

NINETY-NINE News



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



Soviet Helicopter Heroines—They're 99s!

New Orleans 99s Honor Heroes, Desert Storm

Phyllis Wells, Another Dynamic 99

AE Memorial Scholarship Judges

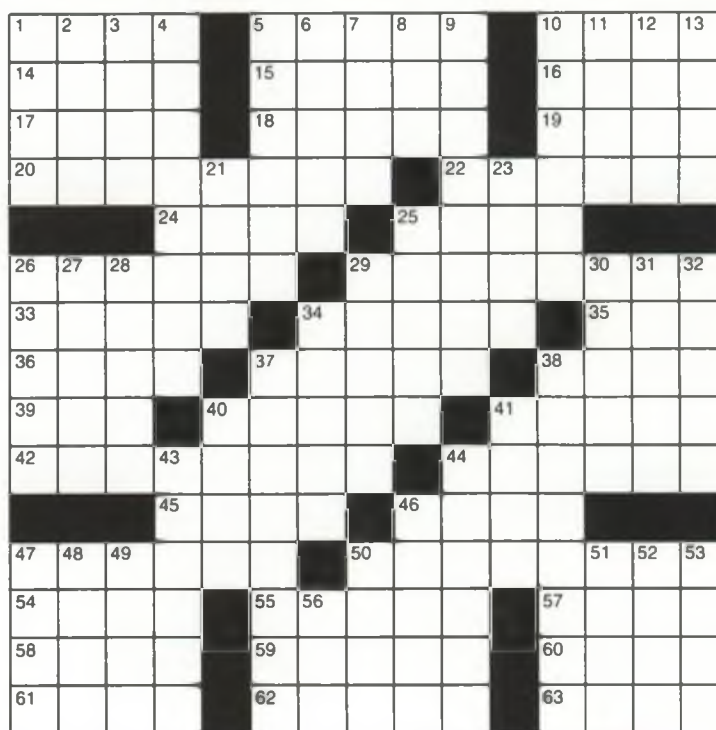
Eastern New England Chapter, a photo essay

Flyword Puzzles

By Bob Gardner
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ACROSS

- 1 Fat Man
- 5 Fleet trainer
- 10 German plane maker
- 14 Medicinal plant
- 15 Cherish
- 16 No balloons available (NWS)
- 17 Original moonwalker
- 18 Recommended every 25 hours
- 19 Weather reporting service
- 20 Airplane's smallest window
- 22 Grumman American trainers
- 24 Primates
- 25 Low hanging clouds
- 26 Stewart's partner
- 29 Kitfox control surface
- 33 Enroute IFR facility
- 34 De-ice devices
- 35 Hobb's meter on a car?
- 36 Before Mike
- 37 Transponder traces
- 38 Propagate
- 39 Zulu minus five
- 40 Pride of Moultrie, GA
- 41 Saints' symbol
- 42 Tick marks around a circle
- 44 Weather-wise appendage
- 45 Horny club
- 46 FAA field office
- 47 Mountain or river (GEN)
- 50 Fairbanks favorite
- 54 The red plague
- 55 Fruity physicist
- 57 Too
- 58 Alice's Restaurant regular
- 59 Radar echo height information not available (NWS)
- 60 INOP
- 61 VFR-er in IMC
- 62 _____ a positive note
- 63 Indy engine



Puzzle #1

DOWN

- 1 Every good turn deserves one
- 2 Shock absorber
- 3 Drudgery
- 4 Cardboard Constellation
- 5 Clyde Cessna's original occupation
- 6 Thoughts
- 7 LAX time when its 2000 UTC
- 8 Canarsie, NY airdrome
- 9 WWII naval fighters
- 10 Laughlin AFB river
- 11 Returned on account of weather (GEN)
- 12 Woodwind
- 13 Type of 51 down
- 21 Data
- 23 Cowboy affirmatives
- 25 Glide path
- 26 Charles Philip George's domain
- 27 Ascend
- 28 Remote transmitter (GEN)
- 29 Hydro and aero
- 30 Just to the right of Quebec
- 31 Contempt
- 32 Lon Chaney's Dame
- 34 Dress uniform
- 37 Tupolev Tu-26
- 38 Captain Jack Thomas Field
- 40 Not knot
- 41 Sick signal symptom
- 43 Harrier, for one
- 44 ATC radar facility
- 46 Bat dung
- 47 Bavarian blimp
- 48 Continental prefix
- 49 SAS stop
- 50 Uttered
- 51 Musical symbol
- 52 Successor to the USAAC
- 53 Fuselage
- 56 Shelton, WA airdrome

**Solution
to puzzle
is found on
Page 14**

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YOUR LETTERS

From Doris Lockness, **Mt. Shasta Chapter**, "The 99 Newsletter is now a wonderful magazine and I look forward to receiving each publication. You are doing an excellent job."

(Ed. note: *Thanks, Doris. It is not so much that I am doing a wonderful job as it is that, as we all begin to connect and to communicate through a timely Ninety-Nine News, all of YOU begin to send material. My thanks to those who are sending reports, articles, and information that abet the connection/communication process and make my job (and the News!) more interesting. Please continue to contribute and let our goal be a more informed and educated readership who are interested in the advancement and improvement of aviation and especially women in aviation around the globe. While on that note: PLEASE SUBMIT YOUR CHAPTER INFORMATION DIRECTLY TO YOUR SECTION REPORTERS. Their names are listed in the masthead and their addresses can be found in the Directory.*)

From Anne Silverman, **Marin County Chapter**, "Just thought I'd let you know that the 99s featured on page 24 of the Jan/Feb issue are from MARIN COUNTY CHAPTER, not the 'Bay Area Chapter.' We're proud of our chapter and our members. Thanks for all your efforts. I really like the way new ratings are listed. It makes it easy to spot old and new friends."

From Patricia Viall, **Oregon Pines Chapter**, "The Oregon Pines and Columbia Cascade Chapter members are planning a wonderful sectional. We'd hate for anybody to miss it! It will be held in Salem, Oregon, from August 20-23, 1992, not in Alaska, as listed in the Events Calendar of the *Ninety-Nine News*."



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COVER:

Mary Lou Neale, WASP and 99, writes of **Galina Rastorgueva, pilot, and her navigator, Ludmila Polyanskaya.** They set helicopter records in 1975 and we welcome them to the Ninety-Nines in 1991.



99s In Action—the Santa Maria Chapter, CA.

Aviation Awareness Day from the 99s to the Gifted and Talented Students at the Museum of Flight, Santa Maria Airport, CA. Charlotte Redford, left, and other 99s teach VFR Chart Reading.



High School GATE (Gifted and Talented Education) Students gather after having been introduced to the thrill of flight by Santa Maria Ninety-Nines. Aviation Awareness Day—a "high profile" event which is praised by the local school administration and thoroughly enjoyed by the students (and 99s!!)



A NOTE FROM THE EDITOR:
SECTION NEWS, NEW RATINGS, AWARDS AND HONORS HAVE RETURNED. THE AUGUST/SEPTEMBER ISSUE WILL BE COMBINED. PLEASE WELCOME EBSCO GRAPHICS AS OUR NEW PRINTER. *Ann Cooper, Editor*

PRESIDENT'S MESSAGE



by Marie Christensen

General Aviation is under attack again!! It seems we are always in danger of being "legislated" out of the skies. This time it is a seemingly innocent Clean Air Act that is the cause of the threat. Amendments to that Act have the potential of grounding 90% of the

requiring them to be used.

All of us want to clean up our environment and keep it clean. Our organization recently adopted Operation Skywatch as a program to help keep an environmental watch. We want clean air, but we want to attain it with a logical,

many thousands of workers are out of jobs because there is no demand for the luxury items with the higher taxes on them. One Florida Congressman is trying to get this Congress to repeal the tax because of the impact it has had on the boating industry in Florida.

"This time it is a seemingly innocent Clean Air Act that is the cause of the threat. Amendments to that Act have the potential of grounding 90% of the General Aviation fleet by banning the use of leaded fuel nationwide."

General Aviation fleet by banning the use of leaded fuel nationwide. The outcome could mean no new piston aircraft manufactured and no rebuilt or overhauled engines allowed in the skies.

While the intent of the Environmental Protection Agency amendments to the 1990 Clean Air Act is admirable, the reality of the implementation is not well-considered. Further studies must be conducted to determine the effect of the Congressional passage of these amendments. Research into alternative fuels and their availability must be done. Testing of any alternative fuels must be conducted prior to introducing them into our engines and

well-considered plan, not haphazard amendments that will require additional changes soon after their passage.

Last year the U.S. Congress hurriedly passed legislation to impose a new 10% luxury tax on items priced at more than \$100,000 in an effort to pass a balanced budget. Everyone agreed that "the rich" should have to pay dearly for their toys. No one seemed to consider that by punishing the rich for their financial success they would punish the middle-income people even more. It is the middle-income people that build the boats, cars, and airplanes that warranted the new tax in the eyes of our Congressmen. Now

Who is protecting the already depressed General Aviation aircraft industry? How does your Congressman view this problem? Have you given him or her your views? Will you allow us to be legislated out of the skies or will YOU take the time to make your Congressman aware of the problems that affect General Aviation? I encourage each of you to point out the positive aspects as well as the problems of General Aviation in a letter to your Congressman today. Help protect our freedom to fly today and preserve that right for our children. If we each remain idle, what will be our legacy?

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PHYLLIS WELLS, Another Dynamic Ninety-Nine

by ALICE G. PALMER

*Phyllis
Wells, South
Central
Section,
Pikes Peak
Chapter,
flies the
Groh Twin
Astir.*

*Photo by
Alice Palmer*



When a bright red Citabria in Elbert County, Colorado, takes to the air trailing a training sailplane at the end of a 200-foot rope, there's a good chance that 99 Phyllis Wells is either flying the towplane or occupying the instructor's seat in the sailplane. With her active pursuit of improved skills and new ratings, one might think Phyllis is a teenager hoping for an airline career. But at age 55, she has retired from successful careers in nursing and parenting and now instructs and tows at Black Forest Gliderpark for the *fun* of it—not as a way to build time and move on to higher goals.

Phyllis grew up near Wickenburg, Arizona, where her father worked as an aircraft mechanic during World War II. "My father wasn't a pilot, but he used to fly some of the airplanes after hours when no one else was there," she says. "When he buzzed our house, he set the aviation seed in me!" Now Phyllis is busy teaching her students not to buzz houses!

After high school, Phyllis decided to pursue a career in surgical nursing. As a RN, her patience with painstaking disassembly, cleaning, and assembly of some of the surgical equipment paid off. Soon she was an active member of the prestigious open-heart surgery team at Good Samaritan Hospital in Phoenix.

She married her first husband, Jerry Wells, before finishing nursing school and dove into her career as wife and the mother of four with the same enthusiasm she put into her medical career. She saved time for some fun, too. She and her husband became involved with a local musical theater and Phyllis became the stage manager. "I spent a lot of time looking for interesting and cheap props at junk yards," she remembers.

When asked how she managed such an active career as well as a demanding family life, she says she never felt overloaded. "Nursing school instilled in me the idea that as a nurse, I was committed to care for others." She did admit to being tired occasionally. "I used come home after work, plop on the couch, and announce to my kids that if a man came to the door offering us a million dollars, I wasn't even going to the door." She laughs. "Of course, that never happened!"

As a result of her dedication, Phyllis was promoted to Operating Room Supervisor at a new hospital in Sun City, Arizona. She had the opportunity to give input in the design of the hospital

continued on next page

PHYLLIS WELLS, *continued*

and its operations. She also began writing and lecturing on infection control in the operating room and made a name for herself in the field.

In 1964, her husband discovered flying. Not wanting him to have all the fun, she joined him to obtain their private licenses together. The expense of flying became an issue and Phyllis had to put her passion for flying on hold.



commercial, and her glider flight instructor ratings as well.

