

NINETY-NINE News



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

MY GOD! IT'S A WOMAN, a book review.
Women In Aviation, The 2nd Conference
Maureen Ramsay, Another Dynamic 99
Dorothy Gillis and Warbird Women
Your Candidates for International Director



GENERAL COUNSEL

by Sylvia L. Paoli

Minutes are the record of all the proceedings of a deliberative assembly. Their purpose is to show a record of what was *DONE* at the meeting, not what was *SAID* by the members. They should never reflect the secretary's opinion, favorable or otherwise, on anything said or done. One of the most important requirements to accomplish this is the ability to distinguish fact from fiction—a skill incredibly lacking in most of us. We have little trouble telling natural color from a dye job, or real fur from imitation, or a “genuine” person from a “plastic” one, but when it comes to *words*, we fall dramatically short. An example are these two sentences:

“A. Susie Smith reported on the survey taken to determine the feasibility of building a new City Hall. 75% approved, 25% disapproved. Proposed architects are Jones & Brown, and the construction firm is Brown & Jones.”

“B. Susie Smith, the leading proponent of building a new City Hall, asserted that 75% of the constituency agreed with the need, desirability, and design of the proposed new City Hall and the outstanding qualifications of Jones & Brown, architects, and their related construction firm of Brown & Jones, with the minority citing only its wish not to spend any more money as the reason for its opposition.”

Sentence “A” reflects a factual statement appropriate for minutes. Sentence “B” does not. Adjectives and adverbs and strong verbs are not factual. Implications, innuendos, assumptions, intangibles and wishes are not factual. When a car accident occurs, the real facts are what actually happened—which may or may not ever be known. The statements of witnesses to that accident are the *interpretation* of those real facts.

One of the most difficult jobs of a secretary, then, is to distinguish fact from opinion, truth from a falsehood, reality from imagination, accurate information from speculation, actual statements from beliefs and interpretations. So often the job is given to whomever will take it; that is not very good criteria for the position. It does come with some responsibility, as do all officer's positions, and the members should evaluate a person's qualifications carefully before just “dumping” a job on a member and expecting her to “put in her time.”

As a 501(c)(3) organization—a public charity—the contents of minutes are especially important. If the general rules for good minutes are followed, and the contents are confined to actions taken, rather than discussions held, your minutes should be adequate. A very important consideration for our members is to be certain that your minutes reflect a formal motion listing the names of all members who are to be your delegates to any convention, showing a vote taken on that motion. The two items most frequently requested in tax audits are your delegate slips and your chapter (or section, where appropriate) minutes. The auditing agency is looking to those items to show that (1) you were a properly elected delegate entitled to vote at the meeting and (2) you were, in fact, in attendance. If

“One of the most difficult jobs of a secretary, then, is to distinguish fact from opinion, truth from a falsehood, reality from imagination, accurate information from speculation, actual statements from beliefs and interpretations.”

you have a large number of delegates attending a large convention, such as International Convention, it would be advisable for you to also assign specific delegates to bring back reports on specific meetings, seminars, etc., and to so state in your minutes. Further, your minutes should reflect activities supporting our purposes and minimize social activities. While the content of programs is not one of the things required by minutes, it is a good practice to include a brief summary of educational and safety programs that support the organization's purposes. Next month we'll look more specifically at how to construct minutes.

YOUR LETTERS

From Belle Echtman, Tel-Aviv, the organizer of the Israeli Section:

"Indeed we have been through harsh times, and very glad that all is over (more or less). I didn't mind for myself, but as soon as the sirens went, I thought of all those young parents with young children, having either to put on the youngsters gas masks or put the still younger ones in plastic tents. Either way, it was very traumatic for the children, although when you hear them talking either on the radio or TV they sound brave and grown-up, to be sealed in a *sealed* room having to wear gas masks. The trouble was that we were not sure whether they would send out chemical warfare, and when announced it was normal warfare missiles, everyone sighed a sigh of relief.

"There were people who could not face all this, especially parents who had gone through the holocaust—and where the word gas was something they could not live with, and in fact some of the fatalities were older people who had a heart attack. Also, some went to stay in 'safe' places, where they thought the missiles would not reach them. To all these I say, you did what you thought you should and no one should criticize. We, of course, stayed in Tel-Aviv, also trying to man our office and to show the world that business is as usual.

"We are indeed indebted to the United States, although perhaps the restraint was very hard to take, but it is the first time that someone else fought for us, and well indeed. All Israel was aware that had we retaliated, we would have caused a rift in the allied forces, and so we kept in our sealed rooms, praying that the Patriot missiles would engage the Iraqi missiles and not cause too much damage. Of course, there was damage and we lost a few lives, but nothing in comparison to what it would have been had we not had such an ally.

"Our 99 group met a few days before all this happened and we had in mind making a ladies day to fly to the Dead Sea. Rent a few planes and arrive en block—but the date was within the midst of hostilities, so it was postponed. As far as I know, all the group is well—bad news travels quickly, so no news is good news.

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COVER:

Nancy Bird Walton in 1990 in a Tiger Moth. Nancy was the first woman pilot in Australia to be hired as a commercial pilot. Her charming book, *My God! It's A Woman*, is reviewed in this issue. See Page 22.



YOUR LETTERS, continued

"When our group meets again, I will take the liberty of reading to them your letter (a letter from Gene Nora Jessen) that they should know that the 99s are thinking of them, too."

From Diana Austin, Secretary, Indiana Dunes Chapter:

"On behalf of the 34 Dunes 99s, I am writing to tell you that the 99 News is an attractive, well-laid-out, and easily read publication. I especially like the type-size and the spacing of the articles. It must be a tremendous job to organize and edit all the items the 99s have. You are doing an excellent job! Keep up the good work, but remember to **go fly** or do something to relax after your long hours."

From Barbara Boot, Chapter Chairman, Mt. Shasta 99s:

"Congratulations! you are doing a wonderful job on the magazine. The Jan/Feb issue is great. Really enjoyed the picture and article of Lynn Conklin. It's **our** magazine, so it's especially nice to

read about our people. Keep up the good work!"

(Ed. Thank you so much. I'm starting a file into which letters like yours go so that I can refer to them when the flying gets a bit turbulent. Your letters are much appreciated!)



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

PRESIDENT'S MESSAGE



by Marie Christensen

There is no denying—General Aviation in the USA is in such a serious decline that no one dares to project the future of it. To do so one would have to be brave enough to forecast the total demise of single-engine, piston-powered aircraft flight. In contrast to the de-regulated airline industry, it is **over-regulation and product liability laws** that are sounding the death knell for General Aviation.

The production of single-engine, piston-powered aircraft by US manufacturers in 1990 is down **40%** from the previous year and 38.6% of those manufactured were exported primarily to western Europe and South America. GAMA reports that only 1,144 new lightplanes were manufactured in 1990 and that figure includes the production of light twins. That means that only 703 new lightplanes remained in the USA. Compare that figure with 1978 when 17,811 new aircraft were produced and few were exported.

Our entire aircraft fleet is getting older and in need of repairs. But, where do we get the parts with which to repair them? Have you tried to find new parts for your aircraft lately? I was recently told by my mechanic that a part I needed for my airplane would have to be "special ordered" and would take 6-8 months to get because they are not manufacturing them any more. My sec-

ond choice was to accept a reconditioned part with a limited warranty. Such a choice—park my airplane for 6-8 months or accept second best!

General Aviation is responsible for training a large portion of our future pilots. But, what aircraft will we use for training? Will it be used aircraft with used parts? How many times can a part be reconditioned before it is no longer safe? Will we find new imported aircraft available or will new product liability laws prevent them from selling their aircraft in the USA? Aerospatiale is interested in purchasing some of Piper's production and that is relatively good news for pilots. A lot of questions remain unanswered about future production, however. The pilot population has declined by 125,000 in the past ten years. The FAA Capital Investment Plan (CIP) forecasts that by the year 2005 the pilot population will increase by 15%. If that is true, who will train America's future pilots? Will General Aviation have the ability to do so?

I would like to be able to paint a much rosier picture for General Aviation and for all of us who love it so much, but it's time to stop kidding ourselves and face up to the reality that the facts present. Of course, statistics can be presented in many different ways. I recently tread that the proportion of pilots with instrument ratings and flight instructor ratings is increasing substantially. Naturally that would be true, if the number of private pilots and student starts is decreasing then the *proportion* of those with advanced ratings would be higher. That does not change the fact that the pilot population is dwindling.

Most of the members of The Ninety-Nines, Inc. are General Aviation pilots exclusively. Many can no longer afford to own an aircraft or even to fly frequently, so the statistics I have cited have a great impact on our membership and the future of our organization. We didn't get into this tail spin suddenly, we slowly allowed it to happen by our inattention to the controls. If we want to pull out of this slide prior to impact, we are going to have to apply the proper pressures to the controls and work hard to regain straight and level flight. It's not easy to stop a tail spin.

Our organization takes a public stand on important safety issues whenever the situation permits but it is far more important that you, as individuals, become involved at your local level. You must get acquainted with those running for office from local through the national offices and you must communicate with them. Present FACTS to them about issues; take the time to write to them; take them on sight-seeing flights and tower tours; acquaint them with some of our educational programs. Support and help to elect those individuals who have the courage to make choices based on fact, not on a poll of the constituency who may not have any expertise on the subject. Get involved. Run for office yourself. You may be the one who starts our wings rolling toward level. Don't wait for someone else to do it, or for our organization to do it. By all pulling together, we CAN get out of this tail spin but someone has got to make the first move. If we remain frozen at the controls, our future is not very bright.

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MAUREEN RAMSAY, Another Dynamic Ninety- Nine

by Ann Cooper

*Building
twin
time at
Half
Moon
Bay
Airport,
CA—
Maureen
Ramsay,
another
dynamic
99!*



Maureen Ramsay, with a BS in Aeronautics from San Jose State University, CA, has high hopes. She has logged almost 500 hours of night flight and has added 1,200 flying hours to her log in the past year and a half. She has taken courses in CPR, physiological training, and effective speaking and human relations. It is important to realize that Maureen just graduated from college in 1988. She began to fly in 1981 when she was a senior in high school.

After high school, Maureen attended West Valley College to work toward an associates degree. She said, "I went on to San Jose State University to major in aeronautics with a concentration in flight operations and minored in business. While I was in school, I took lessons, built flying time, added ratings, and worked part time to pay for it all."

In September, 1989, Maureen was awarded the Marion Barnick Memorial Scholarship by the Santa Clara Valley Ninety-Nines. "This \$1000 scholarship was to be used for a jet type rating or a flight engineer certificate," she said. "Both of these tickets cost way more than \$1000, so, thus far, I have been unable to use the schol-

arship."

Enroute to the jets that she pictures in her future, Maureen was hired in August, 1989, to fly traffic watch for Traffic Central at Hayward Airport, CA flying Cessna 172s. She had 550 flight hours at that time. By now, as the only female traffic watch pilot in the San Francisco Bay area and a veteran of one and a half years, Maureen is a familiar part of the skies over California and is known by voice to many of the air traffic controllers.

