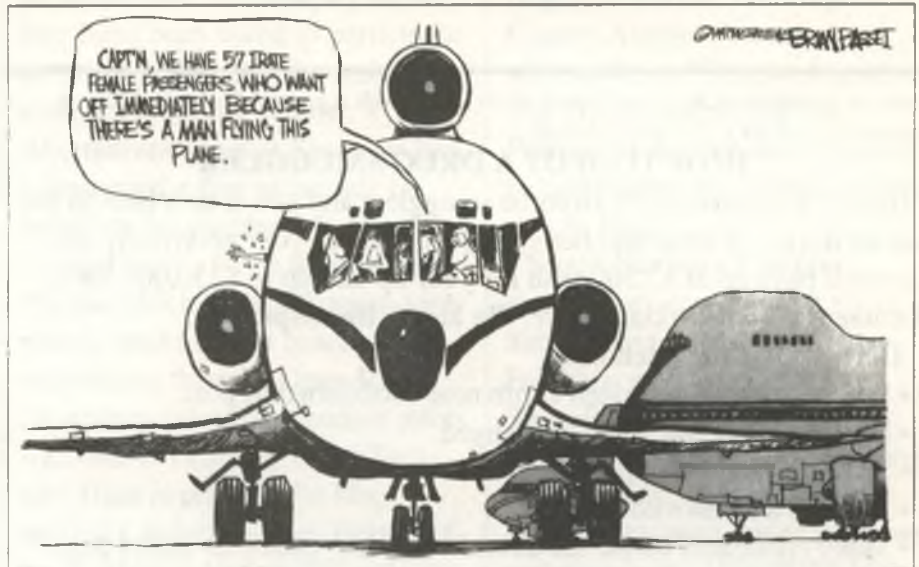
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THREE CHEERS FOR ALASKA AIRLINES' CHRISTY GOMES, "SHE'S ONE CLASSY LADY"



The above cartoon, by Brian Bassett, was published in *The Seattle Times*.

An editorial of *The Seattle Times* by Craig Smith was headlined, "Flight delayed as man refuses to fly with a woman pilot." It stated, "An Alaska Airlines flight from Phoenix to Seattle was delayed yesterday because a male passenger refused to fly on a plane piloted by a woman.

"The plane had left the airport gate when the man insisted on returning to the terminal, delaying the flight by eight minutes.

"Passengers on Flight 603, including both the University of Washington and Washington State University men's basketball teams, booed the unidentified passenger. He exited through the 727's rear stairway to the ground, and was escorted by a flight attendant back to the terminal.

"Pilot Christy Gomes, 37, of Gig Harbor, said it was the first time in 14 years of flying that a passenger had refused to fly with her. She achieved the rank of captain four years ago and is one of seven women captains for Alaska Airlines.

"I've had some people hesitate to get on, but I've never had to stop a flight before,' she said after the flight.

"The passenger wasn't aware that Gomes was piloting the plane until her name was mentioned in a routine preflight announcement as the plane left the gate.

"Gomes said a flight attendant came to her in the cockpit and said, 'A guy found out there is a female pilot and is demanding to be let off the airplane.'

"A flight attendant told passengers why the plane was stopping.

"Gomes said the incident gave her extra incentive to make a perfect landing at Seattle-Tacoma International Airport. 'I was trying extra hard,' she said.

"The landing was flawless and passengers responded with applause, smiles, and thumbs-up gestures. One woman passenger stuck her head into the cockpit after the landing and told Gomes, 'I hope that guy has

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SECTION NEWS

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

From the Newsletter of the Collin County 99s in which credit is given to Flying Magazine in cooperation with the U.S. Customs Service:

HOW TO SPOT A DRUG SMUGGLER

Help U.S. Customs nab airborne smugglers and you'll be a hero in the war on drugs. A code number system guarantees your anonymity and Customs pays up to \$2,500 cash for your tip and up to \$250,000 for a documented confidential source. **Be alert. Be suspicious.**

Here's what to watch for:

- Low altitude with sudden climb near established airport.
- No radio response when challenged.
- Seats missing from aircraft.
- Aircraft windows covered.
- Many containers inside the aircraft—boxes, plastic or duffel bags.
- No lights flying or landing after dark..
- Trucks, campers, or vans waiting near area suitable for landing—often equipped with radios to communicate with aircraft.
- Landing at provisional runway in desolate area, lit by vehicle headlights, signal fires or lanterns.
- Refueling from drums of fuel or from the backs of trucks.
- Evidence of operating from dirt strips—chipped paint, muddy wheels, dirty aircraft, beat-up props.
- Strong odors, such as perfume, used to cover the scent of marijuana.
- Over-inflated air shocks and oversized tires, for larger payloads.
- Altered aircraft—new paint, added doors, extra fuel tanks, changed registration numbers.
- Aircraft parked in remote locations on the ramp.
- Pilot or passengers reluctant to leave the aircraft unattended during servicing.
- Large amounts of cash displayed by pilot or passengers, cash payments for fuel and services.

**REPORT SUSPICIOUS ACTIVITY AT ONCE TO THIS
TOLL-FREE CUSTOMS NUMBER: 1-800-BE-ALERT**



• Pilot or passengers reluctant to leave the aircraft unattended during servicing.

From the **Southwest Section**, Kathleen Browne reported: Members of the **San Gabriel Valley Chapter** held a successful Flying Companions Seminar. Similar seminars are planned by **Redwood Empire, Monterey Bay and Sierra Foothills Chapters**. **Phoenix** postponed theirs as they searched for a location for the presentation.

In January, members of **Imperial So-Lo** airmarked two airports while members of the **Phoenix Chapter** painted runway numbers at Deer Valley. They plan to repaint the name and field elevation at another time. **Mt. Diablo** members airmarked Buchanan and members of **San Luis Obispo** did Oceano with additional plans for Los Ranchos School. San Luis Obispo County members planned a trip to Solvang for a glider ride and lunch in March.

There was fun in the air as **Phoenix** members held their annual Sweetheart Poker Run in February. A Valley Air Derby is planned by members of the **San Fernando Valley Chapter** which will include a mandatory stop and a spot landing contest. The derby begins in Van Nuys and ends in Needles with an award banquet to be held in Lake Havasu. Chapter members will also assist with the Jim Hicklin Memorial Air Rallye in May.

A Valentine's Day Safety Seminar was held by **Palomar Chapter** at the Palomar College to review TCAs and ARSAs in the San Diego and Los Angeles basins. **Fullerton Chapter**

SECTION NEWS, continued

members assist at FAA Seminars held every second Thursday of every odd month and conduct tours of Fullerton Tower for Girl Scouts each month on the second Saturday of the month. Fullerton members held a successful "Greasy Thumb Day." Their speaker for the February meeting was Robert Stenhammer, museum coordinator for the Chino Planes of Fame Air Museum.

The threat of possible terrorism cancelled plans for members of **Aloha Chapter** to tour the Honolulu Tower Aloha Chapter's scholarship fundraiser was a Lanai Sale in March. Chapter members heard Air Force Colonel (Ret.) Rollin Reineck as the speaker in February. He spent the last 23 years researching the disappearance of Amelia Earhart. **Santa Clara Valley Chapter** held a DRI flight to Santa Barbara with Mayetta Behringer, Jeanne McElhatton and Barb Murren. Their Air Fair in October had about 1000 attendees. The Reid-Hillview Airport of Santa Clara County is almost ready. It will be used for airport tours.

Carol Clarke, Dot Strate, Mary Jane Ashton and Fran Rieck from the **Utah Chapter** attended the Salt Lake Tower's Controller-For-A-Day program. The day included classroom training, time on the radar, and an extended tower tour.

Members of the **Mt. Diablo Chapter** rescheduled their BFR Seminar from January to March. Betty Dunn planned a Girl Scout Day in February which included an FBO tour, a preflight demonstration, and assorted aviation

presentations. The chapter members have been asked to participate in "Joie de Vivre," a fundraising event for Battered Women's Alternatives. Vickie Sorenson has volunteered a free plane ride on behalf of the chapter. Mt. Diablo Chapter held a fly-in to San Luis Obispo which included ocean-view rooms, walks on the beach and melodrama theater. Open House for women pilots and student pilots was held in February and a Treasure Hunt is planned for May. Second Lieutenant Toni Helvey of the California National Guard Reserve is presently on active duty and stationed at Fort Bliss, TX. She is working on acquiring flight status and a "flight nurse" slot. At present, it is non-existent in the Army.