In 1981, they both retired from the Dupont Company and made the move to Colorado where they could continue to enjoy their love of flying. Phyllis began a successful independent nurse consulting business and formed the Nurse Consultants Association during this time with a core group of 30 nurses. The organization has

Left: Phyllis Wells post-flights a soaring session with student, Dale Calender. Right, Wells discusses landing attitudes and techniques with student, Doug Dornseif.

Photos by Alice G. Palmet. Interestingly, Alice is a writer and member of the Pikes Peak Chapter. She holds commercial and instructor certificates in gliders, a private airplane rating, and is also an airframe and powerplant mechanic.

When hospital procedures changed to accommodate new Medicare requirements, Phyllis felt the nursing field was becoming less people-oriented. Her husband passed away and her life changed dramatically. With her children grown, she decided to move in a different direction. The Dupont Company knew of her expertise in infection control and hired her as a consultant. She moved to Wilmington, Delaware which gave her the opportunity to get back into flying.

Phyllis met another Dupont professional, Dick Seaman—a pilot and an experienced instructor in airplanes and gliders. With their common interests, it's no surprise that they were married in 1978. Dick became Phyllis' mentor and supporter. He helped her with her private license, her instrument,

grown steadily in the last 12 years.

Well-known among her flying friends for her organizing skills, she saw the need in 1984 for a 99s chapter in the Colorado Springs area. She formed the Pikes Peak Chapter and served as its first chairman. With her participation, the chapter has sponsored a section meeting, a USPFT competition, and has won several awards. She's also been heavily involved in organizing ground schools and promotional events for the flight school, Soar Black Forest, where she has worked as towpilot and instructor since its inception three years ago.

Phyllis' first love now is instructing. She has always loved to teach others, and enjoys the contact with people that she doesn't get while flying the towplane. She and Dick own a

Super Cub and a Mooney that they use for frequent travel all over the United States. "I've always wanted to gad about," she explains. "Flying is an extension of my love of traveling. I enjoy the freedom of hopping in a plane and flying somewhere and the feeling of accomplishment after a successful flight." Recently she flew to St. Louis to attend the Women in Aviation Conference, and had the



chance to meet many well-known women pilots. Along with her teaching and traveling, she manages to find time to be a docent at the Fine Arts Museum in Colorado Springs where she pursues her love of the arts.

Phyllis never lacks for a goal. Currently she aims to earn her instructor's rating in airplanes and She and Dick plan to do a little "barnstorming" in the Super Cub, visiting sailplane contests and fly-ins around the country.

In the meantime, with Phyllis' encouragement from the instructor's seat, the dipping and bobbing of sailplanes on tow become smoother and more stable with each passing flight. Soon another of her students takes to the sky alone and shares the fun of flight with Phyllis Wells, another dynamic Ninety-Nine.



SOVIET HEROINES, G. RASTORGUEVA and L. POLYANSKAYA—They're 99S!

by Mary Lou Neale

When I read in their letter that the official Soviet comment on Galina Rastorgueva and Ludmila Polyanskaya's record-breaking flight was, "They fly like men," there was instant kinship. Of course, their record-setting flights were in 1975 and there is little doubt that the Russian board of experienced test pilots, an all masculine panel, intended that such a pronouncement was high praise. The Soviets even affectionately called the women "chebarashki," a funny toy resembling a little teddy bear. Can you imagine any one of them thinking of Yuri Gagarin in terms of some cute little stuffed animal?

The way to success in aviation is still uneven if not often downright rough—and far more so in Russia. The military is not open to women, in spite of the recognized heroism of the WWII female fighter and bomber pilots. The women told that, "After victory, it was, 'Go home now. The kitchen awaits.'" As before WWII, the only way to learn to fly was through a flying club which was often beyond the means of the average woman. If one did succeed by doing this, in Galina's words, "The responsibility was great. If one woman pilot happens to make a mistake, it is like a heavy stone which will pull down the rest of them. In aviation, women have no right to make mistakes."

The records set by Galina and her navigator, Ludmila, were impressive. On July 16, 1975, they set the speed record for women of

341.32 kilometers per hour (km/hr) over distances of 15 to 45 kilometers. Two days later, over a 100 km course, they flew at a speed of 334.023 km/hr. But the best was yet to come. They broke the men's record and set an all-time high a month later on the 500 km triangular route at 331.623 km/hr. The previous best had been 273.507! A scant twelve days later they flew over a triangular route of 1000 km



New 99 Ludmila Polyanskaya (left) with Mary Lou and Ray Neale at the Moscow Aviation Academy Museum. Mary Lou is a WASP and 99.

at a speed of 322.646 besting the men's earlier record of 258.66.

That was the first time in the history of aviation that women established a helicopter record and it was done during the International Women's Year. The helicopter was the Mi-24, the newest at that time, and the women fell in love with it. They wrote, "Now there were three of us, rather than two, because it seemed to us that our helicopter also had a soul. It sure had character because a 4,500 horsepower helicopter commanded respect. It

was as if our dream came true. We appreciated its perfect flying characteristics immediately after the first flight."

The road leading to the record-setting flights was arduous. "It took us only 28 hours to establish the records," mused Galina, "but it took us every hour all our lives to confirm our right to do this."

Galina was 8 years old in 1944 when her father, Victor Rastorguev, let her stow away on one of his test-piloting flights. He was killed a year later, but he had already bequeathed a love of flying to his daughter. Victor, a Soviet hero, had left a heritage of note and one of the craters on the moon was named after him. At 17, Galina entered the Moscow Aviation College and became a member of an airclub. A year later she graduated with a diploma of pilot-instructor, yet she was not allowed to fly for a living. She worked on the line as an engineer on jet planes for five years, earning the badge of "Excellent Worker of Airfleet" in 1965. She continued flying on her own and obtained a helicopter rating. She was finally admitted to a flying school in Kremenchug and graduated in three months instead of the usual two years. Her enthusiasm and industry gained her entrance into the flying research center where she achieved excellent marks and ratings as commander of the Mi-4, Mi-8, and the powerful Mi-10. In 1974, she was awarded the Order of the Red Banner and received permission to begin preparations for making world

continued on the next page

GALINA AND LUDMILA, *continued*

records on the new Mi-24. She invited Ludmila to join her as navigator.

Ludmila Polyanskaya dreamed of flying ever since she was a small child picking berries near the airfield of Chernoe. Her father, an automobile mechanic, shared this love but the opportunity to fly was denied him. He encouraged his daughter and Ludmila joined an airclub where she parachuted, flew gliders and learned topography. Her industry earned her the reward of being sent to a flying school in Ulyanovsk. Her success there caught the attention of

1000 km we had to stay with the take-off regime for an hour and a half. As a rule, this regime lasts not more than five or six minutes. The vibration caused by the speed of 343 km/hr plus the rough air broke the fuel line and the remaining fuel ran out to the cockpit as we were in nose low position. It spoiled shoes and the navigator's briefcase and we reeked of kerosene. But the fuel was very low at the time, so we were lucky."

The legendary pilot and Vice President of Federation Aeronautique Internationale (FAI), Ivan Koshedub, wrote in

"The vibration caused by the speed of 343 km/hr plus the rough air broke the fuel line and the remaining fuel ran out to the cockpit as we were in nose low position."

Galina in her search for a navigator and Ludmila was sent to a helicopter plant for six months.

Ready for their projected trial, both women understood that record flights were "not exotic, but all-absorbing work. We put our whole souls and skill into each flight. The results were much better than expected, satisfying Marat Tischenko, the designer of this helicopter. We economized, doing everything ourselves. We insisted on being given all flights, all testing. We gave exhaustive answers to all possible questions from the plant test pilots.

"Each flight was a very difficult examination for the crew and the machine. Once during a flight of

his review, "The women crew which consisted of the commander G. Rastorgueva and the navigator L. Polyanskaya established outstanding world records while flying a helicopter of the latest model. The crew showed high professionalism and bravery. These were records and flight tests which resulted in getting valuable importance for our country."

At the International Convention of Ninety-Nines, Las Vegas 1990, Galina and Ludmila were awarded medals commemorating Amelia Earhart and made members of our organization. We are proud to have them join us.



**July 26 — August 1, 1991
The EAA Fly In and
Convention
Oshkosh, Wisconsin**

**The Ninety-Nines will be
having a booth in the South
Exhibit Hall as well as the
Friendship Tent. We need
members to help out.**

**For information,
please contact:
Pat Forbes
279 Catalpa Drive
Atherton, CA 94027
415-853-1424**



**For those who desire to plan
ahead,
The AOPA Convention
October 23-27
New Orleans, Louisiana**

**The Ninety-Nines will have a
booth and members are
needed as volunteers.**

**For information,
please contact:
Susan Coco
4011 Idaho Avenue
Kenner, LA 70065
504-885-2847**

SECTION NEWS

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

Aircraft Electronics Association Educational Foundation, Inc. Announces Scholarship Winners

Julie Collinge, Garden State Chapter, attended the Aircraft Electronics Association (AEA) Convention in Reno, NV in May. This trade/professional organization for the avionics business announced scholarship winners. Julie wrote, "The Foundation was established last year and is dedicated to enhancing education in the avionics field. Of the ten recipients of scholarships, TWO WERE WOMEN! And one of those two won the highest value award, that from Colorado Aero Tech. The young lady who won this award, Nicki Ann Nelson, was at the convention. She is attractive, well-spoken and intelligent (obviously!) and a credit to women in aviation."

Jim Cook, the Chairman of the AEA Educational Foundation, stated, "Today we are awarding ten scholarships with financial assistance to the winners totaling \$23,000. I believe this is unparalleled in the general aviation industry. In fact, the Foundation has received scholarship commitments over the next four years of approximately \$100,000. I think you will agree this is an impressive start, but it is just a start. Our scholarship goal for 1991-1992 is to double the awards we are presenting today. Our youth represent the future of our industry. I think you can see that AEA's membership is willing to invest in the future."

"Today we are awarding ten scholarships with financial assistance to the winners totaling \$23,000. I believe this is unparalleled in the general aviation industry.

In fact, the Foundation has received scholarship commitments over the next four years of approximately \$100,000."

Karen L. Forrester, Greensboro, North Carolina, was awarded the Terra Avionics Corporation Collegiate Scholarship, open to high school seniors and college students who are children or grandchildren of employees of AEA regular members and who are attending or plan to attend an accredited university. The annual award: \$2,500. Congratulations, Karen!

Nicki Ann Nelson, Rangely, Colorado, won the Colorado Aero Tech Scholarship that is open to anyone who plans to enroll at Colorado Aero Tech in Broomfield, CO. The annual award: \$11,500. Our congratulations to you, also, Nicki!

As Julie so wisely pointed out, we all know women pilots, but there are fewer among us who are A&Ps or avionics technicians. Those who are up and coming along the less-traveled road should be justifiably proud. As Cook pointed out, you are the future of the industry. We of the Ninety-Nines salute you and wish you well.



In a delightful message from Higashi Matsuyama Saitama-ken Japan, 99 Rikako Sugiura Carpenter sends her regards. She planned to attend the World Aerospace Education Organization Congress in Vienna in July and she wrote, "We (Japan Women in Aeronautics) have been busy this past year supporting the cause of aviation. Some of the things that we have done are:

- We hosted the Korean Women's Pilot Association and had a very nice meeting. After the meeting they came to my home for a steak cook out.

- We hosted the Japanese Youth Aviation Association at Yokota Air Base. There was a total of 104 people, including the advisors and the Board of Directors.

- We played Santa for the Japanese Youth Aviation Association at Chofu Airport and gave out candy and cookies. There was a training session for the youths and, after the training, there was a rice cake making and lunch.

- We also played Santa at two schools and two old peoples' homes that are called Golden Home. We gave out candy and cookies to all.

We have a meeting of the Japan Women in Aeronautics every other month. This year members from the Japan Women in Aeronautics went to Korea for a meeting with our counterparts in Korea. It was a very nice meeting."

On a personal note, Rikako wrote, "My husband and I fly as often as the weather and schedule will allow. We went flying in May

SECTION NEWS, continued

and then attended the monthly safety meeting for the Yokota Aero Club. All pilots must attend the monthly safety meeting."