Traffic Central eliminated the flight department, but the operation was picked up by another company, Helicopters Unlimited, and Maureen continues to report traffic conditions from the same C-172s which had been operated by Traffic Central. She said, "We fly day, night, VFR, and IFR conditions (all under Part 91 of the FARs). Each airplane has a reporter and a pilot and we all depart between 5:30 to 6:30 each morning with a PM shift which departs between 3:30 and 4:00.

"The reporters carry two-way radios for communication with their base and with the radio stations: KCBS-AM and KKIS-AM & FM. They use the aircraft

continued on next page

Maureen Ramsay, *continued*

ADF in order to monitor their AM stations. All traffic broadcasts are live and occasionally I can be heard in the background, coughing or yawning.

"The preferable flight is a VFR flight so that ground traffic is more easily seen. We fly between 1000 and 3500 feet, but sometimes have to resort to IFR in order to get to VFR. All of the flying is done in the San Francisco Bay Area and much is done in the high-density ATC environment of the SFO TCA."

In the spirit of those pilots who translate IFR to I Follow Roads, Maureen follows freeways. She said, "Winding along over the freeways means constant changes

wakes her at 4:30 AM and she arrives at the Oakland Airport by 5:05. She said, "I live just five minutes from the airport. I launch at 5:30 and fly for three hours. Off until mid-afternoon, I return to the airport to fly from 4:00 to 7:00 PM. This is a good job for low-time pilots who want to build flying time. I now have 1900 hours and have just obtained my ATP. I'm ready to move on and find a twin-engine job, hopefully with an airline. My ultimate goal is to fly with a major airline."

Maureen Ramsay is another dynamic Ninety-Nine, a goal-oriented achiever. It is no mean feat to have added 1,200 flying hours to a logbook in one year and



Maureen Ramsay and her mentor, Joe Yanacek, in a Seminole in 1989. Joe is a B-727 co-pilot for United.

in frequencies and transponder code squawks to transition ATA's, ARSA's and the TCA. There are two other traffic watch companies in the Bay Area which means that 6 to 7 airplanes are simultaneously flying to report on traffic. To avoid mid-air with other traffic watch airplanes, we fly along the right side of the freeways at all times and orbit in left turns. The pilots sit in the right seat with the reporters in the left to enable the reporter to have clear vision of the ground through the left window."

In a typical day, her alarm

a half. Maureen said that she enjoys skiing and volleyball, but one has to wonder when she fits such pleasures into her busy day. In addition to her single-engine time, she has logged a total of 120 hours of multiengine time in Cessna 310, 401, 402, 414, Piper Apache, Seminole, Seneca, Comanche, Chieftain, Aztec, and Turbine Commander. We wager that one of these days the SFO ATC personnel will recognize her voice as she reports descending from 24,000 feet in a wide-bodied jet. Good luck, Maureen!

WARBIRD WOMEN

When the collection of Warbirds at Oshkosh—some in the category of "Big Iron" and some the L-2s and other spotters, liaison, or ambulance planes that provided such admirable and daring service—is circling out in front of the enormous and appreciative crowd, only FOUR or so are piloted by women. It is admirable that four can be counted, but it is significant that the four are in a vast field of 150.

It goes without saying that the daily airshow is made bigger, louder, bolder, more historic and more educational with the participation of the Warbirds and their pilots. This was especially true before the liability crisis canceled the pyrotechnics, the explosives that made such a "Tora, Tora, Tora" kind of show of the salute to the flying military machines. When you contemplate that crowds topping 850,000 during the week that Wittman Field claims title to the World's Busiest Airport are witnessing the fly-bys, the thrill of flying in the airshow at Oshkosh becomes heady business. More power to the four that represent us out there—Sue Parrish, Connie Bowlin, Jan Churchill and Dorothy Price Gillis.

Dorothy wrote, "Our own Jan Churchill, Delaware Chapter, not only flew her 0-2 in group formation each afternoon, but was also chosen to fly a special one-on-one mock dogfight. Good for Jan!"

Now that Erin Reinschild has flown the "Big Iron" in the Reno Air Races (the first woman to wing her way around the pylons in a P-51 and the winner of the

Dorothy Price Gillis, a Woman Pilot Among the Warbirds

Bronze Race on Sunday), perhaps the nucleus of four at Oshkosh will continue to grow.

Dorothy Price Gillis sent a few remarks. In 1988, she wrote, "A temporary 3rd engine enabled our 1942 U.S. Army Air Corps L-2A Grasshopper to start flying the 'Warbird' airshow season at the Yankee Air Force show over the Memorial Day weekend."

When she wasn't in the cockpit of the L-2A, she and her husband, Ken, spent a great deal of time flying their C-182. Dorothy flew it to a meeting in Iowa with 3 other 99s aboard and conducted a successful Pinch Hitter Course before returning home to Michigan. A great-granddaughter of General George Patton, she flew the C-182 into what she termed, "the infamous Jackson County Airport in the Great Smokey Mountains for a Patton family reunion and on to the Amelia Earhart Airport in Atchison, KS, to attend the annual 99s International Forest of Friendship ceremonies chaired by Ken's famous sister, Fay Gillis Wells."

Dorothy wrote that she, "flew the L-2A while Ken flew the 182 (with spare parts, tools, and luggage) to our 25th consecutive year of attendance at the world's biggest fly-in at Oshkosh. Formation flying in the 'Warbird' portion of the daily afternoon airshow is a challenge, fun, and a wonderful learning experience." She flew in airshows throughout the fall.

"Our 182 has not made a very good 'chase' plane for the L-2A," she wrote in 1988. "It has to be flown behind the power curve to stay with the L-2A and gets hot.

Therefore, at the beginning of October we purchased our second 'Warbird' and third airplane, a 1945 U.S. Army Air Force L-5G Sentinel ('Flying Jeep'). Both L-2s and L-5s were used in Africa, Europe, and the Pacific theatres during WWII, primarily as 'spotters/observers' (flying behind enemy lines to find the enemy and report back about artillery shelling) and secondarily as 'liaison' (air taxi). The L-5G was also used as an air ambulance and was used during the Korean Police Action. The L-5G will make a much better 'chase' plane with its 190 hp, 6 cylinder Lycoming. It has leading edge slots, drooping 45-degree flaps, drooping ailerons, drooping main gear and oversized, tundra tires. It HATES pavement and lies in wait to dash off in some completely unexpected direction when it feels pavement, but is a pussy cat on sod and rough, short fields."

Dorothy must have tamed the L-5A, for she flew it solo to Sun 'N Fun in Lakeland, Florida in April of 1989. She folded the back seat down and put the stretcher on board with a foam pad and sleeping bag on top of the stretcher. "The aircraft," she wrote, "is fully aerobatic, but placarded: Do Not Spin with a Litter Patient Aboard. At each of the 14 refueling stops during the 28 flying hours round-trip, crowds gathered around the weird, rare (115 built), olive-drab military, 'air camper.' After the 26th consecutive year at EAA/Oshkosh, I flew the Grasshopper to the Finger Lakes area of upstate New York (Geneseo) for six days at the National Warplane Museum's Corn Field Warbird Air

Show. It was a blast! In addition to the usual group and formation flying, we did flour bombings, spot landing contests, and fly-in backyard picnic dinners. The recently harvested (unrolled) field was restricted to 155 Warbirds—six B-17s, Lancaster, Liberator, PBY, Mustangs, C-47s, trainers, Liaisons, Observers and us Warbugs."

By 1990, Dorothy Price Gillis had seriously been bitten by the Warbug. She and Ken upped their stable of aircraft to five. She wrote, "We have been having so much fun and so many challenges—formation in Warbird airshows—AND we have been watching the asking prices for Warbirds (genuine, historic, ex-military, got-shot-at-behind-enemy-lines planes) rapidly escalate, so we made a family decision to invest more money in fun and planes and less in dull stocks, bonds, money market and mutual funds, etc. We own two 1941-42 U.S. Army Air Corps L-2A Grasshoppers; a 1944-45 U.S. Army Air Force L-5G Sentinel; a 1951 U.S. Army Air Force L-19A Bird Dog and one REAL cross-country airplane, our C-182. The Grasshoppers have 65 horsepower engines; the Sentinel has a 190 hp model; the Bird Dog has 213 hp and astounding 60-degree flaps; and the Cessna has a 230-hp engine with a constant speed prop. We actually flew three of our planes for the Yankee Air Force's Annual Memorial Day Weekend and Warbird Airshow. Logistics get tricky!"

The Gillis family saga continues on next page

SECTION NEWS

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

Warbird Women, continued

ues. Weather cancelled a few trips in 1990, but they did manage to fly four 99s to the Forest of Friendship gathering. Ken and Dorothy shared the piloting to see that their Bird Dog was in attendance at the Bird Dog's 40th Anniversary celebration in Iowa. They each flew a Warbird to the National Warplane Museum's 10th Annual Wings of Eagles Air Show in Geneseo, New York and kept switching airplanes for the 6 days. Dorothy said, "Minimum to Maximum: Grasshopper to Bird Dog. From a fifty-year-old *do nothin'* to a high performance 40-year old with lots of goodies." As the year came to an end, Dorothy was flying Christmas gifts for needy children for a state welfare agency with corporate support.

The tough, reliable Bird Dog was designed by Cessna and the first, Model 305, was produced in 1950. The Army designated it the L-19 (for Liaison) and many were immediately deployed for Korea. Others went to Army and Air National Guard units. Bird Dogs saw action in Vietnam—by then known as the O-1 (for Observation).

Early in 1985 a Vietnam veteran, Phil Phillips, was thwarted in his search for a Bird Dog to fly and some history on the venerable craft. He channeled his frustration and, with publicity and effort, started the International Bird Dog Association with 125 interested persons. By 1987 that number had swelled to 450—the Gillis family among them.

In February of this year, Dorothy spoke to classes of sixth, seventh and eighth grade girls at Lincoln Junior High School in Pontiac, Michigan. She was quoted in the newspaper to having said, "Take math and science classes to open the doors to careers such as flying that traditionally were closed to women. Only 6 percent of licensed pilots in the U.S. are women and there is a great demand for more." Dorothy went on to cite famed role models: Amelia Earhart; Fay Gillis Wells, a founding member of the Ninety-Nines; Ida Van Smith, a famous black woman pilot who founded a flight club for youngsters, and Mae Jamison, a medical doctor who is the first black woman astronaut.

The newspaper stated that Gillis, who was dressed in the fireproof, army-green fatigues she wears when flying her 1942 USAAC Grasshopper in Warbird shows, urged the girls to "aim high." The President of the American Association of University Women, Tamara Ellsworth, who arranged for Gillis' visit, told that it was to motivate the girls to new dreams. Ellsworth said, "There is nothing you can't do today if you have the gumption."