A planned fly-in to Dublin, CA for a St. Patrick's Day Parade sponsored by the Chamber of Commerce was on tap for **San Gabriel Chapter** members. A second fly-in is planned for Lake Havasu, AZ in May. San Gabriel members heard Bill Blanchard in February, a participant in the redesign of California's busy airspace.

In January, **San Fernando Valley Chapter** had optometrist Gary Etting speak on vision. In February the chapter celebrated their 39th Anniversary. San Fernando Valley members welcome Virginia Harmon, Emily Ann Morrison, Bunnie Chesis, and Luanne Christine Marine as new members. **Long Beach Chapter's** Jacquie Sprague worked on the P.C.I.F.A. Meet in March. The speaker for the February meeting of Long Beach Chapter was

Angelo Cardono, Los Angeles County Airport Commissioner who spoke on "County Airports, The Privatization Concept."

Palomar Chapter members will be celebrating their 25th Anniversary in June.

Santa Barbara Chapter members planned a night fly-in to Santa Maria in March. At the February meeting, CFI Rich Stowell discussed stall/spin training and the NPRM requiring such training. Member Renate Tesch is jumping out of airplanes and rode in the 1936 JU52 Junkers which toured the U.S. (See article by Pat Forbes in Jan/Feb *Ninety-Nine News*). **Imperial So-Lo Chapter** members plan to fly-in to Palm Springs for a meeting with **Coachella** to plan the Spring 1992 Section Meeting.

Monterey Bay Chapter members worked on the Santa Cruz County Air Fair in March. They received offers of support from the FAA and AOPA. **Santa Clara Valley Chapter** announced some interesting programs that they have enjoyed: a program on hang gliding, one on accident analysis with Ken Orloff, an aircraft accident consultant. Thanks to member Debby Cunningham they have an active 66 program. Santa Clara Valley members welcome Judy Owen and Liz Daffin as new members.

Redwood Empire Chapter has a new chairman, Susan Chambers. Erma Chance spoke at the February meeting on the Peace Corps in Jamaica.

Sacramento Valley Chapter held a program in January on the

SECTION NEWS, continued

on-going problems with marijuana. Carolyn McIntyre, Incident Commander for CAMP—Campaign Against Marijuana Planting—spoke about the new and stronger varieties being grown. The chapter planned a February fly-in to Yolo Flyers Restaurant at Woodland Airport.

Shirley Clark has written an article on aircraft financing that will appear in the March issue of *AOPA Pilot* and the April issue of *Private Pilot* magazines.

From the **South Central Section**, Margaret Cosby reported: **Austin Chapter** celebrated its 14th Anniversary with former WASP Mary Edwards as guest speaker. She showed a video tape on the WASPs which she had purchased at their reunion in Seattle, WA and she displayed some books after having told of her experiences as a WASP. WASPs Marie May Genaro and Anna White were also present. Austin Chapter's gain is Space City's loss in the transfer of Sandra J. Sievert who recently moved to Austin. She is welcomed!

Colorado Chapter's Trine Jorgenson is helping with the training of the Metro State University Flying Team so that they are in tip-top shape for the NIFA Regional Meet in Montana in October. Colorado Chapter members were guided through the halls of the United Airlines Training Center where memorabilia is on display by 35-year UAL pilot, Bill Arnott. He is the founder of Aeronautical, Inc. Al Laggar planned to give a talk in March on Maintenance-Induced Accidents at

the UAL Training Center, Denver.

Dallas Chapter members report that Anne Davis jogged memories of learning to fly by presenting questions from the FAA Private Pilot Written Exam. Split into 2-woman teams, 99s were given 30 minutes to answer 20 questions. They decided that it is amazing how much can be forgotten. The



Alice Monroe, above, was just a little too late to be a Charter Member, but is happy to be High Country Chapter's first general member.

winning team of Chris Hettenbach and Sandy Buschhorn received pewter biplane key chains and the last place team (no names please!) received bumper stickers that read, "Kiss a Pilot..." The point spread won't be published either. Recent guests to Dallas Chapter were Meg Conkling, a student pilot who became a 66, and Beverly Jordon, a Commercial Pilot with Executive Express and an aerobatic enthusiast. Newest members, Linda Friedman and Dawn Buckley, are welcomed. Dallas Chapter's Sue Lewis returned from an exciting African safari in which she flew from camp to

camp in a DC-3. When the Gooney Bird captain learned that Sue is a pilot, she was invited to fly in the cockpit for one leg of the trip. Ask her about all the nav-aids available!

Marge Watson, **Dallas Chapter**, appeared on Channel 5's Spectrum Program. The topic was "Women in the Military and Whether they should be Allowed in Combat Zones." When asked by host Mike Snyder if she would go into combat, Marge replied that she would be proud to. He offered the opinion that some people felt that women couldn't handle the job. Marge replied, "Apparently they have been misinformed."

El Paso Chapter members report that they donated cookies which Vicky Wingett delivered to the El Paso Tower and FSS during the holidays. Lois Doyle hosted their well-attended Christmas party. Several members managed to make a January pre-daylight meeting to discuss a possible joint meeting with the **Albuquerque Chapter**. El Paso 99s were present at recent meetings of the EAA and Aviation Council. Edna Gardner Whyte was the interesting, as always, guest speaker at the EAA Meeting in Las Cruces.

High Country Chapter announced a dream come true—the presentation of its charter by South Central Section Governor Pat Ward in December in Montrose, Colorado. The Charter Group has already doubled, grown from 8 to 16 and anticipates an exciting schedule of activities which lies ahead. Aerospace Education/Safety Chairman Jody Chapple scheduled a "Takeoff

SECTION NEWS, continued

Technique" video presentation in January and an A & P/IA, Ben Kramer, discussed "What Happens IF..." in February. March meeting plans called for "Understanding Orographic Effects on Flight—or Soaring Made Easy" and was to be held in Telluride. The April WINGS program is set to kick off with the Sparky Imeson Mountain Flying Seminar. The committee includes: Dena Kempton, Mary Hermann, Kennie Ruth Patterson, Jody Chapple and Phyllis Kramer.

Northeast Kansas Chapter members reported that the January meeting was postponed due to icing on roads and inclement weather. Once conducted, and appropriately enough, Mary Harrington told of an actual emergency—structural icing in a C-421. Marge Wahle provided an informative and timely video on the American jet fighters being used in Desert Storm. **Northeast Kansas** members scheduled a trip to Marshall Field, Fort Riley, KS and will perhaps report in an upcoming *Ninety-Nine News* about their "flights" in UH-1 helicopter simulators. That purported to be a military event and one in which the control tower would be closed. Virginia Colbert made the arrangements and members could fly in if Virginia could supply the officials with aircraft "N" numbers.

Six **Oklahoma Chapter** members attended the South Central Section Board of Directors Mid-Winter meeting in Austin. Oklahoma Chapter enjoyed another success with a Flying Companion Seminar and they reported that the mild winter allowed members to

fly more than usual this year. New members, Patricia Bryce, Laura Rushing, Beverly Sharkley, Teresa Smith and Frances Wilson are welcomed. Chapter Vice Chairman Phyl Howard will be flying around the U.S. to various airshows with the FAA's DC-3. Phyl is Program Manager for the DC-3 program. Watch for her at various flying events.

Just listen to this! **Oklahoma Chapter** member, Nema Masonhall, plans to attend her 71st consecutive Section Meeting when she travels to Lake Charles, LA in May. What a record and what a dedicated 99!

The **Purple Sage Chapter** held its monthly meeting in the conference room of Rich Air South at Midland International Airport. Plans for the Flying Companion Seminar were finalized along with plans for co-sponsoring an Operation Rain-Check to be held at Midland College in March. Chairman Janet Koonce attended the South Central Section Mid-Winter Conference of the Board of Directors, Advisory Committee, and Chapter Chairmen in Austin. Paige Sibley, former 66, is welcomed as a new member.