Northwest Section Reporter Carol Skinner reported that **The Columbia Cascade Chapter** members, 66s and 49 and 1/2s traveled south of the border via Shirley Twigg's slides from her trips to Mexico. The slides were presented



L to r: Samura, Japan; Go, Korea; Tei, Korea; Nozoki, Kanao, Rikako, Aoyama and Kawai from Japan, at their joint meeting.

following a Mexican potluck at Bette Jackson's home on Sunset Airstrip. First Officer Jeanne Collins and 49 1/2 Warren Walters have been crewing together on Horizon's Dash-8. Happy landings, Jeanne and Warren. **Columbia Cascade's** Laura Schneider has been promoted to co-supervisor for the tower at Portland International Airport.

All chapter officers of the **Columbia Gorge Chapter** will continue in their present positions. Operation Skywatch, a volunteer program initiated by 99s in the fight against illegal pollution of the environment, is in effect. The chapter will host the Old Oregon Trail Fly-Out on their way back from Independence, MO, with box lunches and a tour of local points of interest. **Columbia Gorge's** Jeanne Hillis and Tina Carroll are involved with the Girl Scouts and have provided information on possible career choice and the Ninety-Nines.

Western Washington Chapter members planned a Flying Companion Seminar at Everett Community College. Mary Mitte was the contact person.

Members Cindy Rempp-Tate, Diana Stevens, Linda Marshall, and Tina Pomeroy of the **Montana Chapter** were featured in a full page article in a May edition of the *Bozeman Daily Chronicle*.

Besides personal information of each of the ladies, the 99s organization also received some good PR. Congratulations, ladies!

Eight Willamette Valley Chapter members flew to Seattle to visit the Museum of Flight. Members were also treated to a presentation by Wanda Kennedy, the Assistant Administrator, Oregon Aeronautics Division and a



The Youth Aviation Association. Making rice cake with the help of "the jolly man in the red suit".

member of the Corvallis Airport Commission.

New chapter officers of the **Mid-Columbia Chapter** are: Chair, Ann English; Vice Chair, Rene Brewer; Secretary, Patti Martin; Treasurer, Marjy Leggett; New Membership Chair, Patti Martin; Reporter, Marjy Leggett; and Education Director, Marcia Crigler. Karen Hill, Jane Lembecke, Donna Surles, and Tym Robbins were welcomed as 66s.

Despite poor weather over the mountainous areas and gusty winds in the derby area, pilots from as far away as Seattle and Spokane participated in the **Northwest Section's Spring Fling** at Vista Field, Kennewick, WA in April. Winners who were announced at the Awards Dinner were: Jan Liberty, Western Washington, 1st place in the Proficiency Derby and the Poker Run; Larry Chiatovich, Grandview, WA, 1st Place in the Proficiency Landing; and George Foote and Jim Baxter, Wenatchee, WA, 1st Place in the Preflight Contest. Section Governor, Linda Nave, placed second."

Edweena Hartley wrote that the **Greater Seattle Chapter** had a successful Flying Companion Seminar in conjunction with the Annual Northwest Aviation Conference in Tacoma, WA. Sixty-two men and women attended. Later in the

Spring was when the **Greater Seattle** members planned a joint meeting with other local chapters to conduct a Gourmet Box Lunch Auction—the proceeds (over \$700) earmarked for a scholarship in memory of Hazel Jones. The auction and social was held at the home of Edweena and Bill Hartley in the San Juan Islands. Approximately 27 Ninety-Nines and 49 1/2s attended including Marolyn Moody and Carolyn Carpp of Western Washington Chapter. Plans were made for a Poker Run and the airmarking of Bayview Airport.

Eastern Idaho Chapter members held their annual Cross Country/Alpine Ski Weekend at Victor, ID. The members have made a commitment to take part in the Idaho Division of Aeronautics' *Adopt-A-Runway* program. At Henry's Lake, in an effort to keep wild and domestic animals off the runway while it is being used by aircraft, they will assume the responsibility of erecting a fence each spring and removing it in the fall. The chapter members will also continue to organize the mountain flying clinic in the Middle Fork of the Salmon River.

Barbara Meredith is the reporter from **Western Canada Section**. She wrote, "The **British Columbia Coast Chapter** had their first fly-out of the Spring to Vancouver Island in April. Six airplanes flew to Victoria Flying Club, rented vans and drove into Victoria to see a photographic exhibit, *From an Aerial Perspective, Two Women's Journey Over a Northern Landscape*, at the XChangex Gallery. Since the gallery didn't open until the afternoon, the group hiked to the waterfront and had lunch before going to the exhibition. The photos, taken from a Piper Cub by Judith Currelly and Catherine Young, were views of northern mountains, rivers and tundra." (Ed. note: Could Ninety-Nines be put in touch with the photographers and/or the gallery owners about this intriguing exhibit? Can it be arranged through loan by other galleries?)

Kathryn Gamble-Lerchner, **East Canada Section Reporter**, wrote that **Montreal Chapter's** Suzanne Pettigres presented a video and photos of her northern flying experiences. Suzanne was the first female pilot to be hired by Air Inuit and spent two years flying as a first officer on Twin Otters and HS 748s. She is

SECTION NEWS, continued

presently a Second Officer on the B 727 with Air Canada. The **Montreal Chapter** members enjoyed a tour of the Canadair Aircraft Production Facilities in St. Laurent and the jet production line at Dorval where they saw the first 50-seat Canadair Regional Jet off the production line. Twenty-three Ninety-Nines, a 66, 49 1/2s and friends attended a tremendous brunch at Mother Tuckers, London, hosted by the Maple Leaf Chapter.

Last fall (1990) **Maple Leaf Chapter** members held a Careers Day Presentation at the Princess Elizabeth public school in London, Ontario. They enjoyed the children as much as the kids loved their topic. Susan Henderson of Kingsville received **Maple Leaf Chapters'** first award for the outstanding female student pilot in their chapter area. The presentation was made at the Wings Banquet of the Windsor Flying Club. Called the Maple Leaf Chapter Award of Excellence, it included \$250 cash and a small remembrance plaque. Congratulations to Susan who won because of receiving the highest mark on both the written and flight exams. Barbara Bruder, the Maple Leaf Chapter Treasurer, married in February in a quiet ceremony that was loudly congratulated by her fellow chapter members. Maple Leaf's Nancy Stasko of Windsor earned her night rating. Suzanne Wilkins earned her Wingman's (read as Wingperson, from the North American Trainers Association. Only holders of this badge may fly Harvards in formation at Oshkosh and other major warbird fly-ins in the United States. Nancy O'Neil Holden, Connie Paton and Nancy Stasko of Maple Leaf met with nine female pilots and students at the Windsor Flying Club—a great meeting with so many prospects from one club.

The **Atlantic Chapter** members continue to run a book exchange program among themselves. Maybe someone would like to join the chapter members and can contact them directly. It's a great way to share your time and resources with a fellow flying friend during the winter months.

First Canadian Chapter welcomes a host of new members: Wendy Gluhushkin, Barbra Pelley, Jodi Lougheed (who is the new editor of the chapter newsletter—*Flightlines*), Barb Frackowiak, Giselle

Martin, Elinor Morris, Sue Ramsey, Susan Rutherford, Janet Battle, Melissa Chalmers, Nanette Jozwiak and Kimberly Murray. **First Canadian** members had an A.E. Night on *The Life and Times of Amelia Earhart* with 25 members in attendance. The gathering, at Seneca College hangar, Buttonville Airport, received a very educating review of the life of our First International President. First Canadian members also held a very successful Winter Carnival Day at Valley Park and attended a fascinating and stimulating presentation on Soaring by Lene Band. Lene related her 17 years of glider pilot experience. Lynn Shinn, First Canadian Aerospace Chairwoman, has designed a program so that the 99s can help Girl Guides receive their aircraft pins.

The **Eastern Ontario Chapter** members presented, at the Ottawa Regional Science Fair in April, an award for the exhibit which best demonstrated a study and understanding of an aspect of the physics of flight. The award was presented to Blake Cheney, a Grade 13 student at Glebe Collegiate in Ottawa. Blake exhibited his project, entitled *Shape & Flow*, in the Senior Division of the Science Fair program. Blake had constructed several model airfoil sections representing the wings of a variety of existing aircraft (Cessna, F-18, etc.) and demonstrated the variation in lift and drag coefficients from one airfoil section to another in airflows of both constant and varying speeds. Isabel Peppler presented the award. Sue Begg, Deb Russell and Dorothy Berthelet acted as judges. **Eastern Ontario** members held an open meeting for the aviation community at which the guest speaker was Les East from the Accident Investigation and Safety Board. The meeting was held at the Ottawa Flying Club.

Several **Eastern Canada Section** members attended the COPA Flight One dinner/dance/wings night where Major Stephan of the Snowbirds spoke on the experience of being a Snowbird member. Kathryn Gamble-Lerchner wrote, "New Skywatch pilots at First Canadian are Catherine Thomas (a new 99 and recently graduated Class IV Instructor) and Daphne Schiff, a professor and Airline Transport Pilot. The programme now has 13 eager pilots winging their way skyward for the

ministry of the Environment. Skywatch is 'catching on' as New York and New Jersey Chapters commence a Skywatch program in their States. First Canadian leadership has helped promote Skywatch as an effective environmental tool in combatting pollution."

On behalf of **ALL Canadian** Ninety-Nines, an \$1,800 award was presented to the Western Canada Aviation Museum, Inc., Winnipeg, Manitoba by the Board of Trustees of the Ninety-Nines Canadian. According to Canadian Aviation News, "The \$1,800 is to go towards upgrading the Canadian Women in Aviation exhibit. The upgrading of the exhibit would include enclosing the exhibit with lexon plastic sheets. The enclosure will preserve the exhibit by blocking out the ultraviolet light and keeping the artifacts clean. The



San Antonio Air Bear Program at work with first graders, Poteet Elementary, TX.

Western Canada Aviation Museum's Canadian Women in Aviation exhibit is the only one of its kind in Canada. It is located at the entrance foyer of the Museum in a prime area for public viewing. It contains photos and graphics on women pilots, mannequins in flight uniforms and small artifacts relating to women pilots. The Board of Trustees is very pleased to present the 1990 award to the Western Canada Aviation Museum." The award was presented by Shirley Render, Winnipeg Ninety-Nine to Vicky Wilson, Development Officer of the museum.

South Central Section Reporter,

SECTION NEWS, continued

Margaret Cosby, wrote that Jerry Anne Jurenka, **Texas Dogwood** Chair, has been appointed to the Board of Directors of the Texas Aviation and Space Education Forum. Caroline Geer, also of **Texas Dogwood Chapter**, was honored by the Texas Press Women for a radio spot she wrote and was elected an officer in that organization. Stephanie Roberts, our member representing the Texas Department of Aviation, organized *Operation A.I.R. (Aviation In Review)* for the Tyler Chamber of Commerce. The week-long celebration of aviation featured tours of Pounds Field by 2,000 eighth graders, displays of numerous aircraft, model aircraft, Confederate Air Force fly-bys, and a luncheon with astronaut "Hoot" Gibson as guest speaker. (Gibson's mother was a 99.) South Central Section's Babette Andre has been inducted into the Colorado



Paul Russum wins 2nd place, spot landing, and received the trophy from Gloria Blank, Chair, and Margaret Cosby, announcer—San Antonio Chapter.

Hall of Fame.

Shreveport Chapter Chair Starr Stone is on the faculty of Louisiana State University. Shreveport's Amy Pilkenton, is the Chief Ground and Flight Instructor for L'Express Airlines. Due to the unusual rainfall this year in Louisiana, all of **Shreveport Chapter's** fly-ins have been via I-20. Dogwood Chapter hosted Shreveport at Gladewater and chapter members motored to Ruston, LA, where new members enrolled in the Aviation Program at Louisiana Tech treated all who attended to a fun day at the airport. The annual Holiday-In-Dixie Open House at Downtown Airport was a tremendous success despite the heavy clouds. Sandra Shaw, assisted by Evelyn Snow, did a fantastic job of coordinating the event

which entailed a full year's planning. Exhibitions of antique, homebuilt and WWII craft were great attractions to the huge crowd. The clouds parted sufficiently for the airshow which gets better every year. Tours of the tower and airport facilities gave the general public a good insight into the joys and usefulness of general aviation. Her Honor, Mayor Hazel Beard, attended the pre-airshow party and seemed to enjoy learning about the new-to-her world of aviation.