Dorothy flew with Ken for twenty years while their daughter, Erica, was growing up. After Erica went to college, Dorothy took flying lessons for the first time, got her license, and, well, you know what she's doing. She's FLYING.

Middle East Section news reporter, Evie Washington, wrote that from **Eastern Pennsylvania Chapter** comes news that Edythe Fein had a visit from Israeli 99, Merav Schwartz. They flew to Cape Canaveral intending to watch the shuttle lift-off, but as they passed Daytona Beach, word came that the mission was scrubbed. Edythe introduced Merav to Oshkosh, which, of course, left Merav open-mouthed, fascinated with the convention and with what we call "General Aviation." Merav Schwartz, 22 years old, is a new pilot with approximately 120-130 hours of flying time in a C-140. Reportedly, it is expensive and difficult for women in Israel to become pilots. She completed her two year commitment in the Army and came to the U.S. in order to acquire as much flying time as she could afford. At this writing she has returned to Haifa and is taking exams to enter a Technical School. Called just after the bomb attack on Haifa, she responded, "We are all right at this moment." Merav, in photo below, reported that she reads her *Ninety-Nine News* word by word.



SECTION NEWS, continued

Several **Eastern Pennsylvania Chapter** members attended the Aero Club of Pennsylvania's Wright Brothers Memorial Dinner. The highlight was the very interesting talk by Dottie Miller of her experiences as a stewardess for American Airlines in the days when a stewardess must be an R.N., a specific height, and unmarried. Many questions were asked of her at the end of her talk. Eastern's Nina McKissock has been teaching her "young astronauts" in 4th to 6th grades at two elementary schools. She goes to the schools twice weekly. Merle Starer's youngest daughter is one of Nina's young astronauts. Nina promised one boy whose grades were abysmal that she would take him for an airplane ride if he brought his grades to a reasonable level. At the next marking period, he showed remarkable improvement. She also inveigled Jaak Holemanz, Aeronautical Engineer and producer of equipment for shuttle experiments, to speak to her young astronauts.

Keystone Chapter members reported a successful Macungie Women's event in which approximately 50 women were given airport and aircraft static display tours. Introduced to the weather computer, navigational charts, and training airplanes, the women were also given tours of the facilities and aviation questions were answered. Joyce Jemo, Keystone Chapter member and Air Traffic Controller, Allentown Airport, PA, was scheduled to speak in February on procedures, communications, and operations in the Allentown ARSA. Interested

in aviation since the age of seven when she saw a female air traffic controller at work, Joyce worked as a clerk at the Capitol City Control Tower during high school. After earning a Private Pilot license at age 17, she went on to spend four years in the U.S. Air Force as a controller. Now nearing completion of her Bachelors Degree in Professional Aeronautics through Embry-Riddle Aeronautical University, Joyce, who owns a PA-12, works long hours at the Allentown Tower. **Keystone's** Clarissa Macintosh, has been a private pilot for two years and has managed to rack up 370 hours of flight time—pretty impressive for someone with a demanding job in addition to flying. She is employed by the Pennsylvania Department of Education and her position entails evaluating and consulting nutrition programs for children. She became interested in aviation as a result of all the airline traveling that her job demanded. Clarissa is the proud co-owner of N9379N, a Piper Arrow based in Queen City and is an asset to aviation and the local airport which has benefitted from the time she has donated as the secretary of the Queen City Action Committee. The committee's objectives have been to improve the airport and its surroundings.

The **Potomac Chapter** members are still celebrating with their special member, Edna Dragoo. A very surprised Edna received the Middle East Aviation Award during the Middle East Section Banquet hosted by the Washington DC Chapter at the Dulles Hyatt Hotel. The Section Governor, R.J. McGlasson, with the help of

members of the Potomac Chapter, especially Elizabeth Matarese, a Chapter member, friend, and Edna's flight instructor, made sure Edna received many reminders of the banquet. Edna is very involved with community activities and church programs. She leads tours of the National Air and Space Museum, assists with aviation and aerospace seminars, talks to elementary and/or junior high school students, and participates in 99s activities and fly-ins. She is working on her Phase 7 FAA Pilot's Proficiency Wings.



Above, Margot Eld poses with Edna Dragoo as she presents the check and red roses to Edna. Below, Edna Dragoo, Potomac Chapter Award winner, with Elizabeth Matarese, Potomac Chapter and FAA Airport Certification Specialist and CFII



Elizabeth Matarese, an FAA Airport Certification Specialist, is a member of the prestigious National Aviation Club (NAC) in Crystal City, VA. She was recently elected to the Board of Governors for the NAC and further elected Secretary. The **Potomac Chapter** members have

continued on next page

SECTION NEWS, continued

organized what has started to be a big hit with pilots, a Fourth Sunday Brunch Fly-In at local airports with restaurants on the airport, within walking distance, or providing transportation between the airport and the restaurant. The February fly-in was to Shannon Airport, Fredricksburg, VA, with brunch at Brothers Pizza Restaurant. There were some creative suggestions from the participants for ways to call up and request clearance from ATC for vectors through the east coast's "Super TCA." In March the destination was Sulada, VA, Hummel Airport. Seven airplanes from Manassas, College Park, Gaithersburg, Washington Executive Hyde Field, and Freeway Airports had arrived by the time a few Ninety-Nines also arrived. CAP pilots from Prince Georges County, MD arrived. The wind was wicked, with 40-knot crosswinds with turbulence and severe windshear. News reporter, Evie Washington wrote, "You don't appreciate crosswind landing practice until you have to land with 40 knots of wind switching from crosswind to tailwind with low level wind shear. Can you believe a Ninety-Nine with a passenger arrived in a C-152? That must have been some flight." In spite of it all, 20 persons attended the Fourth Sunday Brunch. Pilots, friends and supporters are invited.

The **Washington DC Chapter** members have had unique opportunities to participate in a Zonta Luncheon and also the presentation of The Microfilm Edition of the Amelia Earhart Papers. The Zonta Luncheon, an annual affair

which honors Amelia, was held in January. "Zonta," derived from the Sioux Indian Language, means "honest" or "trustworthy." According to the newsletter of the **Washington DC Chapter**, "Doris Rich, author of *A Biography—Amelia Earhart*, had been the guest speaker for the Middle East Section banquet. At the Zonta luncheon, she gave a delightful after-lunch talk about her experiences while researching and publishing the book. The appreciative attendees included several 99s: R.J. McGlasson, Governor of the Mid-East Section and Zontian; Holly Brenneman, who dashed off



Doris Rich prepares to autograph her book for Edith Fischer, Hampton Roads Chapter, at the banquet of the Middle East Section.

to go flying immediately after dessert; and Betty Fischer. One of the many benefits of attending a Zonta function is meeting outstanding women in many fields of endeavor. It is impressive and fun to chat with judges, dentists, diplomats, authors, and others."

At the National Air and Space Museum, Smithsonian, Amelia's letters and papers were donated. Fay Gillis Wells, pioneer aviator and journalist, was the special guest speaker recently at a reception given by the President of Radcliffe College and the Director of the NASM. The microfilm donation was made possible by the

Arthur and Elizabeth Schlesinger Library on the History of Women in America. The newsletter of the Washington DC Chapter said that Fay's podium was located opposite Amelia's red Lockheed Vega in the Pioneers of Flight Gallery. Doris Rich, author of a biography on Amelia, had an opportunity to say a few words. Special women among the 150 or so in attendance were acknowledged including Marie Christensen and Nancy Tier. Many guests were women pilots. Continuous videos on Amelia's life were placed in several locations. It was a lovely, evening with Amelia's spirit and symbolization of the romance and excitement of early aviation prevailing.

North Central Section news reporter, Myrna Stephens, sent word that a record number of **Indiana Chapter 99s** flew daffodils for the American Cancer Society in March. Indiana Chapter members, Betty DeBaun, Mary Rutherford and Dorothy Niekamp, attended the Women In Aviation Conference in St. Louis. The **St. Louis 99s** participated in the 2nd Annual National Conference on *Women in Aviation* in St. Louis.

Indiana Dunes Chapter's Joy Black spoke of how she began to fly and her experiences in aviation. She was featured at the Gary, Indiana, Woman's Place Outreach Ministry. Indiana Dunes Chapter members feel that public relations pays off. A recent article announcing their meeting brought out a new 66. Personal contact at a Flying Companion Seminar found another new member for the chapter. Gail Schroeder, Vice

SECTION NEWS, continued

Chairman of the Indiana Dunes Chapter, has been going around in circles. She participated in a FAA safety seminar where she earned a certificate for a ride in the Barany. After hearing Dennis Johnson from the Great Lakes Skydivers speak at their March meeting, several members of the Indiana Dunes Chapter have decided to give it a try. T.J. Schaum and Joy Black will jump in tandem.

Chicago Area Chapter pinned two new members, Cynthia Nixon and Marie Wulczak, at their Achievement Awards Banquet. Anniversaries celebrated by the Chapter members included Betty Morgan—99 for 45 years; Virginia Coffeen—30 years; Ellen O'Hara—25 years; Janet Vaessen—5 years. Debbie Karas, Chicago Area 99, and her husband, Robert, are the proud parents of Scott, their fourth son.

Photo to the right: Quad City 99s are shown with the North Central Section attendance trophy and WASP Gerry Jordan (center front) who spoke at the February meeting. Left to right: Cindy Darling, Carolyn Pobanz, Janet Irwin, Bunny Johnson, Myrna Stephens.

The **Southwest Section** news reporter, Kathleen Browne, wrote that the **Redwood Empire Chapter** members held a rehearsal for the Flying Companion Seminar, scheduled for May, at their March meeting. The members have been invited to fly with the Napa Flyers on Sundays. They welcome new 66s: Terry Orsow, Chere Paffore, and Bea Henke.

May 1st was the deadline for the applications for the **Sierra Foothills Chapter** Scholarship of \$500 for flight training for women in the El Dorado County area. The chapter planned a Flying Companion Seminar during April.

The **Utah Chapter** plans to assist with the Air Race Classic when it comes through Provo in June.

Pat Church of **Bakersfield Chapter** spoke at the 2nd Annual Women In Aviation Conference in St. Louis, MO, at the end of March. She then planned to attend the National Congress on Aviation and Space in New Orleans in April. Janice Brown was the featured speaker at the FAA's Safety Seminar which was co-sponsored by the chapter. She was billed by the FAA as the "Champion World Famous Aviatrix." Mary Lou Romagno and Donna Weeks passed instrument written exams. The Future Flyers of West High School planned a hangar party in April and extended a special invitation to 99s. **Bakersfield** members welcome new 66s, Sherry



Donlon and Gale DeRosa (a tower controller). Darlene Pilows plans to chair the Bakersfield stop of the Hayward-Bakersfield-Las Vegas Race, May 17-19.