Carol Fox, **San Antonio Chapter** Air Bear Chairman, and aides Ginny McDaniel and Margaret Cosby traveled to Poteet's strawberry country to put on the program for two first grade classes. 99 Laura Richter is on the staff of the school. She made the arrangements and may have created a task for herself. News of the program traveled like wild fire throughout the school and now all seven of the first grade classes want to have the

Aerospace Education Presentation in their classrooms. Those of us who presented the program agreed that each time we put it on, we come away glowing. The students respond so well. They are interested and involved and behave well. It is a rewarding, stimulating, and motivational experience for us.

San Antonio Chapter is excited to be in touch with prospective members. With Mollie McDaniel and Faye Makarsky (past Army helicopter pilot) transferring into the chapter, the roster has swelled to 34 members—the highest ever. Debbie Wyrick, a guest with San Antonio and the chapter's Palo Alto College Scholarship recipient, passed her ASEL check ride and will jump from 66 to full-fledged member. New member Faye brought Debbie Cool to attend a meeting.

Carol Heiser, the Chapter Chairman of **Austin**, San Antonio's sister chapter, has been helpful in passing prospective member information. Sherry Bilbrey of Converse, Annette Stephens of Randolph AFB, and Hellen Russell, wife of the FSDO manager, have soloed. The chapter has had inquiries from Susan Islas and Sharon Homuth who picked up brochures from the new dispensers located by San Antonio chapter members at airports around the area.

A Fiesta Fly-In is scheduled for April 20 by the **San Antonio Chapter** at Castroville Airport which is always supportive of the Ninety-Nines. To interest pilots who fly as well as drive, the

SECTION NEWS, continued

program included: an FAA Wings Safety Seminar with refreshments, a Chili Lunch, and Spot Landing and Bomb Drop Contests with trophies.

Chapter Chairman Gloria Blank, Advisory Council member Margaret Cosby, and Special Chairman Claire Drenowatz of San Antonio Chapter attended the mid-winter meeting of the South Central Section in Austin. Claire, on the International's ad hoc committee to study the convention situation, gave a report on the "State of International Conventions."

Margaret, News Reporter for the South Central Section, reported that less than half the chapters are reporting items to her and less than that on a regular basis. She requested that reporters deliver information to her by the 20th of the month so that the International Editor would receive them by the first of each month.

The **Space City Chapter** received some great publicity in the *Houston Chronicle*. It was entitled, "On Cloud 99" and contained a history of the Ninety-Nines as well as interesting flying stories from some of Space City Chapter members. The article did a good job of showing the important role that 99s have played in advancing the role of women in aviation. The article included some great pictures of Maybelle Fletcher with her blue Grumman Tiger "racing machine," Joanne Roemer at the controls of a simulator, and Della Lynch next to one of Fletcher Aviations's Cheetahs.

Space City's new year started off with a great turnout including Mary Carlisle who is an ultralight

pilot from Alvin. Much of the meeting was spent on planning more flying activities than in the past: fly-ins to New Braunfels, Woodville; a navigation contest; trips to NASA, the Control Tower of Houston's Intercontinental Airport, and the training facilities of Continental Airlines. Space City members plan a large contingent to attend the Spring Section meeting in Lake Charles, LA and report that "if the International Registration is in line so that the average 99 can afford to go," they will be there in numbers.

North Central Section's Myrna Stephens reported: The **Indiana Dunes Chapter** members made presentations to elementary school children. Leann Anthony presented a slide show to a class of first graders while Mary Rutherford spoke to another first grade class on being a pilot. The chapter members have placed folders with information on joining the 99s at ten local airports. Mr. Don Burger, Assistant Professor at Indiana State University Aerospace Technology Department spoke to the **Indiana Chapter** on "General Aircraft Maintenance" at their February meeting. Indiana Dunes Chapter members praise Donna Stevens who got a perfect score on her IFR written. T.J. Shaum is looking at Ercoupes and hopes to purchase one. Fran Milo has completed her novel, *Dolphin Cove*, and is in the process of getting a publisher. Betty Howard has retired and is moving to Ohio. Gail LaPook, **Chicago Area Chapter**, was guest speaker for the St. Charles, Geneva, Batavia Zontians at their

Amelia Earhart Recognition Dinner. Chicago Area 99s welcomed 66 Gail Heracz as their featured speaker. Gail's interest in flying came from an extensive background of volunteer aerospace education work for NASA and CAP. Her first hand experiences with NASA made an entertaining and informative program.

The newest Chicago Area member, Nancy Warren, started the new year right by spending time in the air with her 8-year-old granddaughter who loves to fly.

Greater Detroit Chapter's 66 Chair, Carol Barker, is bubbling with enthusiasm and creative ideas. She held a dinner meeting for 7 student pilots and 5 new pilots to explain the 99 terms that



Karen Reed, left, the Lake Erie Chapter's Pilot of the Year, with Helen Sammon.

can be confusing at a general meeting. She created a packet with invaluable material about the 99s and for the student's own personal history, for example, a diary sheet to record important events such as their first "Squeak On Landing" and the "Worst

SECTION NEWS, continued

Plop." Carol had support from members Nancy Hecksel and Elaine Evans.

From **New York—New Jersey Section's** Barbara Mead: A baby shower was held at Kamp Airport for **Central New York Chapter's** Kathy and Warren Dignen. Several 99s attended along with friends of the parents. Many of the cute outfits indicate that the baby will have to be a pilot. Chapter members Elaine Roehrig and Marilyn Wilson are planning to again participate in the Air Race Classic which is scheduled to be flown in June.

Marilyn Kamp is preparing her report on SKYWATCH for International. The Central New York Chapter has received many inquiries from different states and chapters. Shirley Ludington, chapter member and Section Governor, will take it to report to an international board meeting. Dave Mathis from DEC will provide photos for posters. He is available to travel in New York State to give presentations on pollution, what to look for, and how to report it.

Elaine Roehrig was scheduled to present an in-house safety seminar at the chapter meeting in March. A second seminar is scheduled for May at Whitesboro High School. The **Central New York Chapter**, hosting the 1992 Spring Section meeting, has been involved in conducting educational activities. \$25 was donated to the AE Scholarship Fund and Kamp Air at the County Airport hosted a tour for a local Boy Scout troop. In the planning stage is a program for student pilots: "What you always

wanted to know and were afraid to ask your flight instructor." The event is scheduled for September.

The **North Jersey Chapter** has enjoyed an interesting winter meeting schedule. In January A.J. Starr, Kay Hilbrandt and Bucky Richards told of their experiences as WASPs and aviatrixes during WWII. Pam Livingston and her husband, Dale, are preparing a taped oral history of A.J., Kay, and Bucky. The taping is to be done at the Teterboro Aviation Hall of Fame. February's meeting was a joint fly-in at Allair Airport with the **Garden State Chapter**.

Women pilots interested in learning more about the 99s were encouraged to attend and new members were signed up on the spot. Over 40 pilots heard speaker, Ann Cooper, Garden State member and aviation author. Involved in a series of articles for *Private Pilot* magazine on aviation artists and the publication by Crown Publishers, a division of Random House, of her first book, *Rising Above It*, the biography of Edna Gardner Whyte, Ann showed slides of the aircraft about which she has written, the paintings of artists she has interviewed, and of Edna Whyte, Past President of the Ninety-Nines. March meeting plans called for a "rerun" of last year's popular and successful student pilot forum. Judy Bolkema and Doreen Tighe have produced a pilot handout, a small card that gives a pilot space to enter airspeeds, weight and balance data, and other pertinent information about a particular airplane. The card has a line showing how to contact the 99s.

The **Long Island Chapter** congratulates Bozena Syska for her winning cartoon caption which will appear in the April issue of *Private Pilot* magazine. The cartoon shows two men in an open cockpit taildragger. The man in front has adjusted his seat so it is facing to the rear. He is saying something to the man sitting in the back, who has a shocked expression on his face. See the April issue for Bozena's and the other winning lines. **Long Island Chapter** chairman Jill Hopfenmuller and member Ida Van Smith spoke at January meetings of Zonta, the professional business women's organization, the Nassau County and Suffolk County Chapters, respectively. Both pilots were well received.