Austin Chapter members, Judy Rinehart and Carol Heiser, attended the SCS Section Meeting in Lake Charles, LA. Also in May, new officers were elected: Sandy Sivert, Chair; Melinda Walton, Secretary; and Peggy Womble, Treasurer. Although the attendance was down (inclement weather!), **Austin** members were highly visible at the Georgetown Air

Show with a food booth and were fortunate to have two new student pilots, Sonya Gary and Lynn Preston, helping out. Members intend to work with the local EAA Chapter to help Boy Scouts achieve their Aviation Badges. Potential 66 Sonya Gary was welcomed by chapter members when she accompanied her flight instructor, Melinda Walton to a meeting.

Colorado Chapter's

Mile Hi Airderby at

Centennial Airport is open to all pilots and all airplanes for VFR flight. The race is held in September and will be a Round-Robin relay. During the Airderby, a Safety and Education Seminar will be held. Following the race, a banquet and dance with a short aviation program are planned at the Clarion Hotel on Centennial Field to celebrate the 50th Anniversary of the **Colorado Chapter**. Word had it that Joyce Hilche and Eddie Whistle hoped to fly the Air Race Classic in a 180 Comanche. Lu Purdy, Membership Chair, was chosen Member of the Year. Among other things, she increased membership by 30 members this year. Congrats to Millie Bobletter and Von Matheny. Millie won with a biplane design to accompany the poem written by Von

which will both appear on chapter note cards. At the Forest of Friendship event in Atchison, KS, the Colorado Chapter honored a fellow Denverite—"Jepp" Jeppesen, the developer of the widely used air navigation charts that bear his name. Lynn Ringer presented the Air Bear program to 315 students in March alone. Wow! Jennifer Caine and Marylou Pohl each spoke to Girl Scouts.

Dallas Chapter members welcome Marion Jayne who has transferred her membership from the Chicago Area Chapter. **Dallas'** Sandy Buschhorn has been named the 99 coordinator for AirLifeLine for any missions to be flown.

Fort Worth Chapter members Sheila Beck and Jeanette Hackler made plans for the ARC also. A hearty band of painters from **Fort Worth Chapter** descended upon North West Regional Airport and gave it a fresh Compass Rose. Leading the crew of roller wielders were: Carol Sue Wheeler, Juanita Waddell, Carol Morris, Charli Lamb, Helen Hylkes, Zena Rucker and prospective member Kathy Kidwell. Fort Worth's newly-elected officers are: Charli Lamb, Chair; Diane England, Vice Chair; Carol Morris and Helen Hyles,



New Orleans' Chair, Jonnie McAlpine, plays win, lose or draw with aviation phrases. Barbecue Fundraiser.

Co-Secretaries; and Co-Treasurers are Lottie Eubanks and Juanita Waddell.

A large contingent of 99s from the **Fort Worth, Golden Triangle, Dallas, Redbird Chapters** and their Section Governor participated in a tour of the American Airlines Training Facility. The

SECTION NEWS, continued

Director of Pilot Recruitment, Judy Tarver, told about the recruitment policies and criteria at AA. The group was also treated to a tour of the new addition that houses the newest simulators (among them a \$17M MD-11 sim); the load control room where aircraft loads are determined and forwarded to the pilots; the dispatch, crew scheduling, and weather centers; and the flight attendant training area.

Golden Triangle Chapter members donated two picnic tables to the Northwest Regional Airport which is a favorite gathering place for families—those who fly and those who are watchers. Members assembled the tables and then 'broke them in' with a picnic lunch. A visit to Mary and T.W. Wheelock's hangar revealed progress on their Skybolt homebuilt. T.W. has made high-speed taxi tests and expects to fly it soon.

High Country Chapter has a new logo. The members combined the April meeting with an airport beautification project. An outstanding number of members stayed for the hangar work detail at Kempton Air FBO, GJT Airport. Larry Kempton, 49 1/2, assisted and furnished the equipment and the floor



Don Geddes, CFI, Berry Cook and Fran Long, High Country, discuss the FAA Wings Safety Seminar.

cleaner. A lot of horseplay, doughnuts and coffee helped to make the broom handles fly. Springtime in the Rockies created a "go or no-go" situation for the chapter-sponsored, 3-day safety seminar and co-sponsored Wings Program in Grand Junction. Well known to the 99s, Sparky Imeson, author, gave the *Mountain Flying Seminar*. Over 150 pilots, student pilots and aviation friends from 15 surrounding communities attended.

Mick Wilson, FAA Accident Prevention Specialist from the Denver office gave 2 safety seminars: *Surviving an Air Crash* and *Weather*. Vern Foster, CFI&I and of the Colorado Pilots' Association, presented *Traffic Pattern, the Landing Approach and the Go-Round—Like a Pro*. For the Wings program, Civil Air Patrol Cadets helped on the flight line. Dena Kempton and Larry kept the planes going and handled the scheduling of the instructors and pilots. Deanna Strand was one of the Wings instructors and chapter members hosted refreshments (sharing them with GJT control tower personnel). **High Country** members have issued a welcome to new member, Cynthia Carlson who is also the new reporter for the *Ninety-Nine News*. At the Montrose Air Rendezvous, **High Country Chapter** members hosted an information and sales booth—handmade and designed by Linda Lake. Pat Blackwelder was her able assistant in organizing the event. 99 Amanda Woodward and 49 1/2 Richard Roth stole the show with their ungainly RAF Huntingdon Percival Pembroke. The airwork was interrupted by a snow squall and the act's ground-bound finale had the crew performing a precision umbrella drill on top of the plane. Be sure to catch this unusual airshow treat on the summer circuit! High Country's Alice Monroe and her C-175 with co-pilot Peggy Herndon planned to fly the 2,727.7 s.m. Air Race Classic.

Oklahoma Chapter members received (belatedly) the First Place Airmarking Award for 1989-1990 at the SCS meeting in Lake Charles, LA. This was Nema Masonhall's 71st consecutive Section Meeting. She deserves more than a round of applause! **Oklahoma** members welcomed new pilot and new 99 Mary Beth Hunt of Enid. Chapter membership now numbers 113 plus several 66's. Plans for the 13th Annual Okie Derby Proficiency Air Race, August 16-17, are progressing nicely. Chapter scholarships will be awarded following the Derby. Almost 10 percent of the membership attended the SCS Meeting in Lake Charles—that is, 10 members. Reporter Margaret Cosby wrote, "Happy 50th Birthday, Oklahoma Chapter—Fifty and Feisty and Flying! (Feisty and Flying are what the 2 Fs in Fifty stand for.) The Oklahoma members installed

new officers in June and thanked the outgoing officers for a job well done! Thanks to outgoing officers: Chair, Susie Mitchell; Vice Chair, Phyl Howard; Secretary, Helen Holbird; Treasurer, Pam Hones; and Membership Chair, Leda Hedglon.

Purple Sage Chapter members held a May installation meeting and later performed a three-day stint at Schlemeyer Field, Odessa, helping to register the visiting pilots to the First Annual Southwest Air Fair and Expo. Schlemeyer Field is the location of the compass rose that members planned to paint. The Fair was a huge success and **Purple Sage 99s** were glad to participate. Newly-elected officers are: Chair, Mary Alice Tidwell; Vice Chair, Sabrehna Wyche; Secretary, Patricia Petosky; and Treasurer, Betty Jones.

El Paso Chapter members held a meeting in the form of a Sunday brunch at the War Eagles Museum, Santa Tersea, New Mexico. **El Paso Ninety-Nines** will hostess summer Fly-In/Drive-In breakfasts at the West Texas Airport every first Sunday through September. A special ceremony was held for the unveiling of



New Orleans 99s host NCASE booth. Susan Coco, Jonnie McAlpine and Carol Renneisen.

the Lynn Stover Memorial Plaque which will be displayed in the War Eagles Museum. Axel Stover was present for the ceremony. Despite the high winds, newly-licensed Angela Oliver flew in for the meeting and Ruth Deerman had a guest present. Angela obtained her Private with the help of a 99 Scholarship.

continued on next page

CALENDAR

JULY 1991

- 19-21** **Hammondsport, NY** **Glenn H. Curtiss Museum**
Cradle of Aviation Flight Safety Weekend. For further info: Lindsley Dunn, P.O. Box 326, Hammondsport, NY 14840 or call: 607-569-2160
- 21** **Pancake Breakfast** **Kamp Airport**
Central New York Section Fly-In
- 26 to August 1** **"OSHKOSH"** **Wittman Field, WI**
EAA Convention and Fly In

AUGUST 1991

- 3** **Ephraim-Fish Creek, WI**
Annual Door County Fly In
Contact: Gail LaPook 312-589-0727
- 16-17** **OKIE DERBY** **13th Annual**
- 17** **Fly In, Frederick MD to AOA** **North Jersey Chapter**
For Info, contact: Beverly Shenkman
- 21-25** **Nantucket Island, MA** **Harbour House Resort**
Lawyer-Pilots Bar Association Meeting. Contact David Prewitt at 215-751-0500.
- 22-24** **Sentimental Journey '91** **Piper Memorial Airport**
Write: PO Box J-3, Lock Haven, PA 17745-0496 or Call: 717-893-4207
- 24** **Poker Circus** **Nevada High Sierra 99s**
For Info, contact: Dene Chabot-Fence, 702-885-7563 or 882-6700
- 31** **Hammondsport, NY** **Glenn H. Curtiss Museum**
Annual Glenn H. Curtiss Bicycle Race and Tour
607-569-2160

SEPTEMBER 1991

- 7** **Blairstown, NJ** **North Jersey**
- 12** **Kamp Airport** **Central New York**
Panel Discussion for Student Pilots, contact: Joanne Bolton
- 14** **Brookhaven, Long Island** **Long Island Chapter**
Annual Greater NY Antique Airplane Club Fly-In
- 21** **East Hampton Open House** **Long Island Chapter**
Contact: Kate Manchester
- 27** **Mile Hi Air Derby /Colorado Chapter's 50th Anniversary**

OCTOBER 1991

- 11-12** **Kachina Doll Air Rally** **Falcon Field, AZ**
The 24th Annual Kachina Doll Air Rally sponsored by the Phoenix Chapter of the 99s is a proficiency rally with scoring based on navigational skills, estimate of fuel and time, and spot landing. For an entry kit, send \$5.00 to: KDAR, c/o Elaine Ralls, 2539 N. 35th Avenue, Suite #10, Phoenix, AZ 85009. Information: 870-0208 or 973-1181.
- 26-27** **N'Awilins Air Show** **Naval Air Station, LA**

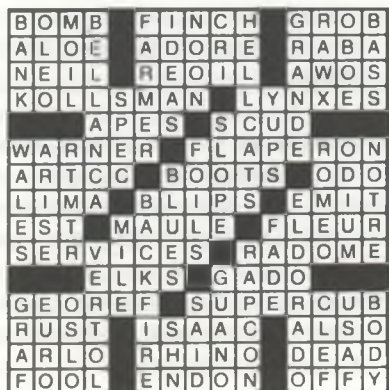
SECTION NEWS, cont.

Space City Chapter members are justifiably proud of the successful Space Shuttle flight that included their member, Linda Godwin. Linda, a mission specialist, wore a "Space City 99s" tee-shirt that was especially designed for the mission and will be cherished as part of the chapter's memorabilia. She also was happy to carry into space the helmet of famed aviatrix, Louise Thaden. Several **Space City** members traveled to Florida for the launch and Chapter Chair, Joanne Roemer, made it to California to see the landing as well. Space City members donned white cowboy hats and black cumberbunds to master blackjack, poker and roulette games and run a money-raising Casino Night for a Houston biotech company.