Mt. Diablo Chapter welcomed new members, Linda Ellis, Monique Weil, and Sheri Henderson. The BFR Seminar was held in March, on the heels of a successful Girl Scout Day at which there were 15 scouts and 2 leaders in attendance. Events included lectures on the 99s, Amelia Earhart, barnstorming, the Powder Puff Derby, a tower tour, a FBO tour of Navajo Aviation, and climbing into a Swift and a Vari-E-Z. Their badges were presented at the March chapter meeting. **Mt. Diablo** members plan a Bay Tracon Tour in April, a Treasure Hunt in May and a fly-in to Sun River in late July or early August. Chapter scholarship applications are available and are due by May 15th.

The **Orange County 99s** planned a Flying Companion

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Orange County 99s with Test Pilot, Robert J. Gilliland



CALENDAR

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
- 11** **Lake Charles, LA** **Hilton Hotel**
Dedication Luncheon of "Women In Louisiana Aviation" exhibit of Wedell-Williams Museum Foundation.
- 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 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 Arpt/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**

AUGUST 1991

- 16-17** **OKIE DERBY** **13th Annual**
- 21-25** **Nantucket Island, MA** **Harbour House Resort**
Lawyer-Pilots Bar Association Meeting. Contact David Prewitt at 215-751-0500.

SEPTEMBER 1991

- 27** **Colorado Chapter's 50th Anniversary**

SECTION NEWS, *continued*

Seminar for April at Orange Coast College. Pat Noyes Prentiss is the proud holder of a Commercial license, Multiengine with her Instrument rating and she has passed her Flight Engineer written as well. Robert J. Gilliland, former military and Lockheed test pilot, (see photo) spoke at the **Orange County 99s March** meeting. He has the most supersonic flight time of any pilot while flying the F-104, the YF12A, and the SR 71. He discussed the Lockheed test program under Kelly Johnson from the P-38 of WWII through the SR 71 stealth aircraft, the Blackbird. Gilliland traveled at excess of Mach 3 at 90,000 feet and told of flying round-trip test flights from Edwards AFB to Florida and back in 2 hours 15 minutes total time including aerial refueling over Florida.

The **Fullerton Chapter** will assist at the FAA Seminars every 2nd Thursday of every odd month. Eagle Flight, a flightseeing tour for handicapped children from Orange County was to be held in March at Fullerton Airport. Two Tracon tours were scheduled for March and April and, also in April, a Girl Scout tour was planned.

The **Santa Maria Chapter** members were invited to join the members of the **San Luis Obispo Chapter** at the Santa Ynez Airport in March to share a morning of soaring and lunch in Solvang. Anne Fairchild is a new member of the San Luis Obispo Chapter and is also the recipient of the first Flying Finish Scholarship (the Wanda Ewing Scholarship).

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BUSINESS MEETINGS and EVENTS CALENDAR

DATE: 1991	SECTION/EVENT:	LOCATION:	CONTACT:
05 3-4	East Canada	London Ontario	Betty Ellis
05 9-12	South Central	Lake Charles LA	Pat Ward
05 10-12	Southwest	Oakland CA	Lois Erickson
05 14-18	NIFA	Houma LA	Pat Mlady
05 17-18	New England	Groton CT	Denise Dostoler
06 21-23	Forest/Friendship	Atchison KS	Fay Wells
06 20-23	COPA Canadian	Edmonton	Mary Oswald
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
9 21-22	Western Canada	Calgary Can	Mary Oswald
09 27-29	Southwest	Lake Tahoe	Lois Erickson
Fall	No Central	Chicago Area Chapter	Dodie Jewett
10 5-6	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 for which there are no registration fees.

NEW HORIZONS

Edward M. Parker, Jr., 49 1/2, husband of Rosemary Parker, Greater St. Louis Chapter. Ed, a member of the Retired Police Officers Association, passed on to new horizons on March 1, 1991. Ed will be deeply missed.

Father of Elsie Wahrer, Chicago Area Chapter, died March 14th, four months after Elsie's husband, Wally. Our condolences to Elsie.

Joe Ball, 49 1/2 and husband of Jeannie Ball. The Florida SpacePort Chapter was deeply saddened by the passing of Joe Ball. The members will miss his continued support of their many functions and activities.

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.

RECORD SETTERS—Kitty Hawk 99, MayCay Beeler and Rich Gritter, test pilot for Questair's experimental aircraft, Venture, a husband and wife team.

By Ann Cooper

The Questair Venture, in February of this year, broke three MORE world aviation records for light piston engine powered aircraft for a grand total to date of **nine**. The records were set in class C-1b, Group One for Light Airplanes (1102-2204 lbs) in time-to-climb events. Rich and MayCay were piloting the Venture for sponsor Atlantic Aero, a FBO at Piedmont Triad International Airport in Greensboro, NC, where Questair and the Venture are based.

The time-to-climb record is determined by the elapsed time from brake release to altitude. Beeler took the Venture to 3000 meters (9835 feet) in 2 minutes and 31 seconds, shattering the previous record held by Gritter by more than a minute. During the record flight, the Venture initially climbed at 5,000 fpm with an average rate of 3,900 fpm from brake release to altitude.

Gritter then took the Venture to 9000 meters (29,505 feet) in 27 minutes and 13 seconds, again breaking the previous record by more than a minute. On the same flight, Gritter took the Venture to a national record altitude of 35,370 feet MSL which is largely uncharted territory for aircraft powered by non-turbocharged engines. All altitudes were confirmed by a 50,000 ft. calibrated Aerosonic altimeter. The only modifications made to Venture's normally-aspirated Teledyne Continental Motors IO-550-G engine were the addition of an altitude compensating fuel pump and TCM pressurized magnetos.

Gritter took the Venture to 6000 meters (19,670 feet) in 7 minutes 14 seconds, breaking his own record to this altitude by more than a minute. During the record attempts the Venture was equipped with a 76-inch diameter McCauley Blackmac (TM) propeller incorporating several advanced technology features validated by this series of flights.

Of more personal and unrelated, but great news. MayCay and Rich have also just welcomed a baby into their midst. That little one has a head start toward the sky. Our warmest congratulations for all of your successes, MayCay and Rich.



SECTION NEWS, continued

Kathleen Browne wrote, "**Imperial So-Lo:** On February 10th the Navions flew to Dateland in February to begin the race and Ozzie Osborne took first place with Don and Birdie Gibson taking second place. The chapter did the decorations for the Blue Angels Luncheon and were thanked at the luncheon by the master of ceremonies."

Long Beach Chapter members plan a Flying Companion Seminar in June. Ginger Graham and Connie Farmer flew for the Flying Samaritans. They flew 2 full aircraft and worked in 2 clinics (Punta Prieta and La Bay) over a period of 2 days. While at Punta Prieta, Ginger was found by the previous owner of her aircraft—small world. Lori Ann Pap is the newest member of the **Long Beach Chapter**. The March fly-in was planned to be to Brackett Field for breakfast and to assist with the PCIFA meet. The April fly-in is to the Santa Monica Museum of Flying. Jeana Yeager is the scheduled speaker.

From Arizona, the **Embry-Riddle/Prescott Chapter** members toured Edwards AFB; visited the flight line; saw B-1, B-52, F-4, F-15, F-16, and YF-23 aircraft. They went into the 52-million dollar anti-echo chamber and talked with designers. The chapter scheduled a visit to Williams AFB for a session in physiology training and the altitude chamber and five members planned to attend the Women In Aviation Conference in St. Louis.

The **Los Angeles Chapter** celebrated its 59th Anniversary in March. Tradition has been established to hold a celebration dinner

SECTION NEWS, continued

for members and guests with aviation themes at interesting restaurants. In the past they have met at 94th Aerosquadron, the Theme Restaurant at LAX, the Boulangerie, the Magic Castle, Orville and Wilbur's, and Panache. This year the event was held at Merlin McFly's Restaurant which features roving magicians. The chapter sales item—fanny packs—have been selling like hotcakes. There is a plan to have order forms available at Section Meetings. The fanny packs are decorated with an aviation theme and come in Stealth Black, Navy Blue, and Battleship Gray. A



The popular Fourth Sunday Brunch brings pilots together. L. to r.: Wendy Webster and Helene Scher, Potomac 99s; Paul Essex, College Park; 49 1/2 Patrick and Betty Olivolo, Potomac 99; Holly Brenneman and Donna Neary, Washington DC 99s.

Memorial Day weekend fly-in to Durango, CO, is planned. Mary Haizlip was to be honored by the Museum of Flying in March.

The **El Cajon Valley Chapter** fundraiser, a Spring Garage Sale, was set for April. In February, the chapter members had a fly-in to Palomar Airport for brunch and over the ocean for a session of whale watching. In March they planned a joint fly-in with the **San Diego Chapter** to Calexico for breakfast at the historic De Anza Hotel. The chapter is discussing a

possible merger with the San Diego Chapter.

The **Monterey Bay Chapter** Air Tour took place in March at Santa Cruz Aviation. The chapter is planning a Flying Companion Seminar and Lele Dahle, with the assistance of Marge Brenner, will pick up the office of membership chairman.

The **Sacramento Valley Chapter** has planned an Air Fair for May. Members could use some assistance and urge you to volunteer to help. Half Moon Bay was designated as the destination for a fly-in, with Lodi as the alternate in the case of inclement weather.

The March meeting of the **Santa Clara Valley Chapter** was the 2nd Annual Italian Night with the proceeds going to the San Jose State flying team. Dee Ramachandran now has a multiengine rating and Maureen Ramsay (See the article on Maureen, Traffic Watch Pilot for the San Francisco Bay Area, elsewhere in this issue.) received her ATP. The Watsonville Air Show is planned for Memorial Day weekend and the Santa Clara Valley Chapter will have two booths there. Liz Daffin and Judy Owen are the newest members of the chapter. A Flying Companion Seminar is planned for April.

From Phoenix comes word that the March program was a talk on the drone program presented by Louis Hagler. His stories were delightful and members of the **Phoenix Chapter** discovered that some of today's "new" technology is not so new at all. Drones were used to test aircraft to the edge of the envelope and beyond as well as reconnaissance aircraft during the

VietNam action. Chapter member, Lois Ward, was scheduled to speak at the Women In Aviation Conference in St. Louis and the National Congress on Aviation and Space in New Orleans.

New York-New Jersey Section news reporter Barbara Mead wrote that the **Western New York Chapter** members have picked a scholarship winner for their \$500 annual Henry Richter Scholarship. The recipient, Rachel Roth, is a Williamsville high school senior who interned at the Buffalo Tower and plans to attend an aviation college.



Jane Roach, Oregon Pines 99, and Russian mountain climber, Julian Goldberg, prior to their sightseeing tour of the beautiful Oregon Coast.

The **Long Island Chapter's** Bozena Syska won third place in the January caption contest in *Private Pilot* magazine. For those of you who missed the April issue and Bozena's winning line, she wrote, for the cartoon character facing to the rear into the face of the person flying in the back seat of the aircraft, "You FAA guys are impossible! So I make one SMALL modification to my plane!"