From Carol Skinner of the **Northwest Section** comes word of the **Columbia Gorge Chapter**. The chapter made a contribution of \$45 to the Amelia Earhart Scholarship Fund with most of the proceeds from their Festival of the Trees. Because the chapter's membership is down, it was decided to ask The Dalles Flying Club to put on a Safety Seminar with help from the 99s. Congratulations to **Columbia Gorge** member, Jeanne Hillis, who completed Phase III of the Wings Program.

Congratulations are also in order to Gail Sanchez, who obtained her Commercial license, and to Tina Pomeroy who completed Phase II of the Wings Program. Gail and Tina are members of the **Montana Chapter**.

CALENDAR

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.
- 6** (7th, rain date) **Long Island** **Poker Run, Donna Harris**
Dallas, TX, Gladewater Airport **Dogwood Spring Fly-In**
- 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.
- 7** **Oklahoma** **Membership Brunch**
- 13** **Oklahoma** **Poker Run**
- 20** **San Antonio, TX** **Flying Fiesta—10 AM**
Safety Seminar, Spot Landing, Bomb Drop, Chili Lunch, Prizes. Castroville Airport
- 20** **South Bend, IN** **Flying Companion Seminar**
Contact: Indiana Dunes, Phyllis Webb or Gail Schroeder
- 26-28** **Ann Arbor, MI** **Ann Arbor Muni Airport**
Pinch Hitter Course. Contact: Nancy Hecksel 313-549-5383
- 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** (May 5th Rain Date) **North Jersey** **Poker Run, Barbara Mead**
- 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
- 14-20** **Houma, LA** **NIFA SAFECON Jan Maxwell**
- 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 Flying Companion 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

continued on Page 25

Letters, cont.

volunteers. I had just made the acquaintance of a woman pilot whose new-found pride, excitement, and love of flying had been put down by a thoughtless comment made to her in the Friendship Tent. She had been told that she wasn't a 'real' pilot because she flew an ultralight. This thoughtless comment reflected on all 99s. I wanted to communicate to all of us that comments like that take on a life of their own. Anytime this woman related how she got her pilot's license, she told how the 99s were responsible. She got it to 'show them she could do it.' We missed an opportunity to delight with her in the joy of flying that unites us all, and cheer her on to becoming a licensed pilot. We all need to be aware that there is a better way.

"It never occurred to me that anyone would think one of the volunteers would have made such a comment. It should have. I want to publicly extend my sincere apologies for any possible misinterpretations to Mary Panczyszyn, Norma Freier and all the volunteers who work so hard to 'get the good word out' about the 99s at Oshkosh year after year. It was my utter frustration over how a careless comment could undo so much of your good work that prompted my letter. Careless comments, put-down comments hurt us all. Unfortunately, I have learned the hard way that poorly worded comments hurt, too."

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

BUSINESS MEETINGS and EVENTS CALENDAR

DATE: 1991	SECTION/EVENT:	LOCATION:	CONTACT:
04 12-14	No Central	Bloomington IL	Dodie Jewett
04 19-21	Intntl Board/Governors	Oklahoma City	Headquarters
04 27-28	NY-NJ	Niagara Falls NY	Shirley Ludington
04 26-27	Middle East	Staunton VA	Shenandoah Valley Chapter
05 3-4	East Canada	London Ontario	Betty Ellis
05 9-12	South Central	Lake Charles LA	Pat Ward
05 11	Louisiana Museum/Women	Lake Charles LA	Wedell Williams Museum
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 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
10 5-6	NY-NJ	Long Island NY	Jill Hopfenmuller
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.

ALASKA AIRLINES' CHRISTY GOMES—ONE CLASSY LADY

continued from P. 5

to wait three hours for the next plane.”

It was three years ago at the EAA Convention and Fly-In, “Oshkosh,” that I first met Christy Gomes. She told me then that she flew anywhere that Alaska Airlines B-727s flew: California, Arizona, Anchorage, Fairbanks, and Prudhoe Bay. Domiciled in Seattle, Christy chose to live in Gig Harbor near the Tacoma-Narrows Airport where she hangared the other aircraft which she captains, a Christen Eagle.

Christy said, “I always admired my father, Lee, a fighter pilot in the USAF. Although he gave up flying a long time ago, I’m sure

that to some degree he had an influence on me. I was attending Western Washington University in Bellingham when a friend took me for my first flight in a small plane and I was immediately hooked.”

Christy took a job selling books door-to-door in order to obtain her pilot’s license between terms at college. She said, “I obtained my private license, set my sights on becoming an airline pilot and on getting an aerobatic airplane as well. I upgraded to commercial, flight instructor, and eventually was hired by Alaska Airlines. In 1987, six years after having been hired by Alaska, I bought my Christen Eagle. Ten years of

planning were culminated with that purchase.”

At the time of our interview, Christy Gomes had 6000 flying hours. She said, “Hopefully, I am in my last job. I would like to fly for Alaska Airlines or whatever Alaska Airlines might turn into for the rest of my career.”

According to another of the newspaper articles which were written in February, Christy, one of 20 women among Alaska Airlines’ 800 pilots, has been a test pilot. She is quoted as having said, “No one should be afraid to fly with a woman pilot. We’re in a fishbowl all of the time and we

continued on next page

Christy Gomes, concluded

have to prove ourselves every day. Acceptance is improving now that more women are becoming pilots but no one gives anything special to females."

Her boss, Captain Thomas Cufley, Alaska Airlines staff vice president of flight operations, is said to have called Gomes "absolutely professional from the word go."

According to another article from the *Seattle Times*, "The flight attendant thought he was joking when the man on Alaska Flight 603 said he didn't want to fly because the pilot was female. The engines were running and the 727 had pulled away from the gate, but the four-year Alaska captain decided to let the objector off even though it meant a 10-minute delay as the rear stairs were lowered and crews searched for his luggage. ...requests for his name have come from across the country, (but) the airline refuses to divulge it. Gomes said the cockpit door was open while passengers boarded and that she had taken a lot of good-natured ribbing from the University of Washington and



Christy Gomes, Captain, Alaska Airlines, at Oshkosh with Tom Wright. Photo by Ann Cooper

passenger," was followed by, "Christy Gomes is one classy lady.

"Faced with a first-of-its-kind dilemma last Sunday morning (February 3, 1991), Gomes, an Alaska Airlines captain, responded with grace as well as grit.

"One passenger—a true Neanderthal—upon learning he was about to fly from Phoenix to Seattle with a woman in command, demanded to leave the plane.

"Gomes may have been tempted to simply bark out an order: 'Buckle up, Buster.' But instead of tough talk, she ordered the stairs lowered so the passenger

"Next time, ...Captain Gomes, it's OK to go ahead and take off. Give the creep a parachute."

Washington State University basketball players who were among the passengers. When the passengers were told what was happening, she said, 'There was a murmur of disbelief at first and then people started booing.'"

Also from the *Seattle Times*, under the headline, "Fear Of Females Flying," the subhead, "Alaska's Capt. Gomes outclasses

could get off and wait for another flight.

"The captain's restraint and gracious (dare we say ladylike?) treatment of the passenger's outrageous behavior is quite remarkable.

"Next time, though, Captain Gomes, it's OK to go ahead and take off. Give the creep a parachute."

99

JERRIE COBB

Lewis News, 1987, printed: "In his book, *The Right Stuff*, Tom Wolfe described the rigorous medical and laboratory testing that male test pilots such as Grissom, Glenn, Carpenter, Schirra, and Cooper underwent to qualify as astronauts for the Mercury Program in the late 1950s and '60s. "But did you know that a group of women underwent similar testing shortly afterward?"

"More than 20 years before Sally Ride became the first American woman to fly in space, 13 women pilots successfully completed the tests used in initial Mercury Astronaut Candidate Testing Program. The first woman to participate, Jerrie Cobb, was even tested in the MASTIF—Multiple Axis Space Test Inertia Facility.... SHE PASSED WITH FLYING COLORS.

"The testing was initiated by Dr. Randolph Lovelace, who was responsible for screening candidates for the Mercury training program. After testing male candidates, he decided to see if women might also be suitable for spaceflight. The testing began in 1960. Twenty outstanding women pilots were recruited: thirteen successfully completed the initial testing."

The women took an exhaustive battery of 75 physical, laboratory, x-ray, and physical competence tests, the same designed as qualifying criteria for the Mercury astronauts. Results in many cases determined that the women not only equaled, but in some instances surpassed the results attained by the men who participated in the testing program.