Tulsa Chapter's Jan Mauritson attended the U.S. Pilots Association meetings in Memphis. Cal Bess, a WWII pilot, gave a program on "Women in Aviation." Melissa Whitehead completed her degree in Dallas and returned to Green County where she will work at the Mental Health Clinic in Muskogee. **Tulsa** members welcomed new 99s to their midst: Delores Bookout, Evelyn Hayes and Jo Ann Bland. Sherry Jones is teaching a course on "Introduction to Flying" at Tulsa Junior College. Sherry's 16-year-old daughter, Alysia, soloed. Our congratulations to Alysia. Members heard a program from Charles Harris on the National Biplane Association. They are building a museum in Bartlesville.

Laura Richter, Ruth Nichols, Eddie Hanson, Claire Drenowatz, Lena Cronk, and Chair Gloria Bank of **San Antonio Chapter** enjoyed and appreciated the SCS Meeting in Lake Charles. San Antonio members welcome new members: Gale Tseu—a transfer from Member-at-large, Sharon Homuth, and Barbara Field. On Air Force Day, **San Antonio's** Barbara Faulk arranged for the chapter 99s to have an information and sales booth at Randolph Air Force Base. They braved the heat, humidity and hordes of people but were disappointed that no prospective members put in an appearance. In an innovation for the organization, an evening meeting was held at Mary Ann Greer's residence to not only discuss the International By-

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The Solution to Flyword Puzzle #1

by

Bob Gardner

*The puzzle is found on
Page 2.*

BUSINESS MEETINGS and EVENTS CALENDAR

DATE: 1991	SECTION/EVENT:	LOCATION:	CONTACT:
07 10-14	International Convention, 99s	Orlando, FL	Nancy Wright
07 26 to 08 2	EAA Convention	Oshkosh WI	Norma Freier
07 14-19	WAE0 Congress	Vienna, Austria	Chanda Budhabhatti
08 22-25	Northwest	Bozeman MT	Gwen Vaseden
08 30 to 09 2	North Central	Chicago IL	Dodie Jewett
09 12-15	South Central	Paris TX	Pat Ward
9 21-22	Western Canada	Calgary Canada	Mary Oswald
09 27-29	Southwest	Lake Tahoe NV	Lois Erickson
Fall	No Central	Chicago Area Chapter	Dodie Jewett
10 5-6	NY-NJ	Long Island NY	Dorothy Campbell
10 18-19	PAEO Congress	Las Vegas, NV	
10 23-27	AOPA Convention	New Orleans	
1992			
03	Australia and New Zealand	Christchurch NZ	Pam Collins
03 12-14	Women In Aviation	Las Vegas NV	Amy Carmien and Dr. Peggy Baty
04 24-26	South Central	Dallas TX	Pat Ward
Spring	Southwest	Palm Springs CA	Lois Erickson
Spring	No Central	Gr Cincinatti Chapter	
07 8-12	99 Convention	Kansas City KS	Pat Mlady
08 21-23	Northwest	Salem OR	Ginger Simmons or Trish Hanna
09 9-13	WASP 50th Anniversary	San Antonio TX	Pat Pateman
10 1-4	SW & SC Joint	Albuquerque NM	L. Erickson and P. Ward
Fall	No Central	Greater Detroit Chapter	

Compiled by Doris Abbate. NOTE: 99 members are welcome to attend all business meetings, for which there are no registration fees. Please send future dates and updates to new International Date Coordinator, Barbara Sestito.

Sweatshirts, T-Shirts & Nightshirts

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

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

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

(Include \$3 for postage and handling)



SECTION NEWS, continued

Laws recommendations but also to hold an informal get-together for 66s and prospective members. New member Debbie Wyrick spearheaded the super-social and the evening had a festive air. It was well supported by the membership and three 66s and one prospective member was introduced. Diane Mullins with her Navion and Barbara Martin were gearing up to participate in the ARC which promises to be a gathering of 99s.

San Antonio Chapter members held a successful Fiesta Safety Seminar, attended by 119 pilots who arrived for the seminar, cookies and coffee and stayed for the a chile and tea luncheon. San Antonio FSDO's Owen Russell spoke. 16 pilots in 14 airplanes signed up for the flour-drop and spot-landing contests. A 15-knot quartering to direct crosswind



San Antonio: Registration for Fiesta Fly-In Safety Seminar and Contests. Contest Chair, Laura Richter (l) and Mary Ann Greer (r).

made the contests challenging. Flour bombs were dropped to within 24 feet of the target to as far away as "somewhere in Texas," as one pilot put it. Kudos to all the participants and especially to Ginny McDaniel, Air Activities Chair; to Lena Kronk, Carol Fox, Laura Richter, Joan and Lou McCasland, Castroville FBO operators, and Chapter Chair, Gloria Blank.

A great meeting for San Antonio Chapter members at Alyce Taylor's Alpha Tango Flight School included new members Debbie Cool, Molly McDaniel, and Debbie Wyrick; former 99 Barbara Field from Kerrville; Air Force Instructor Pilot at Laughlin AFB, Sandra Stevens, and her sister, Annette Stevens; and Sharon Homuth. Members plan to get after the Texas Legislature for wanting to impose a tax on avgas.

The **San Antonio Chapter** members anticipate an interesting annual installation dinner as the Bulverde Dinner Theater opens its doors to the 99s and Sharon Knibe presents her one-person play, "Amelia Lives." Outgoing Chair Gloria Bank declared that May was 'a 99 month' with their FAA Safety Seminar and Competition, the SCS Meeting, Air Force Day Booth, Prospective Member Social, arrangements for the annual Boy Scout Badge Workshop and a Hondo Fly-to-Lunch; and finally, the Installation dinner with Chapter Awards. Margaret Cosby wrote, "It has been a 'whew!' windup to a busy two years."

(Ed. note: Margaret should be justifiably proud of her son, a U.S. Air Force F-16 pilot. Mike returned from Operation Desert Storm safely and with the added honor of having received the Bronze Star. Our congratulations!)

NOTE: Jan Walton, **Iowa Chapter** Ninety-Nine from Marion, Iowa, wrote, "My husband, Perry, and I would like to invite those members flying to the Oshkosh EAA Convention to stop at the Marion Airport, Iowa, operated by P&N Flight and Charter, to use any or all of our services. For members during the Convention: \$.30 per gal discount on current price of MO gas; \$.30 per gal discount on current price of 100LL; tie downs and overnight camping at NO CHARGE and of course a pit stop and FREE coffee and goodies. Phone 319-377-9437 or 319-377-0457. Marion Airport Unicom=122.7. Elevation=862."

Twelve members of the **Eastern Pennsylvania Chapter** attended the **Middle East Section Meeting** at Staunton, VA. The report has it that the weather couldn't have been more cooperative and the Shenandoah Valley Chapter members were most hospitable. Tours to various places of interest were enjoyed by participants and the lovely town of Staunton—rolling and hilly—is home to much history. The Safety Education Award was won by **Western Pennsylvania Chapter** and the personal education award by Christine St. Onge of Western Pennsylvania.

Eastern Pennsylvania's Sandy Elwell is instructing at Flying W Airport and for the Eagle Flight at Caldwell-

Wright Airport. Eagle Flight is an incentive program, a project of Rev. White's for inner city teenagers from Newark and East Orange, NJ. Karen Gauby spoke to 10th grade girls at a Career Day Seminar sponsored by the American Association of University Women (AAUW) and took an 11th grad girl under her wing for a day. The student had expressed an interest in aerospace engineering. Following Karen for a day showed the girl aviation from the Air Traffic Control perspective, then Karen took her to visit an FBO and examine a C-152. Mary Wunder, Gayl Henze, Adelle Bedrossian, Kate Macario, Gina Martin, Cindi Kramer, Dottie Miller, and Nancy Kyle attended a Safety Seminar which was co-sponsored by Eastern Pennsylvania Chapter. Kate Macario,



New Orleans 99s display a "Flag Cake" at their BBQ Fundraiser. L to r: Peggy Thionville, Millie Thomas, Susan Coco, Carol Renneisen, Jaime Gonzales, Jonnie McAlpine, Kay Brune, Suzi Major and seated: Emilie Shephard, Jean Anderson, Mary Donahue, and Madeline Ales.

Maysie Henrotin and Lola Tomlinson attended Sun 'n Fun. Kate and Maysie flew in the open cockpit New Standard D-25 piloted by Steve Oliver—a five passenger, radial-engine powered craft that barnstormed in the '20s and was previously owned for 34 years by New Jersey Hall of Famer, Johnny Thomson. Louise Sacchi spoke to a woman's book club about women in aviation and ocean flying and Anne Shields spoke to Valley Forge Taildraggers Club about her trip to Russia.

The **New England Section** meeting was held in May. It featured guest speaker, Larry Webster, a volunteer at the New England Air Museum and a member

SECTION NEWS, continued

of TIGHAR, the international group of historic aircraft restorers. Ninety-Nines from Canada, Long Island, and all of New England were in attendance.

Southwest Section Reporter, Kathleen Browne, wrote that the **Aloha Chapter** held a Lanai Sale and Fundraiser—a complete success. Special kudos to Jan Halpenny and Vivian Fagan for their hard work. Donna Frost-Swank was furloughed by Aloha Air Lines but has been recalled for 30 days to fly night cargo. **Aloha's Apuepuelele**—a time and fuel proficiency contest—was planned for May. Sara Maher is having some misadventures during her instrument flight training and Janet Baldwin is working reservations and maintenance for Air Molokai.

Bakersfield Chapter had a treat for the April meeting. The members met at the home of Geneva and Wayne McNamee to see the Avid Flyer kit plane in progress. Geneva won the kit in the International Sweepstakes. **Bakersfield** members were asked to assist at the Minter Field Air Show, "1991 Warbirds in Action." Pat Church has been appointed to serve on the Caltrans Aviation/Aerospace Education Committee. This committee is responsible for developing statewide aviation education and awareness strategies.

Coyote Country Chapter members have established, with the help of Jean Schulz, the daughter of Pamela Van der Linden, a scholarship fund to assist women in the pursuit of their aviation careers.

Fullerton Chapter members held a Poker Run and Bar-b-que Fly-In in April as well as a Girl Scout Tour. Also in April the **Fullerton** members sponsored a "Celebration of Women in Aviation" Day. An IFR Refresher was planned for May with Rod Machado as the featured speaker. Sylvia Paoli was one of many pilots who helped to fly approximately 600 handicapped children in March.

Imperial So-Lo Chapter members airmarked Imperial Airport in April.

Long Beach Chapter's Laurel Romm is a Accident Prevention Specialist with the FAA and is an advanced ground instructor. Barbara London was featured in the February 1991 issue of *General*

Aviation News & Flyer. The article was entitled, "Pioneers in War," and compared the WAFS and WASPS in WW II and the female pilots of Desert Storm. **Long Beach** members welcome new 99s, Shannon Sheridan and Jenifer Williamson.

Los Angeles Chapter member, famed aviatrix Mary Haizlip, was the guest speaker at the Museum of Flying Volunteers meeting in March. She was honored at the opening of the Women in Aviation Exhibit at the Wedell-Williams Museum in Patterson, Louisiana and she was also the speaker at the South Central Section Luncheon. Mary set a speed record at 252 mph in a Wedell-Williams racer in 1932 at Cleveland during the National Air Races.

A fly-in was organized by members of the **Monterey Bay Chapter** for the Memorial Day weekend. They planned to set up a booth from which to serve coffee, strawberries and shortcake. **Monterey Bay's** Bobbie Garin and Dell Hinn did a Salinas Airport tour in April. An Air Tour



New Orleans Chair, Jonnie McAlpine and Treasurer, Susan Coco, present a group photo of the New Orleans Chapter members to International President Marie Christensen (l) and Vice President Pat Forbes (r).

of Santa Cruz Country Airport was a success. Forty-two invitations were sent to mayors, police and fire chiefs, city council members and the like. Thirty-seven of those invited arrived ready to fly.