Long Island Chapter's Mae
continued on next page

SECTION NEWS, continued

Smith and **North Jersey Chapter's** Jeanne Kent presented a seminar on survival techniques at the February meeting. The audience was advised to **STOP—Sit down, Think, Observe, and Plan**—when involved in an accident or forced landing. Survival kit necessities were displayed and discussed. Handouts were distributed to assist in assembling a survival kit, including ideas about improvised uses for aircraft parts.

Bozena Syska reported that her plane, just back with a reconditioned engine, no longer "just flies," it "dances, soars, and glides through the air." Her recent passengers, Gloria Bryant and Lou Goldstein were impressed with the smoothness and quiet. The **Long Island Chapter** members are planning a flyout in May. If the weather is nice, members will head north to Cape Cod. Otherwise, they will go south and if the weather is poor everywhere, they'll try again the next day. Long Island Chapter welcomes a new member, Stacy Marcus.

North Jersey Chapter members were pleased with the Student Pilot Forum which was held in March with nine panel members contributing a wide range of information useful to the student pilot. A list of local flying clubs that offer reduced rental rates to members is being compiled to help new pilots transition from flight school rentals. The **North Jersey Chapter** members have printed *By The Numbers* cards for distribution to local pilots and flight schools. The cards are designed to fold to business card size and have been well received by flight instructors for students.

Each card has information on how to contact the 99s. **North Jersey Chapter** welcomes several new members: Laura Babar, Kathy Jaffe, Marie Kneser, Dodie Riach, and Denise Belanger.

From the **Northwest Section** reporter, Carol Skinner, is a photograph of **Oregon Pines Chapter** member, Jane Roach, with Julian Goldberg, a Russian mountain climber whom she flew for a sightseeing tour of the Oregon coast. Evidently eleven of Russia's top mountain climbers visited the Salem, OR area as part of a mountaineering exchange. They also visited the Independence Airpark, home of member, Jane Roach. She was one of six pilots who provided sightseeing trips along the beautiful Oregon coast for the guests from the USSR. In appreciation, Jane's passenger, Julian Goldberg, presented her with a "perestroika" pin.

Betty Wittmer, of the **Oregon Pines Chapter**, is the 99s' representative to the Oregon Aviation Alliance, formed by Oregon Aeronautics Administrator Paul Meyerhoff. 20 aviation organizations throughout Oregon provide input to the Aeronautics Division concerning aviation matters in the state. In January Trish Hanna, Oregon Pines, presented a workshop at Willamette University on careers in aviation to encourage girls of junior high school age to enter fields of study requiring math and science.

There are new officers of the **Montana Chapter**: Tina Pomeroy, Chairpilot; Gail Sanchez, Co-Chair; Loretta Chapman, Secretary; and Jan

Eveans, Treasurer. Committee Chairmen are: Dorothy Allbright, Airmarking; Jan Anderson, Membership; Dorothy Laird, Scholarship; Sharon Meadors, Aerospace; and Linda Marshall, Newsletter. The **Montana Chapter** is hard at work on the Northwest Section meeting to be held in Bozeman in August. Surprise guests at the March meeting were Ray Costello, NW Representative for AOPA, and Phil Boyer, new AOPA President who spoke to the members briefly.

Members of the **Western Washington Chapter** had a 99s booth at the Tacoma Dome Aviation show in February and also helped to host a banquet at which the guest speaker was Mimi Tomkins.

The **Willamette Valley Chapter** presented their annual Flying Companion Seminar in March at Lane Community College, Eugene, OR. A trip to the Museum of Flight in Seattle was scheduled for March, weather permitting.

Western Canada Section reporter, Barbara Meredith, sent word that the officers are: Marie Oswald, Governor; Sharon Spence, Vice-Governor; Nancy Rand, Secretary; and Angelee Keeley, Treasurer. Marie Oswald wrote some good advice in their newsletter, *Tracking Outbound*. She wrote, "One thing we must surely do: Enjoy the company and fellowship of our own members! For some of you it will be easy, since you live close to each other and can talk frequently. For others where distance is somewhat of a problem, more effort is required. Let's make this a year when we show appreciation to one

SECTION NEWS, continued

another for simply being who we are. If you haven't done this lately, dial a 99 near you. Meet for coffee, take a short flight together and then tell other 99s about it by putting it into your Chapter Newsletter in *Tracking Outbound*. We need to read about each other's adventures, too."

The **Atlantic Chapter** member, Kathleen Walker, won 2nd place in the Spot Landing at Waterville. Erna Scriven received a trophy for the Most Qualified Woman Pilot, the trophy donated by the Atlantic Co-Op. (Erna won 589 jelly beans for guessing the correct number in the jar—more than satisfying her sweet tooth.)

Eastern Ontario Chapter hosted an open meeting on aerobatic flying with good speakers and a worthwhile turnout. In January Lorna De-Blicquy devised a short quiz based on the A.I.P. and Ninety-Nines history and had chapter members scratching noggins for the answers.

First Canadian Chapter members were challenged by the Transport Canada Pilot Decision Making course. Cathy Fraser and Diane Bourdon hosted a Career Evening with ladies present who represented all levels of flying, members and non-members. The event was held at the Air Canada Simulator building and they received an unexpected look at the A-320 sim. Ahead are a Flying Companion Seminar, soaring and gliding, tours, and Science Fairs, to name a few.

Four **Maple Leaf Chapter** members attended the Windsor Flying Club Wings Banquet to present the Maple Leaf Chapter Award of Excellence for 1990.

The first winner was Susan Henderson of Kingsville. This award is for the female student pilot in the chapter area who achieves the highest mark on both the written and flight exams for her private pilot license. The award is a large plaque to hang in her home flying club for one year, a small remembrance plaque, and a cheque for \$250. Congratulations to Susan. Nancy O'Neil-Holden, Connie Paton, and Nancy Stasko invited local pilots for an informal gathering to learn more about the Ninety-Nines. Pat Crocker visited the **Lake Erie Chapter** to talk about Career Day Presentations. Also planned are safety meetings, the Spring Section meeting, a fly-in to Pelee Island, and judging 5 Science Fairs.

Montreal Chapter has been quiet but busy. Suzanne Pettigrew's northern flying experiences were captured on video and shared with members. Suzanne spent two years as a first officer on Twin Otters and HS 748s with Air Inuit. She is now a Second Officer on B-727 with Air Canada. **Montreal** members witnessed the first 50-seat Canadair Regional Jet off the production line as twelve members toured Canadair Aircraft Production Facilities in St. Laurent and the Regional Jet Production Line at Dorval. Ahead are plans for a B-727 simulator ride and seminar; a seminar of emergency training at the Air Canada Flight Attendant Training Center; and a visit to the Air Museum in Ottawa.

The **South Central Section** reporter, Margaret Cosby, wrote that the **Austin Chapter** had six 99s and two 49 1/2s together on a tour of the weather bureau at Robert Mueller Airport. The members planned to assist Boy Scouts with the Aviation

Badge and intend to have a booth at the Georgetown Air Show.

Cindy Huffman, **Austin Chapter's** Amelia Earhart Scholarship winner who passed her ATP, was married on Christmas Day to Paul Esterly. Cindy and Paul are pilots for American Eagle in Nashville, TN.

Fort Worth Chapter members were delighted to watch a video of 49 1/2, Ernie Latham's demonstration flight of the kitplane, the Questair Venture. (Read about MayCay Beeler's record-setting flight in the Venture elsewhere in this issue.)

Fort Worth members were also treated to videos of their Christmas packages being delivered to Mexico to a small mission in Ciudad Victoria. The packages went into the hands of some very needy children and Charli Lamb went along on the trip.

The **Golden Triangle Chapter** hosted the **Fort Worth, Dallas Redbird, and Collin County Chapters** to a tour of American Airlines' Flight Academy. Jacque Boyd arranged for Judy Tarver, Pilot Recruiter for American Airlines, to speak to the group regarding pilot requirements. American Airlines presently employs 131 female pilots, 12 of whom are Captains including Golden Triangle's Beverley Bass. The tour included simulators, mockups, flight attendant training facilities, and the flight operations area which controls all in-flight aircraft.

Golden Triangle's Becky Vrazo showed members how to crop and creatively mount scrap-

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SECTION NEWS, continued

book items. Vice Chairman, Penny White, represented the chapter at the mid-winter **South Central Section Board Meeting** in Austin. The Questair Venture was displayed during Jacque and Charlie Boyd's open house at their hangar. They operate a builder's aerie where homebuilt aircraft enthusiasts can rent space to work on their aircraft projects. They also operate DFW Air Salvage.

High Country Chapter members reported that their Telluride fly-in, an exciting learning experience, was hosted by Fran Long and Don Miller of Telluride Aero Center. C-421 charter pilot, Bob Wallich, flew Dena and Larry Kempton, Ruth and Kenny Patterson, and Phyllis and Marla Kramer in for the program. An emergency gear extension was required, the gear "shot down" with nitrogen, but all went well and the landing was smooth and professionally ex-

ecuted. Jody Chapple flew her C-182 in with passenger, Pat Blackwedler; Alice and Darryl Monroe flew in as did Anne and Andry Moffat in their Cessna 210. "Glider Bob" Saunders spoke on understanding orographic effects on flight or "soaring made easy." Wind conditions curtailed part of the program and delayed departures, but lunch and hangar flying more than made up for inconvenience. Charter passengers were returned to Montrose in two trips in Don Miller's C-185. Members hope to get in some soaring time soon.

San Antonio Chapter Air Bear program presenters, Margaret Cosby, Ginny McDaniel and Virginia Spikes, traveled to Poteet, TX, to put on the program for 3 more first grade classes. 99 Laura Richter made all the arrangements, but there are still at least two classes who want to be included in the program. It was exciting to see two little girls who played

pilot and co-pilot who later admitted that they had already decided on careers in aviation. New member, Faye Makarsky, brought Debbie Cool to a meeting and she was recently installed as a Ninety-Nine. Welcome, Debbie. **San Antonio Chapter's** Gloria Blank, Barbara Martin, and Eddie and Fred Hansen attended the public hearing in Castroville, TX, as observers and to show support for the airport which is receiving protest from the community. The meeting was called for the acceptance of a standard zoning ordinance for Public Use Airports. Despite the fact that funds are available, the city is hesitant to resurface the runway and extend the taxiways. Barbara Martin caused the city representatives to stammer when queried as to who was liable in case of an accident caused by the poor condition of the facility. A solid support by local pilots was shown by their

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Private Pilot, Debbie Wyrick, first recipient of San Antonio 99s Aviation Scholarship at Palo Alto College, displays the San Antonio Achievement Award Certificate.



At the 1st San Antonio 99 Aviation Scholarship presentation, Palo Alto College, were, (l. to r.) Bruce Hoover, Director of the College's Aviation Program and Instructor; Gloria Blank, San Antonio Chapter Chair; Debbie Wyrick, scholarship recipient; Virginia Spikes, 99 Liaison to the college scholarship program; Lena Cronk, 99 Treasurer; and Barbara Martin, 99 Safety Chair. Missing from the photo are Dr. Gary Northam, Instructor, and Curt Lezanic, Dean and Director of Occupational Technical Education. The Palo Alto Aviation Scholarship Selection Board is comprised of members from the local aviation industry, 99s, and College staff.