Inducted into the Oklahoma Aviation Hall of Fame



International President Marie Christensen presents Jerrie Cobb with her award.

The article continued, "One of the participants, Bea Steadman of Traverse City, MI, reported that the hardest part of the testing wasn't any of the physical discomforts—such as having ice water injected in the ears or swallowing three feet of rubber tubing—but the overwhelming disappointment she felt when the decision was made to discontinue the testing of women in July, 1961. The decision came after 12 of the women had successfully passed the first phase and were eager to follow Jerrie Cobb who had completed subsequent phases of the testing.

"Cobb had logged more than 10,000 hours in the air in all types of aircraft. As an international ferry pilot, she had flown dozens of surplus military planes from Alaska to Europe, or from Canada to South America. She was a flight instructor, held DC-3 captain's ratings, and was a ground instructor in navigation, meteorology, and aircraft engines.

"After Cobb passed the grueling physical tests with flying colors and moved on to the next phases

of testing, the other women were tested at the Lovelace Clinic two at a time.

"Sworn to secrecy about the program, we didn't know how many other women were being tested or who they were until an article about the testing appeared in Life magazine in 1964," said Steadman, a commercial pilot who had learned to fly before she learned to drive. ..."

Bea Steadman is an executive and founder of the International Women's Air and Space Museum, IWASM, in Centerville, OH, a showcase of women's achievements in space and aviation. In October 1987, IWASM dedicated

Nora Stumbough Jessen, and Bernice (Bea) Trimble Steadman each received a Women With Wings Award, an award given to outstanding women in honor of their contributions to the history of women in aviation and space. Others who passed the test but were unable to attend the function were: Rhea Hurrle Allison Waltman, Jan Dietrich, Mary Wallace (Wally) Funk II, Sarah Lee Gorelick Ratley, and Irene Leverton. Two who are deceased are; Marion Dietrich (twin of Jan) and Jean Hixson.

The presentation of a letter from Sally Ride was featured at the award ceremony. Ride wrote,



With Oklahoman Jerrie Cobb, center, America's first female astronaut candidate, are International officers Lu Hollander, Secretary, and Marie Christensen, President. Jerrie was the only woman of six inductees to the Oklahoma Aviation Hall of Fame.

Jerrie's modest acceptance speech was a tearful, "Thank you."

an exhibit to the women who took the early astronaut candidate tests. Of the surviving eleven, five of the women attended the dedication ceremony. The five: Myrtle (K) Thompson Cagle, Jane Hart, Geraldine Sloan Truhill, Gene

"Although you were not able to realize your collective goal, your accomplishments demonstrated that women could perform and achieve in space and helped open the door for those of us who followed."

NIFA SAFECON, Houma, Louisiana

by Jan Maxwell, International NIFA Chairman and Associate Chief Judge 1991

When the sun begins its ascent over the beautiful Mississippi Delta Region on May 15th, approximately 75 airplanes and 250 pilots will be assembled for a flying competition that they will remember for the rest of their lives. They will have trained long and hard and on that morning, they will compete to find the best of the best. Thus begins the first day of the NIFA—National Intercollegiate Flying Association's 1991 SAFECON—Safety And Flight Evaluation Conference. This year's event marks

A NIFA competition is one of the most difficult events to describe. You have to be there in person to fully comprehend the excitement and the tension and to witness the dedication and performance of these wonderful aviation students from colleges and universities across the United States. In order to qualify for the National

"Pilots will be assembled for a flying competition that they will remember for the rest of their lives."

Conference, student representatives of colleges and universities must have competed in regional events and secured a niche for their teams on the national level. The competitions include: Pre-flight, Power Off and Power On

contestant is interviewed by a panel of Ninety-Nines and is judged on scholastic rating, a letter of recommendation, financial needs, career goals, career planning, accomplishments, and personality. The first place winner receives a Gold Amelia Earhart Medal and \$250 honorarium; second place winner receives a Silver Amelia Earhart Medal and \$150 honorarium; and third place winner receives a Bronze Amelia

Earhart Medal and \$100 honorarium.

The Ninety-Nines have also long supported NIFA by providing the major part of the judging staff. A tremendous number of judges is required to fairly and accurately evaluate the approximately 250 aviation students. Training and recertifying qualified NIFA judges is an on-going process. As the competitions increase in size annually, judges on both the national and regional levels are needed. A comprehensive Judges School will be held Tuesday, May 14th from 12:00 to 4:00 in Houma. The school is mandatory for all judges working on the competition regardless of prior experience. This will not only be a training session, but also a recertification school.

Three hotels in Houma will be booked for the SAFECON for the expected 850 students, advisors, sponsors, coaches, judges, and parents. All reservations will be made through Kurdian Travel. All judges will be staying in the Holiday Inn, Houma, the official NIFA SAFECON Judges Hotel.



fifty-six years since twenty-three schools decided to organize collegiate flight competition—the birth of the National Intercollegiate Flying Club. The first Loening Trophy was awarded to Harvard University in 1929, a full eighteen years after collegiate aviation competition had started.

The NIFA 1991 SAFECON will be hosted by Nicholls State University in Houma, LA, across the Mississippi River from New Orleans. It will be conducted between May 14th and 18th.

Landings, Navigation Routes, IFR Proficiency Events, Computer Accuracy, Aircraft Recognition, and Simulated Navigation, to name a few. In 1991 over 25 colleges and universities have earned the honor to attend the National Competition and will be converging in southern Louisiana.

The Ninety-Nines, Inc. sponsors the Women's Achievement Award which has been given each year at the national SAFECON since 1949 and recognizes achievement in aviation and scholastics. Each



Rates will be \$52.44 per night (1-4 persons per room). All reservations are to be made through Pat Mlady at 1-800-835-0206. American Airlines and National Car Rental have offered special rates through Kurdian Travel.

Nicholls State University has planned a special Friday evening Cajun Buffet for all contestants and judges. The Saturday evening Award Ceremony and Banquet is

always a highlight of the competition.

NIFA recognizes that the services of all judges cannot necessarily be offered for the entire week of SAFECON. NIFA has never turned down a volunteer who is willing to work. Therefore, if you wish to come to Louisiana and become a NIFA judge, but will not be able to attend the Judges School, please contact Jan Maxwell, NIFA Chairman, at 903-759-6391 for additional information and arrangements.

NIFA and Nicholls State U. invite you to come to southern Louisiana and sample some of the world-famous New Orleans cuisine. Be a part of the future of aviation with America's wonderful new pilots. 99



YOUR CAREER and Karen Kahn



Karen Kahn has been actively involved in aviation for the past 22 years. She holds all ratings through ATP including an MD-80 type rating and was the first woman to be type-rated in a Lockheed JetStar. Her other ratings include flight engineer, seaplane, glider, and she's an active flight instructor for both instruments and multiengine.

Prior to starting her airline career in 1977, she instructed at Sierra Academy of Aeronautics and later ran her own accelerated weekend ground school. She is a frequent speaker at pilot seminars and career work-shops, specializing in cockpit resource management and timely decision-making.

In addition to her airline flying, Karen is an FAA Accident Prevention Counselor, past president of the International Society of Women Airline Pilots, serves as an Airport Commissioner in her hometown of Santa Barbara, CA, and is a frequent contributor to the Pilot's Audio Update, a monthly aviation cassette series. A Ninety-Nine, Karen is a member of the Santa Barbara Chapter. She offers career counseling to get YOU started or keep YOU moving upward in aviation. See her ad in the Classified Section, P. 31.

GEORGIA'S AVIATION HALL OF FAME

Susan Shropshire wrote, "Charlotte Frye (1893-1983) will be inducted into the Georgia Aviation Hall of Fame on May 18, 1991. There have been fourteen inductees to this aviation honor and it is very exciting that two of the fourteen are 99s. Hazel Jane Raines (1916-1956) was inducted in 1989 and this year Lee Orr, Governor of the Southeast Section of the Ninety-Nines, will accept the Gold Medallion of Honor and Achievement for Charlotte Frye."

Georgia's newly-established Aviation Hall of Fame, in the Museum of Aviation at Robins AFB, the fastest growing military aviation museum in the Southeastern U.S., is situated on a beautiful 43-acre site with over 70 historical aircraft in its collection. 1991 will

herald the second annual banquet honoring recently elected inductees to this prestigious honor.