Mount Diablo Chapter members hostessed 150—a great success as a fundraiser—for a BFR Refresher. Betty Salcido is the newest member of the chapter. A Mount Diablo scholarship fundraiser was planned for June, a Poker Run. It comes on the heels of a successful chapter proficiency flight to Clear Lake in April. The members held practice sessions on stalls and steep turns and held a spot landing contest. **Mount Diablo's** Elaine

Yeary made presentations to five classes in March at the Joe Henderson School as part of the Eagle Flight Program and Anne Barber was to make an Eagle Flight presentation in April. Several Mount Diablo members toured TRACON in April.

Chapter elections were held in April in the **Phoenix Chapter** and you can read of the results of those elections in an upcoming issue of the *Ninety-Nine News*. Phoenix members Kathleen Browne, Lillian Brewer, Molly Gentry, Lois Eaton, Nancy Nay, Ann Newcombe, and 66 Jackie Whitford manned the information table at the Scottsdale Air Fair in April. The completion of the airmarking that was begun in January at Deer Valley was achieved by members of the **Phoenix Chapter** in April. Also in April, the chapter meeting was highlighted with the long-awaited video of the November 1990 meeting of members of the chapter with Barry Goldwater.

Redwood Empire Chapter members hosted a Flying Companion Seminar in May. Cinda Weber is a new member and Penny Semray and Michele Carter are new 66s. The speaker at the **Redwood Empire** April meeting was Nancy Terhorst from the Napa Control Tower.

Sacramento Valley Chapter members airmarked the Sacramento Executive Airport in April. May was the date for the Executive Air Fair and **Sacramento Valley** members were rounding up speakers and volunteer workers. The Half Moon Bay Fly-In was rescheduled from March to April due to inclement weather.

San Fernando Valley Chapter members have scheduled a Flying Companion Seminar for June. In April, members airmarked the blast fence at Van Nuys Airport. They painted the logo and "Welcome to VNY." Betty Barlia is a returning member and Kim Anthony is brand new. **San Fernando Chapter's** Sinead Sands has been hired by United Air Lines as a Flight Engineer on B 727. She will be based at SFO. An overnight fly-in was planned for June to Grass Valley in northern California. Volunteers have been sought for

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SECTION NEWS, continued

assistance at the Van Nuys Air Expo in July.

"The Santa Ynez glider rides were great," is the report from the **San Luis Obispo County Chapter** members. The 99s had *Airplanes On Parade* between sessions of the FAA Accident Prevention Seminar at Pasa Robles in April. JoAnne Williams is the newest 66 in the chapter.

Joan Steinberger is the chapter historian for the **Santa Barbara Chapter**. 66s Patty Stetson-Kassity and Wendy Lund have soloed and are working toward solo cross country flights respectively. A fly-in was planned by **Santa Barbara Chapter** members in conjunction with the Watsonville Air Show in May. 99s planned to fly to see the show on Saturday and fly on to Columbia on Sunday, to return on Monday.

While on the subject of the Watsonville Air Show, the **Santa Clara Valley Chapter** members also planned to offer two booths for the three days of the airshow. Their Pasta Night was a success. Professor Tom Leonard gave the status of the San Jose State Flight Team. New members are welcomed in the **Santa Clara Valley Chapter**: Frances Carrasco, Judy Williams, Betty Patterson and Rose Ashford. Chapter 66s have been busy: Carol Jorgenson passed the oral portion of her checkride. Nicole Giroux is working on cross country flights. Betsy Britten flies out of Palo Alto. Katherine Thomas, who soloed last fall, flies out of Reid-Hillview. Chapter members held a Flying Companion Seminar in April. Marcie Smith joined Juanita Ryan at her school to discuss how airplanes fly, the parts of an airplane, and to assist in a paper airplane contest. Peg Ewert took 9 young astronauts on a tour of the San Jose International Tower.

Members of the **Sierra Foothills Chapter** planned to lead tower and FSS tours at Sacramento Executive Airport in May as part of an aviation day. A Challenger Learning Center is being proposed for the airport.

At the April meeting of the **Utah Chapter**, members welcomed back Joan

D'Amico who recounted some of her training at OKC. The speaker was Jim Ralph from the Salt Lake FSDO. He spoke about the new program being offered by the FAA entitled *ACE*. Utah's Dot Strate is now a certified scuba diver and Barb Coleman has a new job and new toy—a laptop computer.

Fullerton and Long Beach Chapters' newsletters contained information about the Pacific Coast Intercollegiate Flying Association Competition. Reporter Kathleen Browne compiled the

The top 3 teams went on to compete in Houma, LA. The top woman pilot in the category of safety was Christa Parks of Cochise."

Santa Maria Valley Chapter, Southwest Section, presented its annual spring Aviation Awareness Day which was co-chaired by Sonja Gerfen and Charlotte Redford. Nine high school students from the Gifted and Talented Education program (GATE) participated. The all day event began in the Museum of Flight at Santa Maria Airport. Delta

Airline pilot Gary Smith discussed commercial aviation careers. Tours of the National Weather Service, Santa Maria Airport Tower and American Eagle Commuter Airline followed. Chapter members Suzi Monti, Diane Pirman, Trish Baker, Cheryl Cooney and Sonja Gerfen took the students from pre-flight to actual flights around the city and the Pacific Coast. Pat Rowe, Eileen Wyckoff and Pat Viker also assisted. After a picnic lunch, the students were introduced to VFR charts and basic



Orange County Flying Companions. Eleanor Todd, on "How to Plot a Course."

following from those newsletters: "PCIFA Competition was held at Brackett Air Field on March 22-24. It was TENSE, EXCITING, EXHILARATING, and COLD for those who were outside all day. Due to the weather all of the landing events (spot, power on, power off) and air drops took place on Saturday. The navigation event, which was postponed until Sunday, ended up being cancelled altogether. The simulator, aircraft recognition, scan exam, and pre-flight inspection events went as planned.

"Top Team Awards went to: **1st**—Embry-Riddle University, Prescott, AZ; **2nd**—Mt. San Antonio College, Walnut, CA; **3rd**—San Jose State University, San Jose, CA; **4th**—Arizona State University, Tempe, AZ; and **5th**—Cypress College, U of Arizona, Tucson, AZ.

"Congratulations to these top schools.

navigation which was followed by a debriefing and student evaluation. This is the third year that the local school administration has asked the Santa Maria Ninety-Nines to sponsor this popular event and the GATE students receive grade credit for participating. (See Photos on page 3.)

"The **Memphis Chapter** continues an active stance in the Aviation Community while having an outstandingly exciting time," wrote Carolyn Dieter Sullivan. **Memphis Chapter** members obtained a booth at the *Memphis In May Airshow on the Mississippi River* and planned to sell many aviation-related items to raise money for a new scholarship, the idea of Nancy Miller, chair prior to being transferred. The scholarship is a reality after diligence on the part of the committee—Cindy Gauthier, Dynelle Johnson, Carolyn Sullivan, Caron Yates, Leen Hunt—and perusal by Sylvia Paoli, 99s Counsel. Members plan to award the scholarship twice a year for a woman stu-

SECTION NEWS, continued

dent pilot to take her long-cross country, the amount limited to \$200. Memphis Chapter members, 49 1/2s and friends enjoyed *Amelia Lives*, the play starring Julia "Cookie" Ewing at the Harrell Performing Arts Center in Collierville, TN. Prior to the play, 99s were introduced and an article and picture appeared in the *Collierville Herald*. New Officers for Memphis are: Cindy Gauthier, Chair; Gail Wardlow, Vice Chair; Sandy Kelly, Secretary; and Dynelle Johnson, Treasurer.

The Memphis Chapter members also enjoyed a field trip to the FEDEX MD11 simulator arranged by 99 Cindy Gauthier and her 49 1/2 Marc Miller. Marc presided in the left seat of the sim where takeoffs, landings and tours of the Anchorage, AK and Memphis, TN areas were enjoyed. Marc was instrumental in the development of the visuals that are extremely faithful to the real world for the Anchorage Airport and environs.

North Central Section reporter Myrna Stephens wrote, "Some North Central Section Chapters have new officers." **Indiana Dunes Chapter** members elected Gail Schroeder, Chair; Dee Bohman, Vice Chair; Donna Stevens, Secretary; and Pam Fleming, Treasurer. **Lake Michigan Chapter** members are headed by Barbara Goodwin, President; Ann Meengs, Vice President; Betty Young, Secretary; and Mary Gardanier, Treasurer. The **Lake Michigan Chapter** members met in April in Kalamazoo and initiated three spouses as 49 1/2s.

Indiana Dunes members learned about paraplanes at their May meeting in Walkerton. A paraplane, that travels at 26 mph at 500 to 1000 feet above the ground, was exhibited for the members. Indiana Dunes welcomed new members: Bea Gill and Tina Jo Stouffer. Bea, a retired RN and bride of 2 years, and her husband own a C-152 based in Mishawaka. Tina Jo, from Elkhart, began flying lessons with her father but managed to get her license first. Linda Mattingly has been awarded the VIP (Volunteer Involvement Program) Award

by her employer Dayton Hudson and Marshall Field. The award is given annually to qualified employees for their volunteer commitment. The \$250 award will be given to the Amelia Earhart Scholarship Fund. Congratulations, Linda. Indiana Dunes members have awarded two \$25 savings bonds to students with outstanding projects in the Regional Science Fair held in South Bend. They also brought home triple honors from the North Central Section meeting: Donna Stevens earned the chapter first place in Member-



New Orleans Chapter Treasurer, Susan Coco, at NCASE with Chuck Yeager and Scott Crossfield.

ship and 66s and Dee Bohman's scrapbook committee won second place.

Greater Detroit Chapter members congratulate their Lynn O'Shaughnessy who has been named an FAA examiner.

Joe Savine, husband of Marlene, has been chosen as the **Michigan Chapter** 49 1/2 of the Year. Linda Druskin is **Michigan's** nominee for the Governor's Service Award. The Michigan Wing Civil Air Patrol presented the Frank G. Brewer CAP Memorial Aerospace Organizational Award to the Michigan Chapter at the CAP Conference held in Kalamazoo in April.

Indiana Chapter members welcome new member Ginger Brotherton. They held their April meeting in Evansville where they also toured the Dress Regional Airport Tower.

Wisconsin Chapter 99s participated in

Daffodil Days by transporting 59,000 daffodils throughout the state. Now they are busy preparing for a Pancake Breakfast.

All Ohio Chapter members have added three new members: Wendy Power (a transfer from Michigan), Linda Keller and Ashley Caston. They also have a new 66, Grace Tempos.

Chicago Area Chapter members held a "Treasures in the Attic" sale to raise funds for Wing Ding 1991, the fall section meeting to be held in Chicago.

Chicago Area members are proud of 49 1/2s Ralph Madsen and Frank Schorsch who received the North Central Section 49 1/2 awards. Barbara Dittmer, Chicago Area, has been chosen as a participant in the Women's Executive Leadership Program sponsored by the U.S. Office of Personnel Management and Karen DeRam will be flying First Officer on a DC 8 for Flagship International Freight. She is the first female First Officer in the history of the company.

Happy Landings, Karen.

New England Section reporter, Meta Politi, wrote, "The New England 99s had a great two-day meeting in May in Groton, CT. The **Connecticut Chapter** members were the hostesses of the event under the capable leadership of Denise Dostoler. The opening program was a presentation of the Canadian Operation Skywatch. Margo McCutcheon and members of the international committee showed slides of their operation which started in Ontario about 12 years ago. They volunteer to look for and document any illegal pollution that they find. This is aimed at assisting the government in cleaning up the polluted areas."

While 99s met, the spouses and guests toured the Nautilus Museum. Governor, Betty Erickson, chaired the meeting and reported on latest information from her meetings at headquarters. The speaker, Larry Webster, curator at

Continued on the next page

SECTION NEWS, continued

the New England Air Museum, is involved with the restoration of aircraft, primarily military planes. He presented slides to illustrate the use to which a museum puts the parts of wrecked aircraft in the restoration process.

Mary Shea, Chair of **Western New England Chapter**, was honored as the Flight Instructor of the year for New England for 1990. Congratulations, Mary!