NEW RATINGS, AWARDS, and HONORS

Gail LaPook	Chicago Area	ATP
Donna Webster	Chicago Area	Multi/Instrument
Gina Pennington	Chicago Area	Private
Barbara Neroth	Chicago Area	Private
Marilyn Krenger	Chicago Area	Private
Cassie Sawyer	Western Washington	Commercial SEL
Gwen Kliewer	Western Washington	Float rating
Cheryl DeShon	Western Washington	Multiengine
Anita Israel	Western Washington	Private
Sabrehna Wyche	Purple Sage	Commercial
Pam Jones	Oklahoma	Commercial
Millie Thomas	New Orleans	Private
Susan Deanne Coco	New Orleans	Instrument
Julie Shimer	Keystone	Instrument



Ruby Fudoli, Greater St. Louis Chapter 99, was featured in the *Florissant Valley Journal*. Ruby was pictured on the front cover and mentioned the 99s in the article.

Elizabeth Smekar, Michigan Chapter, has joined B.F. Goodrich Aerospace at Columbus, OH, as Regional Manager of the Eastern Division.

Esther Berner, WASP and 99, is Indiana Chapter's nominee for the North Central Section Governor's award. 42-3.

Ann Marie Schorsch, Chicago Area Chapter, completed her 737 check ride and is flying as a first officer for United.

99

A COMMUTER PILOT STRIKES A DEER

According to an article in *General Aviation News and Flyer*, an airline pilot for Express II with 10 years of flying experience made a gear-up emergency landing in a Queen Air after hitting a herd of deer on takeoff.

The incident, which took place in Enid, Oklahoma, in December, resulted in a safe landing with minimal damage to the aircraft. Most of the shock of the touchdown was apparently absorbed by the fiberglass luggage pod on the belly of the Queen Air. The thickness of the pod assured that the props were kept from hitting the ground.

The Flyer stated, "The pilot, Peggy Jones, was preparing to take off at about 6:30 a.m. when a herd of nine deer dashed across the runway. According to airline officials, the left wheel struck part of the herd, killing three of the animals, and bending the landing gear.

"Jones radioed airline officials in Enid ...and decided to land rather than fly on to Ponca City, OK, the flight's destination. The airplane had been scheduled to continue to Dallas-Fort Worth.

"An airborne pilot with Martinair of Oklahoma, en route to land at Enid, approached Jones' aircraft to survey the damage. The pilot assessed that the nose and right landing gear looked undamaged, but that the left gear was bent. Phil Trenary, president of Exec Express II, flew from Fort Worth on hearing of the emergency. He also flew alongside Jones and after looking at the bent landing gear, decided a gear-up landing was the best alternative."

A truck from Vance AFB and the fire department from Enid foamed the runway in preparation for the planned emergency landing. Jones, 34, spent nearly two hours in flight after having struck the herd of deer.

The Flyer article concluded, "Enid fire department officials praised her skill in bringing the aircraft down without injury or major damage.

"'It was a super landing,' said assistant fire chief Bill Presley. 'It looked like a smoother landing than some I've been in.'"

SECTION NEWS, continued

numbers. **San Antonio Chapter** members volunteered to airmark the runway if and when it is resurfaced. Margaret Cosby was appointed to the Kendall County Airport Advisory Committee and was busy rounding up airplane owners who are would-be users of the potential facility.

The **Purple Sage Chapter**, in Midland, TX, held a Flying Companion Seminar at Cutter Aviation, Midland International. Media coverage came from the local newspaper and TV station and the turnout was good. **Purple Sage** members also co-sponsored an Operation Raincheck at Midland College with over 100 in attendance at each of the two sessions.

Oklahoma Chapter members welcomed new pilots, Michelle Marceau and Gloria Solheim. Congratulations. Planned for April was an annual Membership Brunch and Poker Run. A "Mystery Flight" is on tap for May and the installation of new officers will be held in June. Airmarkings are underway as are plans for the "Okie Derby Proficiency Air Race" which is flown in August.

Arranged by Virginia Colbert, **Northeast Kansas Chapter** members enjoyed Marshall Field, Fort Riley, KS, and, in the simulators, found quite a difference in handling the controls of UH-1 helicopters compared to fixed wing aircraft. After time in the sim, Airfield Commander Don Kreiser conducted a debriefing and explained that the best student pilot is a woman with no previous flying experience. He explained that a woman has a lighter touch which is needed for flying helicopters. Plans are in the offing for a return trip and a chance to use the UH-60 simulators.

Space City Chapter members were entertained by Danny Garner, a tower controller at Hobby Field. He talked about the tower-pilot relationship and exchanged the pet peeves of pilots and controllers. A **Space City**

99s shirt was created for our astronaut member, Linda Godwin, to wear in space during her trip on STS-37. The shirt will become a permanent part of the Space City memorabilia. (See the article about Linda Godwin's planned carriage of Louise Thaden's helmet into space elsewhere in this issue.)

We all hoped that the flight was spectacular, Linda. We were thinking of you. In March the **Space City and Houston 99s** had a joint meeting on Galveston Island. Following a seafood lunch, the members toured the Lone Star Flight Museum at Scholes Field (an old Army Air Field). The museum opened in 1990 with 30 aircraft and continues to add to its collection of "Best of Type" aircraft from the colorful 1930s and 1940s. Chapter members saw the Republic P-47 Thunderbolt, the Grumman Hellcat and Tigercat, a Lockheed P-38 Lightning, a North American B-25 Mitchell, a Boeing B-17 Flying Fortress, a 1950s Beechcraft T-34, and an AT-6 Texan. The plane winning the "most photographed" award had to be the gorgeous blue and white 1936 Beech Staggerwing. It is hoped that the future will hold more of these highly successful joint activities. Lee Orr, reporter from the **Southeast Section**, mentioned this year's inductee, Charlotte Fogg Frye, inducted to the Georgia Aviation Hall of Fame. Charlotte's prestigious award was featured in a previous issue. In spite of deteriorating weather, the **Florida SpacePort Chapter** Poker Party was a GO. Many were able to fly to their first stops and return before weather closed in. Members working the terminus stop at Spruce Creek Fly-in Community were prepared with substitute stops where participants drew their remaining cards. The first prize was \$99 with an additional 59 prizes awarded. Assisted by the **Daytona Beach Embry Riddle Chapter** members, the proceeds of the Poker Party go toward scholarship

funds. There was also a Safety Seminar presented by Mr. O.B. Young from the Orlando FSDO. The Florida SpacePort Chapter toured Patrick AFB radar facilities.

Arabian Section: Activities during the Gulf Crisis—Patsy Knox, Governor, wrote that the starting of the Middle East ground war, February 24, 1991, did not stop eleven of the Arabian Section 99s and 49 1/2s from wishing Diane Payne, their first 66, a great *bon voyage*. Diane returned to Derby, England, to complete her Private license and to begin a new position as an ultrasound technician. Mara Culp hosted a picnic and premier showing of Patsy's video of *Lotfia El Nadi, the First Egyptian Woman Pilot (1933)*. In Switzerland Lotfia is supporting Kuwaiti friends while they await news of family members still left in Kuwait. Before the picnic ended, sirens alerted us of incoming SCUDs. Gas masks were at hand and the party continued in Mara's "safe room." The next night the tragic hit by SCUD was only five miles from our homes. Nancy Taylor continued an active volunteer role during the war. With her Red Cross work and assisting at the 85th Evacuation Hospital, she volunteered at Associated Press, Dhahran International Hotel. We were all able to catch a glance of her on CNN cheering and serving cookies to patients. Patsy wrote, "We were very fortunate to meet many of our courageous young women military pilots and were looking forward to seeing them all again after the war. The news of Major Marie Rossi, Chinook helicopter pilot, going down in the Saudi desert after her supply missions in Iraq greatly saddened us. At our December Ninety-Nine party, Marie had shared her enthusiasm for flying, admitting she started out in the Army Air Defense, but (she) switched six years ago to do something that she loved."

GERRY WILLIAMSON MICKELSEN 1913—1990

by Barbara Sestito

The newspaper said she died with few, if any, regrets. An aviator, adventurer, teacher, friend—she did it all her way. I was fortunate to have known and loved her. She was my “other mother,” a friend, confidante, and mentor. What a gal!

A teacher by profession, Gerry taught grammar school for over 30 years. She and another lady were the only teachers on King Island in the Bering Straits. She loved the Eskimo children and returned to Alaska many times. She also taught in Yuba City and Sacramento, CA. She was a great teacher, but flying was her first love.

Gerry learned to fly in 1935. When the call went out for WASPs, she couldn't imagine being left out. She put her other life on hold and answered the call. Her experiences in the WASP and the friends she made sustained her throughout her life. She always cherished the special camaraderie of the WASPs and made it clear that they were something unique and special. Her buddies were women like Fran Gustafson, Kay Brick, Margaret Geherart, and Marion Brown.

Gerry was first a Ninety-Nine and her circle of friends widened. She joined in November of 1939, a few days past our tenth anniversary, and was a member of the Los Angeles Chapter. Later she transferred to the Bay Cities Chapter and helped to charter the Sacramento Valley Chapter. She became Governor of the Southwest Section. After her term of office a gift of a small ceramic box inscribed, “To Our Beloved

Governor,” said it all.

I remember what she said about being elected International President. “Gad,” she would say, “I didn't think they would elect ME!” She took a sabbatical from her teaching job and flew her Bellanca to as many Section and Chapter meetings as she could during her two year term. She was also there to pack up our records from our New York office and move them to our permanent home in Oklahoma



City. She loved our first building and was very excited about the new building and especially the Resource Center.

She wanted to do something and, when she heard about the Oral History Program, she decided that was more than worthy of her support. Gerry contributed a total of \$35,000 to the project. The fact that we have the oral histories of more than one hundred women pilots, indexed, computerized and accessible is thanks to Gerry. The center is appropriately named the *Gerry Mickelsen Oral History Center*.

I had the privilege of flying with Gerry often. We flew the Powder Puff Derby several times including the last one in 1976. She was terrific at dead reckoning

navigation. She had little time for new-fangled radios and VORs. One time we were racing over Indiana, over an overcast layer. Gerry folded her hands, handed me the map and said, “I can't help you anymore. I can't see the ground.”

Gerry loved to travel. Her home was filled with books, maps, and mementos. She fished, backpacked and, as a collector of masks, covered her walls with silent reminders of the places she loved.

At the end of her life, she fought a valiant battle against Alzheimer's Disease. She remembered her friends and her eyes shined when we talked of flying or of the Ninety-Nines. She left 20% of her estate to the Ninety-Nines and hopefully a scholarship will be established in her name.

She asked that no memorial services be held, but that her ashes be scattered over the Sierra Nevada Mountains. She asked that her friends have a party and remember the good times. She did it her way—no regrets. Rest in Peace, Mom.