Expected to draw aviation enthusiasts from across the U.S., the banquet will be held at the Officers' Club, Robins Air Force Base. The keynote speaker will be Major General Patrick J. Halloran,

joined with the USAF to preserve, protect and present to the public those historic events of aviation which pioneered America's leadership in the air. With ingenuity, courage and 'can do' spirit, America's aviators created a brave new world in the air which has kept their country free—and on

"It is very exciting that two of the fourteen to be inducted into the Georgia Aviation Hall of Fame are 99s."

famed for his long stint with the U2 and SR71 programs, former Commander of the Black Bird Wing, Beale AFB, CA, and restorer of a Neal Loving race plane, "Loving's Love."

Charlotte Frye is being honored with such aviation notables as Curtis Pitts, Glenn E. Messer, and Douglas Davis. The news release stated, "The State of Georgia

the leading edge of technology."

Georgia's First Lady of Flight, **Hazel Raines**, was born in Waynesboro and graduated from Wesleyan Conservatory. She soloed in 1938 and was the first woman in Georgia to receive a commercial license. An instructor for the Civilian Pilot Training Program (CPTP), she was a flight

continued on Page 22
LO

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THE 99 NEWS

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NEW RATINGS

Amy Ellsworth	Long Beach	Commercial, working on CFI
Marti Show	Palomar	CFI
Debby Cunningham	Santa Clara Valley	MEL
Linda Anderson	Utah	ATP-MEL
Arlene Doutre	Utah	Commercial
Dot Strate	Utah	Instrument
Nancy Calhoun	El Paso	ASEL
Bernadette Cooney	El Paso	Commercial
Phyl Howard	Oklahoma	CFI & CFII
Mia Carrozzo	Oklahoma	Ground Instructor
Paige Sibley	Purple Sage	ASEL
Mary Lou Mueller	Chicago Area	Instrument
Sue Sommers	Chicago Area	Private
Sarah Toman	Lake Erie	Private
Linda Ruscitto	Western New York	Instrument
Marge Holdsworth	Central New York	Instrument
Joanne Bolton	Central New York	Phase III Wings
Gail Sanchez	Montana	Commercial
Shirley Simpson	Potomac	Instrument
Peggy Doyle	Washington DC	CFII and Multiengine Instrument
Evie Washington	Potomac	Phase V Pilot's Proficiency Wings
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GEORGIA'S AVIATION HALL OF FAME, CONTINUED.

instructor at Cochran Field and a Fort Lauderdale aviation school until 1942. Selected by Jacqueline Cochran to join 24 other hand-picked aviatrixes as flight instructor and ferry pilot for the British Royal Air Force, Raines logged more flight hours than any other member of the group which spent 18 months on overseas duty. Lt. Raines returned to the U.S. and joined the WASPs, flight testing airplanes and towing targets for

mail from Griffin to Atlanta in May 1938 in celebration of the twentieth anniversary of airmail service. Mrs. Frye's husband and her son, Augustus Frye Jr., a Chattanooga surgeon, were pilots. Her daughter was a flying enthusiast and another son, Warren, worked with Lockheed. Charlotte Frye will be enshrined May 18, 1991 as one of Georgia's pioneer women fliers.

Susan Shropshire wrote, "The

"Charlotte Frye learned to fly in 1931 when there were but 6 women pilots in Georgia."

gunners until late 1944 when the WASPs were disbanded. After WW II she taught theory of flight to Brazilian student pilots, lecturing five hours a day in Portuguese. A Ninety-Nine and a president of the WASP Alumni, Raines received a reserve commission in the USAF in 1949 and was called to active duty with the 3rd Air Force. She died in London of a heart attack in 1956 after having amassed 6,400 flying hours during 20 years as a pilot.

Charlotte Fogg Frye was born in Wichita, Kansas. She married Augustus Frye, M.D., in 1916 and lived in Griffin, GA. With instruction at Candler Field, Atlanta, she learned to fly in 1931 when there were but 6 licensed women pilots in Georgia. Frye became a charter member and vice president of the Georgia chapter of the Ninety-Nines and served as Governor of the Southeast Section in 1941. A member of the Atlanta Aero Club, the Georgia Chapter of the National Aeronautical Association, and the Carolina Aero Club, she was sworn in to fly the

invocation for the event will be the 99 prayer. Hopefully we will have many 99s in attendance that evening. Reservations may be made with the Museum of Aviation Foundation Office, 912-923-6600." 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.

UPS GRANTS ENCOURAGE MINORITY INTEREST IN AVIATION

A Press Release: "Although making great strides in other industries, minorities and women are still scarce among the ranks of airline pilots. Blacks, for example, represent approximately 1% of all commercial airline pilots. Women fare just as poorly. Three grants by the United Parcel Service Foundation are designed to help change that.

"The Foundation has announced grants of \$5000 each to the Organization of Black Airline Pilots (OBAP), Negro Airmen Internat'l and the Ninety-Nines, Inc., an International Organization of Women Pilots.

"In 1987, when UPS began organizing to become an airline, it invited OBAP, the Ninety-Nines and the Negro Airmen, in addition to the Tuskegee Airmen and the International Association of Women Pilots to present their ideas on hiring minorities. 'We asked them to come to Louisville because we wanted their input before we hired the first pilot. Today our minority representation is one of the best in the business and we stay actively involved in supporting minorities entering the profession,' said John Kinney, director of human resources for UPS Airline.

"Almost 10% of UPS line pilots are minorities and women. The company boasts 6 female captains and 6 black management pilots." UPS is hoping to continue to influence that trend by offering funds and support to groups which address the issue of minorities in the cockpit. 99

AWARDS, HONORS AND RECOGNITIONS

Michele Albiez
Diana Nichols

Elected, Bd of Directors, International Flying Farmers, CA.
Appointed Avid Aircraft Representative to 99s by Avid Aircraft President, Charles DeRego.

Lois Letzring
Cat Lacorazza
Peggy Ewert
Debby Cunningham
Barb Murren
Jeanne McElhatten
Kennie Ruth Patterson

Santa Clara Valley Chapter Members who received the AOPA Air Safety Award for their work in the airlift of supplies to Watsonville, CA after the 1989 earthquake.

Bonnie Warner
Kathy Orlando
Lee Wilkerson
Audrey Shutte
Bonita Ades
Leigh Buser
Karen Reed
Wilma Grootegeod
Gail Allinson

Hired by United Airlines
Attending Citation school, Flies for ACM
Co-Pilot, Westair, working on Rotor rating
Retired from FAA in February
Colorado Chapter, "Flight Attendant of the Year for Safety."
Oklahoma Chapter, Assistant Airport Traffic Manager, Tulsa
Lake Erie Chapter's Pilot of the Year
Lake Erie Chapter Achievement Award
Chicago Area, designated a SSA Instructor by the Soaring Society of America. SSA instructors administer the ABC and Bronze Badge training program for the Society. In January, Gail's article, "The 12th Annual Women's Soaring Seminar: A Bermuda High" appeared in *Soaring* magazine.

Bozena Syska

Won 3rd place in caption contest, *Private Pilot* magazine.

***Black Cats and Outside Loops*, by Walt Bohrer**

a Book Review,

by Ann Cooper

Black Cats and Outside Loops is the story of Tex Rankin, the colorful world champion aerobatic pilot. The author, Walt Bohrer, was associated with Rankin from 1945 until the crash that claimed Rankin's life in 1947. This is not merely a researched biography, this book is written by a contemporary. Walt Bohrer *lived* this story.

Ann Bohrer, Walt's sister, was a secretary to Tex Rankin. But that isn't even half of it. Ann, who figures prominently in the book, was enrolled in the Rankin School of Flying in 1927. Nicknamed "Half-Pint" because she had to

pile cushion upon cushion to see out of the cockpit, Ann soloed. She was the first woman to make a parachute jump in Oregon, the first to land a float plane at Portland's seaplane base, and the first to solo from Swan Island which has become the site of the Portland International Airport in Oregon.