Barbara Mead, the section reporter for the **New York-New Jersey Section**, has written to report on an honored pair of 99 chapters. **The two New Jersey Chapters—Garden State and North Jersey Chapters**—were honored at the Teterboro Aviation Hall of Fame Dinner, May 14, with the Fred Wehran Award. The Hall of Fame inducts individuals (our own Kay Brick has been so honored) and the Fred Wehran Award is presented to groups who contribute to aviation. For their efforts on behalf of New Jersey aviation, each chapter received a commemorative plaque which was presented by Fred Wehran's daughter. She also presented a photograph of her father and 99 Charter Member Ruth Nichols. Several Ninety-Nines and guests were seated in the audience and enjoyed the evening. Congratulations are in order! Donations were

made to the Memorial Logbook at Teterboro Aviation Hall of Fame in the names of Viola G. Schultz (99 and North Jersey Chapter member) and Major Marie Rossi (the New Jersey pilot killed in action, Desert Storm).

New York-New Jersey Section's Ways and Means committee selected pool towels with an aviation theme for this year's project. Judy Bolkema submitted the "winning" design which proved to be so popular that she was asked for a sequel. The designs (featuring either a high- or low-wing craft with LIFT, THRUST, WEIGHT, DRAG and a high-wing with PITCH, BANK, YAW) are also popular with the non-flying but aviation-interested public.

Operation Skywatch is taking off. Many of the chapters have already

assigned a liaison. Marilyn Kamp and Joanne Bolton of **Central New York Chapter** are the spirit behind this Section effort. Marilyn presented the current status at the recent Section Meeting in Niagara Falls and Marilyn and Joanne attended the New England Section Meeting to present Skywatch. They will also make a presentation at International in July. This program is based on the work done by the First Canadian Chapter and their successful efforts.

Western New York Chapter



Lake Erie Chapter members met for annual church memorial service. L to r: Gaye Wohlin, Missy Wicks, Evelyn Moore, Meigs Adams. Back Row: Marg Juhasz, Pat Stark, Michelle Hovanek, Helen Sammon, Wilma Grootegoed, Lori Perry, Debbie Downey, Bernice Barris.

members hosted the Niagara Falls Spring Section meeting. At least six plane loads flew in for the event. The Chapter did an outstanding job—great program, delicious food, and spectacular sightseeing.

Long Island Chapter welcomes new member Mary Anne Kastoulas. **L.I.** had 8 planes at its 6th Poker Run, each plane flying several hands and players. Winner Hal Cabot is a 49 1/2 from Eastern New England Chapter. Third prize went to Richard Lawrence, a 49 1/2 from the North Jersey Chapter. Bozena Syska, Long Island Chapter, won fourth prize saving the women from being totally shut out. The chapter members wish a speedy recovery to Charlie Harris, Donna's 49 1/2, who was in a bicycle accident in April. Charlie had just flown his plane back safely from Kentucky, which goes to

show that we're safer in the air.

Ida Van Smith and Doris Abbate planned to attend the International Forest of Friendship ceremonies in June. The chapter has begun a fund to put a plaque in the Forest for Major Marie Rossi, killed in Desert Storm.

Long Island members are actively meeting with other 99s. In March, Jill Hopfenmuller, Dotti Campbell and Pat Rockwell attended the East New England Awards Luncheon. Three members attended the Spring Section Meeting in Niagara Falls. Jill Hopfenmuller, Doris Abbate and Bozena Syska attended the New England Section Meeting in May. Bozena, visiting friends in California, took the opportunity to attend the **San Fernando Valley Chapter, the Palms Chapter and the Orange County Chapter meetings**. Bozena took her first helicopter ride while on the West Coast. Even though the winds were gusting to 30 kts, she found the low altitude flying (300 ft.) more daunting. She says that as a fixed wing pilot she loves ALTITUDE. The Long Island Chapter members issued an

invitation to B.J. Ault, the new Accident Prevention Regional Manager for the New York-New Jersey area, to speak at their meeting. A 99, B.J. stressed her "open door policy, especially to 99s" and hopes to foster more positive thoughts about the FAA with pilots. The Fall Section Meeting will be hosted by the Long Island Chapter members at the Holiday Inn. Dorothy Campbell and Joyce Malkmes, co-chairs for the meeting, are already busy on plans to ensure it is a successful event.

North Jersey Chapter members sponsored two safety seminars at which Rod Machado presented "The Psychology of Cockpit Wisdom" and "Insights Into the Art of Single Pilot IFR Flying." A witty speaker, Rod kept the 400 person audience glued to their seats. They all returned the

SECTION NEWS, continued

second night and it was SRO! (Standing Room Only!) The North Jersey Chapter is growing by leaps and bounds. To keep everyone up to date and in touch, Doreen Tighe has put together a Chapter Directory which has been a Big Hit! Another of the Chapter's secrets of growth is its active "66 Student Pilot" program. Beverly Shenkman, the program's chair, reports that there are 12 student pilots, Mary Sue Vizet the newest member. This group attends regular chapter meetings and also holds separate meetings where they delve into issues affecting students.

In North Jersey's May elections, Leslie Highleyman was reelected Chair; Jeanne Kent, Vice Chair; Judy Bolkema, Secretary; Susan Pucci, Treasurer. The officers were installed in June. Welcome to new members: Frances Gemgross, Brenda Hallett, and Nancy Norris.

Event Chair, Barbara Mead, reported that the Annual Poker Run was successful beyond all expectations. 67 plans flew 165 hands. That is almost double last year's participation which was almost double the participation of the year before! Asked how she did it, she responded, "With A.J. Starr running publicity and Beverly Shenkman finding prize donations and Tara Donn as vice-chair, it was a snap!" Fortunately, Leslie Highleyman was armed with a hand-held radio to park airplanes (67 on the ground at Blairstown with a glider meet also in progress). Everyone reported having a good time and promised to be back next year. Barbara is retiring from the event and passing the honors to Tara.

Members and friends of the New York Capital District Chapter turned out to spot and judge the landing events at the NIFA practice in April. The event, hosted by RPI at Rensselaer County Airport, was a great success—a rewarding experience for all participants and supporters.

Members of the Central New York Chapter supplied cookies for the Safety

Seminar they co-sponsored with Kamp Aviation and the FAA in May. Seven members and two prospective members were on hand to help with the 200 attendees. In addition, Joanne Bolton provided a small 99s display at the Kamp Airport booth at the Mohawk Valley Community College Mayfest. The major activity in which Central New York members are involved is Operation Skywatch. This program has generated a lot of interest in the New York-New Jersey Section over the past few years. It



Mary "Willy" Mattocks, Jeanne Kent, Blossom Friedman at the New York-New Jersey Spring Section Meeting.

has been elevated to an International Committee which has been keeping Joanne Bolton and Marilyn Kamp busy! Heather Bettig recently finished the camera-ready artwork for the posters.

Central New York members are gearing up for Commander's Day at Griffiss Air Force Base, Rome, NY, at which they plan a display booth. The Open House and Air Show will feature the Thunderbirds. In September they plan to host "Everything You Wanted to Know About Flying But Were Afraid To Ask," which will be open to the public for all student pilots or others interested. Seven members attended the Section meeting in Niagara Falls and Marge Weslick has completed the Chapter Directory and will be distributing it to chapter members.

The Garden State Chapter members held the year's first Pennies-a-Pound at

Allaire Airport in early May. Despite "competition" from the local parade to welcome home troops from Desert Storm, they had the opportunity to introduce a number of people to the thrill of seeing the world from the aviator's point of view. 58 flights flew 156 people. An added treat for the 99s was to personally meet General Gray, Commandant of the U.S. Marine Corps who landed at Allaire in a Gulfstream II to attend the Desert Storm rally. Many also got to tour the Gulfstream. Three

members of Garden State attended the Section meeting and enjoyed the time "up north." It was a pleasure to see Canada. "We apologize to Darla for waiting until we were on the bridge to inform her that she had two non-U.S. citizens with her. However, all went well and we got back with no problems. It was great fun to visit with members from other Sections and to compare notes." The Garden State members spent a great deal of time in preparation for their Garden State 300 which was held in June.

P&N Flight and Charter, Marion Airport, IA, is owned by Ninety-Nine, Jan Walton and her husband, Perry. They invite all pilots who are Oshkosh Bound to stop at their airport to use any and all of their services. They offer a discount on fuel and free tie downs and camping. Jan added, "Of course, a pit stop and free coffee and goodies." Marion Airport Unicom-122.7, the elevation is 862 ft., and the phone is 319-377-9437 or 0457.



GENERAL COUNSEL

by Sylvia Paoli

We are all familiar with the controversies surrounding "product liability," having heard that blamed for the high cost of airplanes, for the failure of manufacturers to continue in the business of producing airplanes and/or parts, and for high insurance premiums. Unfortunately, it has now come home to the 99s as well, with the addition onto the insurance policy covering International and all the sections and chapters of an *exclusion* for products.

As we all know, we sell lots of products. While it is not probable that (1) any of our products could cause injury or, (2) if it did, that the organization would be held responsible for the damages, nonetheless, it is something with which we must be concerned. If a product were manufactured defectively, the ultimate party responsible would probably be the manufacturer, not the seller—the 99s. Still, the organization could and probably would be sued in such a situation, and have to bear the cost of defense, which could be many thousands of dollars.

Therefore, so long as this exclusion remains on our policy as it now stands, it is extremely important that no chapter or section market ANY product with the 99s insignia—in any of its forms—on the product without permission from headquarters. In making your request for that permission, please be sure to describe in some detail—and in writing—exactly what the product is and what it does, if applicable. In granting or withholding that permission, the possibility of injury from the product will be weighed against the likelihood that it will not be a dangerous product, and a value judgement made, for the benefit of the organization as a whole.

AWARDS and HONORS

The New Orleans Ninety-Nines extend their best wishes to Captain Carol Renneisen who has been hired by the Drug Enforcement Agency. Capt. Renneisen, USAF Reserves, has been training as a basic agent at the FBI Academy in Quantico, VA, a course that is generally a year in length. At the culmination of training, she will be ready to fly as an agent/pilot for DEA. Capt. Renneisen has over 2000 flight hours, is a Mission Pilot in the Civil Air Patrol, an active member of the New Orleans Chapter, and a member of the New Orleans Navy Flying Club. It is planned that Capt. Renneisen will be assigned to New Orleans at the completion of her training. We can all join the New Orleans 99s to wish Carol congratulations on her selection and success in her training and in her chosen career.

Congratulations to Karisa Holen, Garden State Chapter, Winner of the Alice Hammond Scholarship.