A portion of the Gerry Mickelsen Oral History Collection, at Headquarters of the Ninety-Nines, Oklahoma City, OK



MY GOD! IT'S A WOMAN, a book review

by Ann Cooper

Nancy Bird Walton has done aviation a great service. She not only has lived (and flown!) an exciting, noteworthy life, she has written a book to record for posterity the names and achievements of a neglected portion of aviation history—aviation in Australia.

Dedicated to women pilots with determination and tenacity, Nancy Bird obviously displayed those attributes—in spades. Born in 1914, she reportedly balanced on the backyard fence as a child, outstretched her arms and called herself an “eppy plane.” This was 1919, the year that Australians were excited with the advent of an England to Australian Air Race. Her first flight was several years later, 1928, when she was taken aloft with Reg Annabel in a “beautiful, shining Gipsy Moth.” She was working as a bookkeeper and housekeeper for her father and uncle in their country store in Mt. George and she saved every penny that she could squirrel from her salary toward the opportunity to fly. At age fifteen, Nancy Bird made an appointment for her first flight lesson. The year was 1929 and Australia reeled with the devastation of Depression as did the U.S.A.

Why did Nancy title her book as she did? She wrote, as a prologue, “In 1936, I was the only charter pilot in Cunnamulla, Queensland. Charles Russell, a well-known grazier, was visiting one of his properties when he was marooned by flood waters. I walked into his agent’s office just as Charles was being told by phone that the aircraft was being sent to rescue him. The agent told

Charles to give the pilot landing instructions and then handed me the telephone. I took the receiver and said, “Hello.” There was a stunned silence and then a horrified voice uttered, “My God! It’s a woman.”

Nancy lived and flew during the magical golden years of flight. She wrote, “In the 1920s and 1930s, flying was mainly a sport, but it was also a challenging and romantic adventure.

“We flew without any of the sophisticated, high technology gadgets that adorn the aircraft of today. Instead of expensive computers and navigational aids, we relied almost exclusively on road maps that showed the approximate locations of towns, railways, roads, tracks, and little else.

“Sometimes we could barely see the ground because of dust storms, low cloud or heavy rain. We navigated with a wristwatch, compass and old school ruler.

“I was privileged in those days to walk in the footsteps and live in the shadows of the young airmen who returned from World War I and began establishing what is now Australia’s aviation industry.

“Some of those brave youngsters grew to become legends. Many became captains of the air industry, and others went on to serve their country yet again in World War II.”

Nancy remembers reading of the exploits of Bert Hinkler in the newspaper when she was a teenager. He dared to fly 850 miles nonstop in Australia in 1921 and solo from England to Australia in 1928 in an Avro Avian. She remembers with excitement when

Charles Kingsford Smith and Charles Ulm flew the Pacific Ocean in 1928. It was nothing but inspiration for this brave young girl. England’s Amy Johnson and Germany’s Elly Beinhorn further excited and inspired Nancy.

Nancy wrote, “Amy (Johnson) knew nothing about long distance flying. Her previous longest trip had been from London to her hometown, Hull—168 miles. She had only 100 hours solo experience and she had no experience of flying over mountains, deserts and through monsoon rains. Despite everything, (she flew from England in 1929 in a 95-hp Gipsy Moth) she arrived in Darwin nineteen days later. Her aircraft was patched with pink sticking plaster and some shirts that had been made in Burma from war surplus aviation fabric. Amy damaged her aircraft in Rangoon and she tore up the shirts and mended the Moth’s wings with ‘dope’ made by a local chemist. This dope, which was used for tauting the fabric, is the same product used today as nail lacquer. She crashed the Moth four times on the way out and her courage and determination were magnificent.”

Nancy Bird has chronicled aviation in Australia and captured the history of many women pilots; Johnson, Jean Batten, Thea Rasche, and her good friend and copilot with whom she barnstormed, Peg McKillop. Of Peg, she wrote, “We had some wonderful experiences together and today I appreciate and admire her more than ever. She has been flying almost continuously for 57

continued on next page

MY GOD! IT'S A WOMAN, *continued*

years."

Her flying went on hold during the war years and during the years that she raised her children, but she spent many an interesting flying hour and her book teases the non-Australian reader to pull out the globe and atlas. Isn't it intriguing to read, "The first charter job that I flew came from the Nevertire district of New South Wales. Wrenford Matthews of Wahroonga station wanted me to fly him northeast to Carinda, which is between the Macquarie and Castlereagh rivers. ...As I was about to straighten up and head for Wahroonga station, the engine coughed and fluttered, and I felt gusts of compression coming back at me. I thought I was on fire! I pulled the throttle back and put down in a steep side-slip on the only available bare ground, an area beside the house, dotted with prickly bushes and foraging chooks."

Nancy was not on fire, but that was her first forced landing and, only a teenager, she was learning about flying, learning from experience. As the first woman to operate an aircraft commercially in Australia, she went on to spend many an hour in the air over remote areas as a pilot for the Far West Children's Health Scheme. She piloted to aid the children and other family members in the outback, persons far from medical help.

Nancy's book is fun to read. You'll read, "Spiralling willy-willies were abundant in the sky and the turbulence from the thermals threw our Gipsy Moth about like a paper toy," or "I once had to land beside a homestead in

a paddock where nothing larger than a cockatoo had landed before." Of another flight she wrote, "...in desperation, I picked a clearing between trees and put my Leopard Moth down with my hand-brake partly on before my wheels touched the ground. As soon as they touched, I locked the wheels and then eased the brakes for a split second as one wheel went over a mound of earth which should have overturned us. I jammed on the brakes again and pulled up 8 yards from a big gidgee tree—and came very near to having a wing lopped off."

Her book is filled with people, places and dates, some of them exotic to the uninitiated: the gidgee tree, the mulga and malee scrub, the sharing of the air with cockatoos and galahs and the sharing of the paddocks with kangaroos and emus.

She formed the Australian Women Pilot's Association. She was given the Order of the British Empire from Her Majesty the Queen at Buckingham Palace. She was awarded an honorary Master of Engineering by Sydney University and, in 1990, the Order of Australia.

Nancy Bird flew a few races in the U.S. and was pleased to meet many U.S. pilots and Ninety-Nines: Betty Huyler Gillies, Louise Sacchi, Iris Critchell, Fran Bera, Elinor Smith, Betty Miller, Kay Brick, Jerrie Cobb, Jean Ross Howard Phelan and Jimmie Kolp, to name a few. She, a pioneer pilot, traces flying from the 20s to the present exciting days of watching females participate in the space program. There is no way to mention all of the pilots mentioned

by Nancy Bird. Do read her book and discover a history of aviation that might not otherwise be available to you.

In an epilogue, Nancy underscores the plight of the female pilot in the male bastion of aviation, throughout the years. She wrote, "Fifty-four years after Charles Russell gave me the title to my book, a Sydney businessman, Michael Lee, hired a light aircraft in Brisbane to take him and a colleague into the country. As they approached the aircraft, Michael's colleague grabbed his arm and said, "My God! I'm not going to fly in that. The pilot's a woman!"

Thank you for your book, Nancy. Thank you for your contributions to aviation and to aviation history; and thank you for your warm, delightful humor.



Young Australian Barnstormers, Peggy McKillop (left) and Nancy Bird. The year was 1935.

THE BOOK HANGAR

Bruce Myles has written *Night Witches*, The Amazing Story of Russia's Women Pilots in World War II. The story of brave young girls who flew fierce combat missions. Watch for an upcoming review. *Ann Cooper*

AMELIA EARHART MEMORIAL SCHOLARSHIP FUND—A NINETY-NINES SCHOLARSHIP PROGRAM**A SILENT AUCTION for RARE AE COMMEMORATIVE AIR MAIL COVER,**

by Alice Hammond

The AE Memorial Scholarship Trustees are offering the remaining 1983 Commemorative Cover for sealed bids at the Convention in Orlando in July. Bids will be opened Saturday, July 13 at 4 PM. The winner will be announced at the banquet that evening. **This cover is a 1963 Amelia Earhart 8-cent Airmail First Day Cover recancelled July 24, 1983 at Atchison, Kansas, with an additional 8-cent AE Airmail and a 13-cent Tree Stamp added. It is signed by Muriel Earhart Morrissey, and Charter Ninety-Nines: Melba Beard, Betty Huyler Gillies, Nancy Hopkins Tier, and Fay Gillis Wells.** The following anniversaries are observed: 1783 MAN'S FIRST FLIGHT—MONGOLFIER; 1963 AMELIA EARHART AIRMAIL STAMP; 1963 AE HOWLAND ISLAND BEACON RELIT; 1973 FOREST OF FRIENDSHIP INITIATED. A minimum bid is \$75.00.

Mail your tax deductible bid by check payable to AEMS F, with a Stamped, Addressed Envelope to: Alice Hammond, 15 Oakdale Drive, Millville, NJ 08332-2438. The bid must be received prior to July 6, 1991. Checks for unsuccessful bids will be returned.

99

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.

102 - T-shirt	S,M,L,SL	\$12.50
103 - Nightshirt	One size	\$20
Amelia Earhart Lockheed Electra Magnets		\$2
Purse Leashes		\$6.50
Luggage Straps		\$8

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

(Include \$3 for postage and handling)





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.

Exciting things are happening! We will start off the convention with a welcome breakfast with our own Jessie Woods as the speaker. Jessie is a former wingwalker, parachutist, pilot (soloed in 1928), flight instructor, Governor of the Southeast Section. One Educational forum will feature Frank Kingston Smith, an aviation attorney, author, and very entertaining speaker. Appearing at the workshop with Frank will be Marie Lacour, who owns and operates Aerial Messages, her own banner-towing school. Don't miss the seminar, *Aviation Careers and How To Get There*, presented by Embry-Riddle Aeronautical University. Several Ninety-Nines workshops are in the works that can be advantageous to chapter chairmen: Membership, Aerospace, Air marking, AE Scholarship, and Special Projects, such as Air Shows, etc. We will conclude the convention with our Gala Awards Banquet at which Dr. Janice E. Voss, astronaut, will speak and the presentations will be made of the Ninety-Nines Award of Merit and the Kathryn B. Wright Memorial Award.

We will include many options: a trip to the Kennedy Space Center, Dinner and Entertainment at the Church Street Station, and a Luau at Sea World with Shamu and Laser Light Shows. We hope to keep you enlightened and entertained!

We need the cooperation of Sections and Chapters to support the Hospitality Room with money and manpower. The decorations are in place: Long Island Chapter—the breakfast, the Maryland Chapter—the Amelia Earhart Luncheon, the Southeast Section—the Amelia Earhart Reception for Scholarship Winners, and the Florida Suncoast Chapter—the banquet. The Florida SpacePort Chapter is our eyes, ears, and legs in Orlando. Thank you! **Thank you** to these wonderful chapters for getting involved! We are receiving calls from all over with offers of help. We will try to include all of those who volunteer. The money collected will be used to supply the Hospitality Room with goodies and refreshment, offset decoration expenses, and many other things, which I am sure will occur at the last minute. Money not spent will be applied to next year's convention.