The book traces the steps of Tex Rankin to his fame as an air racer, an exhibition pilot, the nation's aerobatic champion. He set records—among them a record for consecutive outside loops. He flew in Hollywood—gave aerobatic instruction to movie stars like Jean Parker, Edgar Bergen (and Charlie



Nancy Kistler Bohrer sprayed water all over herself when she flew under the Interstate Bridge at flood stage and barely missed the river water lapping at her Waco's wheels.

McCarthy!). He established some of the largest flying schools in the country—the school in Portland, OR and his Rankin Aeronautical Academy, Contractors to the U.S. Army Air Forces

continued next page

CALENDAR, continued

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 **Weld County Airport/Greeley, CO Rocky Mt. Regional Fly-In**

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

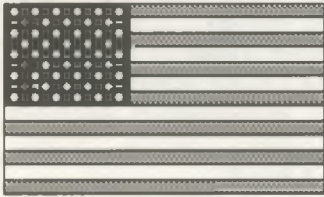
SEPTEMBER 1991

27

Colorado Chapter's 50th Anniversary

ARMY MAJOR MARIE ROSSI—She Gave Her Life

by Ann Cooper



After the cease fire in the Persian Gulf and after the avowed agreement of the Iraqis to concede to the resolutions of the United Nations, a non-combat accident claimed the life of Major Marie Rossi. Major

Rossi was the first female pilot to fly into Iraq during the Persian Gulf War. We grieve that in the crash of the CH-47 Chinook cargo helicopter which she was piloting, she became the first female pilot to lose her life in the area of such recent hostilities. Our condolences are extended to her family and friends. As a soldier, as a pilot, as a woman, Major Rossi was an inspiration. Like other heroes and heroines before her, she gave the ultimate for her country—for all of us—and she will be long remembered and revered.

NOTAMS

American Flyers has announced its funding of a scholarship designed to assist female career-oriented pilots. The **JUDITH RESNICK MEMORIAL SCHOLARSHIP** has been established in the memory of Judith Resnick, the back-up Command Pilot Astronaut aboard the space shuttle, Challenger, which exploded January 28, 1986.

Women represent only six percent of America's certified pilots. Unfortunately, pilot starts by women have decreased by 32 percent in the past decade, according to the FAA.

American Flyers Chairman, Donald D. Harrington, feels "that it is vital that we assist women in getting access to training and career opportunities" and has set up the scholarship with \$20,000 annually for flight training.

For more information, CONTACT: Judith Resnik Memorial Scholarship, American Flyers, Van Nuys Airport, 16461 Sherman Way, Suite 100, Van Nuys, CA 91406, or call 800-233-0808.

Black Cats..., continued

in Tulare, CA. His most notable student at the latter was Richard Bong, the most decorated "Ace of Aces" of WWII, who downed 40 Japanese aircraft in the South Pacific from his P-38 which was named for his wife, Marge.

Ninety-Nines will be most interested, perhaps, in the chapters entitled, "Rankin's Flying Coeds" and "Dorothy Hester—Aerobatis Supreme." Rankin said over a public address system in New Orleans, LA, "It is my contention that it (aviation) will never be the big commercial industry that the automobile industry is until women take it up." Evidently his faith in the capability of women to fly was boundless, BUT, and this is significant of what women faced in the late 20s and 30s, Bohrer states, "as he told me many times, he would never tell the women how he felt. 'They'd get the swellhead too easy!' he'd say. ...Tex had watched with fascination the flying progress of such young women pilots as Neta Snook, Amelia Earhart, Bobbi Trout, Elinor Smith, Ruth Nichols, Viola Gentry, and Gladys O'Donnell. ...Tex signed up Leah Hing, the first Chinese woman in the U.S. to learn to fly; and Mary Riddell, a full-blooded Quinault Indian and the first full American Indian woman in the United States to learn to fly. These young women students composed quite a complement of 'ladybirds' and confirmed Tex's faith in the flying ability of women pilots. By 1934 several other young women had signed with Tex, including Nancy Kistler, who would one day become the author's wife."

continued on next page

Black Cats..., continued

Tex Rankin encouraged his protegee, Dorothy Hester, to become a leading aerobatic pilot. Dorothy was paid to make parachute jumps so that she could turn around and hand that money back to Rankin for flight lessons. She was quoted as having said, "Bailing out of an airplane bailed me into one."

Bohrer wrote, "Tex was proud of every one of his women students and rarely missed an oppor-

trainer with which Dorothy Hester thrilled millions on the airshow circuit can be seen at the Smithsonian Air & Space Museum, Washington, D.C.

There is something to be learned from Bohrer's book that goes far beyond accurate aviation history. He quotes Tex Rankin as having written, "I once did nothing but straight flying for two years and I found myself greatly alarmed at running into a windstorm. I was

Bohrer has developed quite a reputation. The book is available from Piere Publishers, Oregon City 97045-0029. If you enjoy aviation history, you will enjoy *Black Cats and Outside Loops*. It is evident that the Bohrs (Walt, Ann and Nancy) truly lived the period and participated fully in part of the Golden Age of Aviation.

99

"I have stated," wrote Tex Rankin, "that I recommend aerobatics as safety insurance in flying. But, at the same time, I wish to point out emphatically that aerobatics must be approached with sanity. If students are taught aerobatics in good airplanes equipped for aerobatic flying and such instruction is given at high altitudes, we are going to have better and safer pilots. They are going to know what to do in an emergency and will react coolly and precisely. The unpracticed will become frightened, fall victims to panic, and function fatally in that split second when life and death are in the balance."

tunity to praise them, although not where they could personally hear him if he could help it. But it was Dorothy Hester who emerged as his star pupil." Dorothy Hester Stenzel, who divides her time today between homes in Portland, OR and Palm Desert, CA, is credited as having been the first woman to do the outside loop and the first to do the outside spin. She ... "set the world's record for women pilots of 56 consecutive inverted snap rolls and 62 perfect outside loops set a day apart at the 1931 Omaha Air Races. Dot held this record until 1989." (Joann Osterud, aerobatic star, who has met and highly respects Dorothy, challenged herself to break Dot's long held record and went on to surpass the men's record held by Tex Rankin as well. In 1989, Joann performed an amazing 208 consecutive outside loops to capture the world's record for pilots.) Today the Great Lakes

disturbed at the thought of losing control of my plane; the thought of a dive out of the turbulence was highly distasteful. I became more and more reluctant to fly in rough air. I had to force myself to take up aerobatics again—it required considerable forcing, too, before I could regain my confidence. Regardless of whether he will admit it or not, when the average pilot flies carefully and conservatively month in and month out, he sooner or later reaches a psychological state wherein he becomes extremely alarmed at unusual flight conditions. He may even become so used to straight flying that he will hesitate to do a vertical bank! It happened to me, it has happened to others, but aerobatics have always proved the cure."

Bohrer, pilot and confidante of Rankin, has compiled an interesting chapter in aviation history and his book is filled with photographs and interesting cartoons for which



Walt Bohrer, pilot, lecturer, writer, cartoonist. He LIVED this story.

THE BOOK HANGAR

Nancy-Bird Walton has written her autobiography, *My God! It's a Woman!* and her story is unique and unforgettable. Nancy-Bird defied convention to take to the skies in the 1930s. In the 1950s she started the Australian Assoc. of Woman Pilots. Watch for an upcoming review of Nancy-Bird's book. *Ann Cooper*

NEW HORIZONS

ADDELLA NEFF of the Tucson Chapter died Sunday, February 17, 1991, after a long illness. Addella first joined the Indiana Chapter in the '60s. She and her husband, Neff, will be remembered for the many Penny-A-Pound airlifts in which they participated and for her air racing in the Indiana, Michigan, and Missouri areas with Soph Payton. She will be missed by many 99s who have known her throughout the years. *Submitted by Sophia Payton, Florida Suncoast Chapter.*

CAPTAIN NEAL D. PAYTON, USAir Retired, husband of Sophia M. Payton of Florida Suncoast Chapter, died December 13, 1990. Neal gave a lot to aviation, the 450th Bomb Group, the 15th Air Force. An Air Force veteran of WW II, Neal taught flying in the '40s. He rebuilt a Stearman, a Meyers OTW, and Sophia's glider. He had a banner towing business prior to joining the airlines—Lake Central Airlines, then Allegheny Airlines which later became USAir. He had 30-plus years of accident free airline flying. Neal gave of his time to many projects of the 99s with the various chapters to which Sophia belonged: Ohio, Indiana, and Greater Pittsburgh. He passed on his love of flying by encouraging and helping Sophia in her many years of air racing. He will be greatly missed.

LOIS M. SAXTON, a 99 from 1967 through 1973 in the South Dakota Chapter until it disbanded. Lois held offices of Treasurer, Vice Chairman and Chairman. A graduate of the University of California at Los Angeles, Lois attended physical therapy school at Children's Hospital in Los Angeles. She served in the Army as Chief of Staff of the Physical Therapy Section at William Beaumont Hospital in El Paso, Texas, discharged with the rank of Captain. After having served as Director of Physical Therapy at Children's Hospital at Hot Springs, New Mexico, she moved to Rapid City, SD, and opened a physical therapy practice to doctors and hospitals there. She spent 54 years working as a physical therapist and, after retirement, she continued to work for Beverly Enterprises Nursing Homes in Rapid City. Lois will be missed. She was a wonderful person and a very good friend. *Submitted by Mabel Blakely, Lifetime Member, Wyoming Chapter, Northwest Section.*

MARY PARKER WHITE, Hampton Roads Chapter, Virginia, died in August at the age of 90. Mary, of the Middle East Section, was a Lifetime Member. She will be missed by all who knew her. *Submitted by Connie Zook, Chairman, Hampton Roads Chapter.*

EILEEN ATHEY and **CAROLINE REIBERT**, members of the Phoenix Chapter 99s. *Submitted by Kathleen Browne, Section Reporter, Southwest Section.*

BOB BUTLER, 49 1/2 of Dorothy, Greater Detroit Area Chapter. Bob was a great supporter, worker, and expert in working on the Compass Rose.

NOTAMS

EAA Chapter 834, Northeast Texas Chapter, invites you to a spring **Fly Market** on Saturday, May 18 at the Franklin County Airport, Mt. Vernon, TX. Some of the merchandise available should include airplanes, new and used parts, radios, accessories, tools, hardware, and aeronautical books, art, jewelry, and clothing.

Located on Hwy 37, you can fly in or drive in. For further information: 903-856-5992 or 903-537-2711.

PTERADACTYLS TO PTAILDRAGGERS—the theme of the Ninety-Nines 1991 Northwest Section meeting to be held August 22-25 in Bozeman, MT. The host chapters are Montana, Wyoming, and North Dakota. Our theme will take you from dinosaurs to the present day, honoring aviation pioneers along the way. Our seminars range from sky-diving to the psychology and physiology of survival. Our featured guest speaker will be Ann Pellegrino, Amelia Earhart historian. Join us for a river float and a Montana steak fry or a tour of Yellowstone Park by air. Enjoy the best the Northern Rockies has to offer. Headquarters will be the Holiday Inn, Bozeman. For more information, contact: Linda Marshall, 406-388-7668.



INTERNATIONAL CONVENTION Orlando, Florida

by Nancy Wright, Convention Chairman

Plan to go **“Up, Up and Away with the Ninety-Nines”** to Orlando, Florida
for the 1991 International Convention, July 10-14, 1991.

Orlando is a fun place to visit with its many attractions. Disney World with the Magic Kingdom, Epcot, and the MGM Studios. Sea World is great. And, the new Universal Studios is now in full operation. A visit to Orlando would not be complete without a trip to Rosie O'Grady's Church Street Station. Also, not far away, is Kennedy Space Center. For all you shoppers we have outlet malls, International Drive, and many other fine attractions. It wears me out just thinking about all the fun.

The host hotel will be Stouffer's Orlando Resort, 6667 Sea Harbor Drive, Orlando, Florida. The hotel rates will be \$100 per day plus tax with up to 4 in a room. If you want to come early or stay over a few days, these rates will be in effect 5 days prior and 5 days after the convention. This is our season as well as the winter, so these are great prices. So contact your friends and fill up a room—you can't beat the price!

To cut costs, we are asking the cooperation of Sections and Chapters throughout the country. If you are called or want to volunteer please let me know. If we are going to make this work we all have to get involved.

Tune in next month for another exciting installment from your '91 Orlando Convention on the many fine workshops, seminars, career and job opportunities. Lots of Fun! Lots of educational opportunities! Lots of comm sessions and business meetings! **AND AFFORDABLE TOO!!!**

Watch the mail for your registration packet.

UP, UP AND AWAY TO THE ORLANDO CONVENTION!



PLYBABY *by Marge Clinton—Placer Gold 99s*

August sweated away to September and so did we. I designed, painted and worried while my wonderful 49 1/2, Richard, measured, cut and created. The "Plybaby" was being born. Finally we were ready—the Placer Gold 99s intended to make a debut. The group appeared to be confident, very smart in powder blue shirts and white slacks.

We lined up in our places and practiced our parts. I admit that I—piloting and not walking the parade route—lucked out. This was to be "Plybaby's" maiden flight.



"Plybaby" had been conceived months before at one of our meetings. She had been through many changes in thought and form; from our initial idea of a simple float for parade P.R. to the sleek and reusable motorized vehicle she became. Her glossy yellow plywood wings and fabric-fitted fuselage could be disassembled and stored for future events. (That was assuming everything held together. How could I doubt it?)

We lined up as the parade formed with the colorful string of high school bands, political candidates, horsemen, and others who were hopeful of mention

when the awards were handed out. We marched proudly with a blue cloth banner which introduced the **Placer Gold Ninety-Nines**. Towed behind "Plybaby" was a smaller sign which invited others to join us in the sky: *Catch "Foot-hill Fever" with the Placer Gold 99s!*

The initial creaking and groaning of the "Plybaby's" wooden construction gave me the twitters. Would it fall apart and embarrass us all? We had to catch the propeller and stop its motion before venturing into any dips in the road so that we wouldn't have a prop

strike; but, nothing fell off, broke or became entangled. Though my hand was not particularly smooth on the throttle, I soon began to enjoy the novel experience of a successful parade run. Ahead of me, Betty, Jean, Donna, Georgia, Mary Lou, and Lory heralded the arrival of "Plybaby" with the banner. Susan and Alice handed out small toy airplanes to eager youngsters. People waved and we waved back. People smiled. We smiled, too. My pilotage became more daring as I showed off a little—banking and swerving in serpentine arcs down the street.

But, by parade's end, other hopefuls never had a chance. It

must have been our day to shine. We dismantled the "Plybaby" and put it back into the van and truck to haul it to the hangar. I hoped that we had done well in parade competition, but our real goal was already accomplished: the world outside of aviation had gotten our message. With a smile of satisfaction, I headed for the hangar and missed the last excitement of the day. Georgia attended the award ceremonies and accepted on behalf of all of us, not just the trophy for **Best Float** in our division, but one for **Best of Show for Theme** as well!

"Plybaby" made a debut at the Gold Country Parade, Auburn, California. She advertises the Placer Gold 99s. "She put in an appearance at our Poker Flight and ended up transporting children around the airport..."

What has happened to "Plybaby?" She resides very nicely in the hangar with "Little Brother," my Aeronca, but she is anything but retired. She put in an appearance at our Poker Flight and ended up transporting children around the airport as well as promoting our activities! During the fall, she made a guest appearance at an airport barbecue and spread even more enthusiasm. I think she'll be around for awhile. You may want to keep an eye out for her at airshows during 1991.

If you want further details, contact Marge Clinton, P.O. Box 608, Fair Oaks, CA 95628 or phone: 916-961-6234. 99

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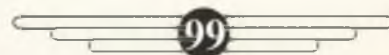
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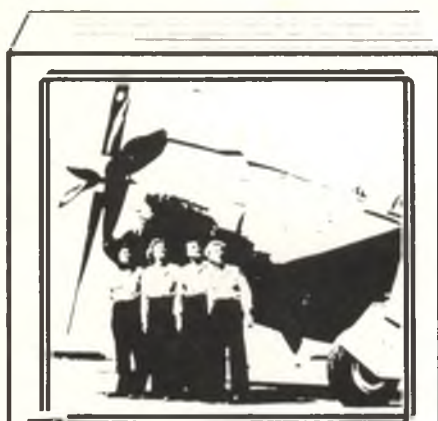
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