THIS IS OUR CONVENTION. LET'S SUPPORT IT! LET'S ATTEND IT! LET'S ENJOY IT!

UP, UP AND AWAY TO THE ORLANDO CONVENTION!



WOMEN IN AVIATION, 2nd ANNUAL CONFERENCE

A Photo Essay by Ann Cooper

Led by Dr. Peggy Baty, Academic Dean, Parks College of Saint Louis University, Conference Director, pilot and skilled leader, the conference which drew 400 persons to St. Louis, MO, was a resounding success. Baty has worked tirelessly for months to prepare a worthwhile agenda filled with talented and inspiring speakers. Topics ranged from historic perspectives (pioneers Edna Gardner Whyte, Nancy Hopkins Tier, Bobbi Trout, and Adela Scharr were featured), to current pioneering efforts (Paul Poberezny, Brooke Knapp and Jeana Yeager, record-setters and award winners, were featured speakers), and on to the vast array of opportunities that are increasingly available for women pilots.

Dr. Baty wrote, "The 1991 Women In Aviation Conference is being held due to the overwhelming response from last year's 'first annual' meeting in Prescott, AZ. The theme this year is to look at women's contributions to aviation historically and currently. Particular emphasis is given to our 'career series' where we have assembled women from a variety of aviation occupations to serve on panels. They will address issues and questions relative to their chosen careers. Parks College of Saint Louis University is proud to sponsor this year's Women In Aviation Conference. It is our goal to promote women in this traditionally male field and to encourage more females to pursue the exciting and challenging opportunities available to them in aviation."

Enjoy portions of the conference in the following photo essay:



Left to Right, Dr. Alice Hayes, Dr. Peggy Baty, Paul Poberezny, EAA Founder; James Busey, FAA Administrator; and Audrey Poberezny



Aviation Pioneers—JENNIES TO JETS: Brooke Knapp, left, a record-holder in jets and Edna Gardner Whyte, who first flew in a Canadian Jenny and kept on flying!



Jean Ross Howard-Phelan, Whirly Girl Number 13, and avid spokesperson for women in helicopters.

Eero Saarinen's Gateway Arch, the tallest man-made monument in the U.S., is representative of the Gateway to the West and the opening of the U.S.A. to expansion. Perhaps, for this conference, it can also be representative of Women's expanding role in Aviation.



Carol L. Osborne, Lockheed employee, author, publisher, and aviation historian. Carol spoke on the History not the Mystery of AE.



Parks College Officials, Mr. and Mrs. Paul Whelan and Peggy Baty with Edna Gardner Whyte.



Nancy Hopkins Tier, to the right, who shared the pioneer history of women flying in the '20s and '30s. Nancy flew in the Ford Reliability Tour of 1928 and continues to fly to this date. (1930)



Below: Pioneer Pilots Bobbi Trout, left, who first flew in a Jenny in 1922 and flew in the 1st Women's Air Derby in 1929, and Jeana Yeager, modern pioneer and record-setter, who co-piloted the Voyager on the non-stop, non-refueled world flight.



*Above left: **Arlene Feldman**, (l), the attorney/pilot and first woman to be Regional Director, FAA; with **Brooke Knapp**, who has set or broken 100 world aviation speed records.*

*Left: **Adela Riek Scharr**, WAF/WASP/CFI and, in the Air Force Reserve, experienced in T-33 and more.*

*Right: **Wally Funk**, with over 33 years and over 13,400 hours of flight, once an FAA specialist (1st woman to complete Inspector Academy Course) and an Air Safety Investigator for NTSB, is currently the Chief Pilot, Emery Aviation College, CO, (and a wit! She kept us laughing at lunch.)*



YOUR CANDIDATES FOR INTERNATIONAL DIRECTOR

DORIS ABBATE

Concerned 99s are CONSTITUENTS OF THE ELECTORATE. I'm sensitive to your needs; let's focus on 99s purposes and camaraderie. Of 99s, by 99s, for 99s, I represent you in OUR MEMBER OWNED ORGANIZATION. I'LL STRIVE FOR ACCORD IN A FORTHRIGHT MANNER BY THE FOLLOWING:

Accountability, a full audit annually. All reports and minutes available to members.

Restore CHECKS AND BALANCES in Parliamentary Authority. Bylaws are a contract, as is the Budget, Council of Governors and any adopted resolution.

Confidence and cooperation conflicts with confidentiality. Full disclosure is paramount, particularly organizational information publicly available.

Dues paying member rights and privileges give 99s a right to a say.

Officers, Employees, and professionals serve members.

Empower elected officers. Elected members only should attend board meetings and control headquarters, *99 News*, directory or other official business.

Experience counts: tenacious life member, joined 1961. International Secretary, Standing Rules Chair, Nominating Committee, USPFT/Council & Finalist, Convention committees, Parliamentarian, Speaker, Section Governor, Vice Governor, Treasurer, Secretary, Charter, active member Long Island Chapter. Corporate Secretary/Treasurer.

Let us keep faith in our organization. Vote for the Director who takes time to understand your needs and is willing to stand up in your behalf. A vote for Doris Abbate supports the troops.



ALEXIS EWANCHEW

Alexis is presently an International Director and a liaison for Membership and Award of Merit Committees. She is also a Trustee for the Amelia Earhart Birthplace Board and the Editorial Director for *The Ninety-Nine News*. Her experience at the Section Level includes Governor and Vice-Governor, along with Chapter Level experience as Chairman, Treasurer and Nominating Committee Chairman. Alexis has had a varied background which also includes International liaison for College Programs and Safety Education, Director of Florida Race Pilots Association, Educational Vice-President of BellSounds Toastmasters, and a judge for the FL Goldcoast Chapter's Griner Scholarship.

An enthusiastic 99 since 1976, Alexis has attended every International Convention as a delegate and many Section Meetings. She is an active pilot, ASEL/AMEL and instrument rated with 1100 hours, and is currently pursuing her Commercial License.

Professionally, Alexis is a manager with Southern Bell, involved in training participative management courses to all employees. She has been in the workforce for 26 years, and has acquired expertise in engineering and business administration. Formal schooling includes Georgia Tech and Florida Atlantic University.

Dependable, persistent, organized, dedicated, loyal and helpful, are adjectives that describe Alexis. She desires to continue to be part of the process that will affect the future of The Ninety-Nines.



YOUR CANDIDATES FOR INTERNATIONAL DIRECTOR

JAYE HOWES

As a member of San Fernando Valley Chapter since 1982, I've served as newsletter editor, Vice Chairman, and Chairman for two consecutive terms. I've been Leadership Chairman, Southwest Section, for the past three years, conducting several well-attended seminars. For three years I've also been International Membership Chairman and have recently created and produced your new membership brochure. I've attended five International Conventions and fifteen Section meetings. My management skills have been honed by operating my own advertising business for 20 years.



The spirit, courage and camaraderie our founding members displayed over 60 years ago must be rekindled. We have recently experienced this kind of rekindling in our country's response to the heroic efforts of the men and women of Desert Storm. WE can do it, too! As your International Director, I will work to rebuild our spirit, to rebuild our courage and camaraderie, and to heal our differences—to move forward, with your help, toward a better and greater tomorrow for all 99s.

A. LEE ORR

A. Lee Orr, a twenty year veteran member of the Ninety-Nines, joined the Arkansas Chapter in May 1971, and helped found the Blue Ridge Chapter. Lee has a cumulative eighteen years of experience in office at the Chapter level, and has been promoted through the elected offices to her present position as Governor of the Southeast Section and a member of the International Council of Governors. She has attended 34 Section meetings and 19 International meetings.

She is a professional pilot, President and owner of Shelby Aviation, Inc., for the past 17 years, Airport Manager of the Shelby Airport, North Carolina, since 1977, and is Executive Vice-President of Orr Aviation, a business she and her husband founded 30 years ago.

Lee was a 1988 AE Scholarship winner and holds ASMEI, CFII. She is an FAA Flight and Written Examiner and an FAA Accident Prevention Specialist for the Southern Region.

She is active in her local community as a popular guest speaker at civic events and schools as an authority on careers in aviation, and serves as a judge for aviation essay contests in the school system of the State of South Carolina.

Lee's Goal: "To recognize and encourage the participation of all members in the governing affairs and policies of the organization and to enhance the image of the 99s in the world of aviation."



A NOTE OF THANKS TO DR. LINDA GODWIN FROM THE FAMILY OF LOUISE THADEN

Dear Linda,

On behalf of all the Thaden family, we would like to express our sincere thanks to you for carrying our mother's helmet into space. Her closing to us was always, "Love to Infinity and Back." Although she can now see all the wondrous magnitude of that infinity, how truly happy and proud we are that one of her possessions will travel a short distance into that wonder.

We are all green with envy of your forthcoming flight. Good luck and best wishes to you on your journey from us all.

With Sincere thanks,

Jim and Pat Thaden Webb

Bill and Louise Thaden

and grandchildren,

Fred and Nancy Frost

Tracy Thaden and Terry Briggs

Louise McPhetridge Thaden, 1905-1979, held several firsts. Among them, Louise was **FIRST**: de facto president and founder of the Ninety-Nines, Inc. and the **FIRST** secretary. She was the **FIRST** woman to simultaneously hold the altitude, speed, and endurance records; the **FIRST** winner of the Women's Air Derby in 1929; the **FIRST** woman to win the Bendix Transcontinental Air Race in 1936 (the first major race to be opened to women competitors). Louise wrote,

"Flight is abiding peace.

Absolute serenity.

It is faith and compassion.

Purest joy.

It is a spirit totally free.

Flight is

yesterday's yearning. The

fulfillment

of today's dreams. Tomorrow's promises."

Louise Thaden also wrote,
 "Why do the birds sing; How is
 the soil made to bear fruits
 And flowers to grow?
 Who evolved gravity? Why do
 some great burdens bear;
 Who made life and
 Where did time begin?
 Does Space end in God and
 Trinity?

Distant Planets, are they
 Earths which war no more?
 Why is man? For what
 Purpose made; surely
 Not Futility."

*The
 helmet
 destined
 for
 space
 with
 Linda
 Godwin.
 Safe
 Flight!*



MORE PHOTOS FROM THE WOMEN IN AVIATION CONFERENCE, BY ANN COOPER



PHOTO, upper left: Dr. Peggy Baty, Jeana Yeager, recipient of the Adela Scharr Medallion, and Adela Riek Scharr. Above: A Major General from Scott AFB rewards the representative WAFs and WASPs. Extreme left: Brooke Knapp shares a special moment with Bobbi Trout. Left: Dr. Peggy Baty, the hardworking coordinator of the conference, invites one and all to the Third Annual Women In Aviation Conference in Las Vegas, NV. The dates are March 12-14, 1992 at the Aladdin Hotel.

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