Twenty-four **YOUNG ASTRONAUTS** from Ben Franklin Elementary in Kirkland, WA, experienced the joy of flight with members of Western Washington Chapter Ninety-Nines in April. Four planes, owned by women pilots—Ninety-Nines—Carolyn Carpp (Cardinal 177B), Jan Liberty (C-180), Marilyn Moody (Bonanza) and Cathy White (C-170B), flew in and out of Renton Airport for over two hours in clear, sunny weather. For many students, it was the first opportunity to fly in a small plane. Student comments ranged from, "Wow, I can't believe it!" to "This was the best day of my whole life!" Four parents, who became excited at what their children were experiencing, were given rides as well. Assisting on the ground was 99 Anita Hapka and Chris Conrad, one of the **YOUNG ASTRONAUT** leaders. When not flying, the students toured the Renton Airport Control Tower. Renton Air Traffic Controller Jo Anne Andrus, Rainier Chapter Ninety-Nine, helped to coordinate the activity with the other controllers. That afternoon, two other controllers were women who were also pilots. The **YOUNG ASTRONAUT** program has been in existence for 5 years at Kirkland's Ben Franklin Elementary. The leaders of the *Franklin Space Eagles* are Carolyn Carpp, 3rd Grade Teacher, (shown in Verna West photo below) and Chris Conrad, former PTA President and Franklin parent. The students study space and aviation while improving their grades in science and sites as Seattle's Museum of Flight and mathematics and they enjoy field trips to such as a Lake Washington School District Creative Integration of Technology, Math NAUTS. She also received the 99s highest given to women pilots in the eight Pacific Science Center. Carolyn Carpp won aerospace education. Jan Liberty is Employee Recognition Award in 1990 for WA) who has been involved in aerospace and Science with the **YOUNG ASTRO-Northwest Section Achievement Award** in the Washington Aerospace Education Bonanza across the U.S. several times and the Northwest states, primarily for her work in education for a number of years and the and is working toward her CFI rating. All 1989. Both women serve as elected officers in the dynamic Ninety-Nines. Association. Marilyn Moody has flown her **+** Cathy White has been flying for four years of these skilled and inspiring women are



improving their grades in science and sites as Seattle's Museum of Flight and a Lake Washington School District Creative Integration of Technology, Math NAUTS. She also received the 99s highest given to women pilots in the eight aerospace education. Jan Liberty is WA) who has been involved in aerospace winner of the Achievement Award in in the Washington Aerospace Education Bonanza across the U.S. several times and and is working toward her CFI rating. All leaders in the dynamic Ninety-Nines. **+**

NEW RATINGS

Robyn Sclair	Northwest Section	MEL-ATP
Susan Coco	New Orleans	Instrument
Ursula Gilgulin	Colorado	FAA Examiner, Renewal
Ann Sholten	Colorado	CFI
Sue Harper	Colorado	IFR
Bernadette Cooney	El Paso	IFR/Commercial
Nancy Jacobs (Mayo)	El Paso	IFR
Bonny Feather	Texas Dogwood	Motorized Glider
Debbie Wilson	Oklahoma	Instrument
Sabrehna Wyche	Purple Sage	Commercial, ME
Priscilla Barbee	Purple Sage	AFR
Ann Pilkenton	Shreveport	ME-CFI
Linda Morrison	Greater Seattle	IFR
Kathy Schossler	Greater Seattle	Commercial SE and ME
Jane Roosevelt	Columbia Cascade	Instrument
Tamara Sheffman	Florida Goldcoast	Commercial ASEL
Sharon Stieber	Florida Goldcoast	Commercial ASEL-AMEL, ME Instrument
Gail Sanchez	Montana	Commercial
Esther Frederickson	Midnight Sun	Seaplane
Rosella Bjornson	Alberta	737 Captain, Canadian Airlines
Anna Pangrazzi	First Canadian	Class I IFR
Lorie Jocius	First Canadian	Commercial
Adele Fogle	First Canadian	Class I IFR
Mary Norman	First Canadian	Class II Instructor
Betty Erickson	North New England	Commercial
Linda Fish	North New England	Instrument
Lisa Brand Agnew	Santa Barbara	Rotor Commercial
Dynelle Johnson	Memphis	IFR
Ann Egermeyer	Memphis	IFR
Judy Longenecker	Indiana Dunes	MEL
Peg Figley	All-Ohio	MEL
Dee Ditton	Three Rivers	Instrument
Mary Anglin	Michigan	FAA Examiner
Dot Lee	Long Island	IFR
Sandra Martinelli	Garden State	Commercial
Barbara Para	Garden State	CFI
Sandy Martin	Eastern New England	CFIA SEL
Mary Beth Hunt (66)	Oklahoma	Private
Connie Jones (66)	Long Island	Private
Bea Gill (66)	Indiana Dunes	Private
Nancy Calhoun (66)	El Paso	Private
Denise Tuinier (66)	Lake Michigan	Private
Anita Israel (66)	Western Washington	Private
Ann Besley (66)	Colorado	Private
Ruthie Hawks (66)	All-Ohio	Private
FAA Wings Program:		
Wally Funk	Long Beach	Phase IX
Doris Lockness	Mt. Shasta	Phase VII
Lou Ann Gibson	Long Beach	Phase VI
Jeanne Hillis	Columbia Gorge	Phase III
Marla Stevenson	High Country	Phase II
Kennie Ruth Patterson	High Country	Phase II
Dena Kempton	High Country	Phase I
Mary Hermann	High Country	Phase I
Deanna Strand	High Country	Phase I
Judy Humphries	High Country	Phase I
Barry Cook	High Country	Phase I
Linda Lake and 49 1/2 Roger	High Country	Phase I

Melanie Maracek, Kissimmee, FL, **FIRST WOMAN TO WIN IN THE 12-YEAR HISTORY OF THE HARE AND THE HOUND RACE OF SUN 'N' FUN**, is a Hot Air Balloon Pilot, President of Balloon World Inc. and Balloon World Aviation, Inc. Her heady win came as Melanie was making a "farewell" flight—she just sold her balloon N3756F—and purchased a new balloon to fly in France at the Lorraine 91 Airfest—one of 300 U.S. balloonists competing among 1000.

MELANIE MARECEK, WINS HOT AIR BALLOON RACE



Melanie Maracek, Spaceport Ninety-Nine, shares her winner's circle with Barbara Sierchio (l), Chair Suncoast Chapter, and Nancy Wright, Suncoast Chair of Aerospace Education. Our congratulations, Melanie, and best of luck as you represent the U.S. in France!

NEW ORLEANS 99S HONOR HEROES—DESERT STORM *A. Hammond, Hall of Famer*



Jonnie McAlpine, Ron Irick and Carol Renneisen on the snorkelift, beginning to paint the wall.

Newly-returned from the Persian Gulf and Operation Desert Storm, members of the 926th Tactical Fighter Group, USAF Reserves, were greeted with a congratulatory greeting. This was more than the party and the hero's welcome that the squadron members richly deserved. Along with a celebration, the patriots found the wall of the hangar that houses their attack aircraft, A-10 Warthogs, painted with an enormous 20 by 40-foot welcoming artwork—the compliments of the members of the New Orleans Ninety-Nines.

Jonnie McAlpine, Chair of the New Orleans Ninety-Nines, said, "I was searching for a patriotic card to send to a couple of pilot friends. An attractive image of a rural home, trees, a rainbow and an American Flag inspired me. The greeting, **'It takes a special person to serve our country. You must be proud to know you're making a difference.'** seemed appropriate for each of the returning members of the squadron

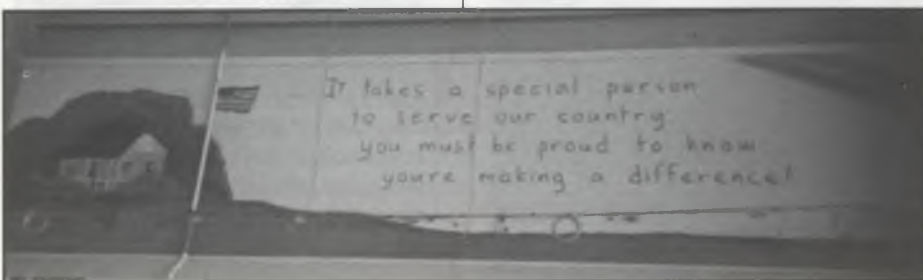
that is located at the Naval Air Station New Orleans. I thought it would be a worthwhile project for the Ninety-Nines and a permanent expression of many people's feelings toward the military."

McAlpine, 99 Carol Renneisen, a captain who is attached to the 926th TFG; Captain Ron Irick, U.S. Marine Corps; Lieutenant Josie Huston, U.S. Navy; and Susan Coco, Treasurer of the New Orleans Chapter, completed the ambitious project in approximately two weeks. Lifted aloft in a snorkelift, the volunteers first painted the large expanse with a background cover, then proceeded to colorfully finish the illustration—flag, home, trees, rainbow, and the worded praise.

McAlpine said, "I went about finding an artist to donate her time for the intricate art work and for chapter members to assist in the background painting of the sky and rainbow. We were able to arrange to have the materials and paints donated and the project cost less than \$50.00 to complete. We finished it at midnight, 24 hours before the scheduled arrival of the squadron members from Saudi Arabia."

The New Orleans Ninety-Nines created a work of beauty high on the hangar wall. It will be a long-lasting and attractive tribute to those willing to give of themselves. Congratulations to McAlpine and crew—they are cut out of the same fine cloth. Thank you, 926th TFG. Welcome Home!

The finished masterpiece, courtesy of the New Orleans Ninety-Nines



Michigan Aviation Hall of Fame—1990—Kudos to Alice Hirschman Hammond, an Enshrinee.

It is significant that the 1990 ceremonies were the fourth for the Michigan Aviation Hall of Fame and that each year a Ninety-Nine has been honored. In 1987, our Charter Member Mary E. Von Mach was enshrined. In 1988, Michigan Chapter's OX5er Marian "Babe" Weyant Ruth was named. In 1989, Garden State Chapter's Alice H. Hammond was selected to make the presentation to the daughter of enshrinee Nancy Harkness Love, the founder of the WAFS and in 1990, Alice herself was the recipient of the honor!

Our warmest wishes and heartfelt congratulations to Alice. She was enshrined into the Michigan Hall of Fame with an auspicious group of four men. No introductions are necessary for recipients Henry Ford and Edward "Eddie" Stinson—all of us know of the Ford Trimotor, the Ford Reliability Tours (to name just two of Henry Ford's considerable accomplishments in aviation) and of the famed "Dean of American Airmen" and aircraft inventor and builder of a range of Stinson aircraft, from trimotor to single engine craft. The other two are equally outstanding members of the more modern aerospace age. General Earl T. O'Loughlin is the four-star flag officer who commanded the Air Force Logistics Command from 1984 to his retirement from the USAF in 1987. Alfred M. Worden is the West Point graduate and jet fighter pilot who was selected in 1966 by NASA as one of nineteen astronauts.

Continued on Page 27

Meet the Amelia Earhart Memorial Scholarship JUDGES

Submitted by Jean Pearson

The FAA Administrator, an Emmy-Award-winning TV anchor, the President of the Experimental Aircraft Association (EAA), and a woman attorney served as final judges for selection of Amelia Earhart Memorial Scholarship winners.

James B. Busey IV, Administrator of the FAA, is a retired Naval officer who rose from an enlisted man to



four-star admiral rank in a 37-year Naval career. During his tours of duty in Vietnam, he received the Navy Cross for combat action.

An experienced pilot, Busey is a native of Urbana, IL. He attended the University of Illinois in Urbana and the Naval Postgraduate School where he received his Bachelor of Science and his Master's Degree in Management. Prior to leading the FAA, Busey served two years as Commander-in-Chief of U.S. Naval Forces in Europe and Commander-in-Chief of Allied Forces in Southern Europe, a NATO command. Busey is married to the former Jean Cole of Sidney, IL. They have two married daughters and one son.

Tom Poberezny, President of the EAA and also of the EAA Aviation Foundation, has balanced two highly successful careers—that of an executive and also as a top-flight aerobatic pilot with the Eagles Aerobatic Flight Team. Since 1977 Poberezny has been chairman of the annual EAA Fly-In Convention and Sport Avia-

tion Exhibition at Oshkosh, IL. As EAA's president, he serves as publisher of five monthly EAA magazines. He is also responsible for the day-to-day operation of the international membership organization that has, to date, generated more than 340,000 members since it was founded in 1953.

A graduate of Northwestern University with a degree in Industrial Engi-



neering, Poberezny sits on the Board of Directors of Competitive Wisconsin, a group of the state's top executives who promote their state; First Wisconsin National Bank of Oshkosh, and the corporation board for the Milwaukee School of Engineering.

In 1973, Poberezny's talent in aerobatics won him victory at the U.S. National Aerobatic Championships. The previous year, he was a member of the U.S. Aerobatic Team that captured the world title in Salon, France. His special aviation skills were utilized as a technical advisor and chief pilot by the producers of the motion picture, "Cloud Dancer."

Emmy award-winning news broadcaster and correspondent, **Charles Bishop "Chuck" Scarborough III**, has been with WNBC-TV since 1974. He is the co-anchor of *NEWS 4 New York* and frequently contributes special reports to the broadcasts. He also appears regularly on *NBC News At This Hour* and anchors *Memories, Then & Now*, a nationally syndicated program that is

produced by NBC News. He and his wife live in Manhattan.

Born in Pittsburgh, PA, Chuck Scarborough served for four years in the U.S. Air Force before entering his career in television news in 1966 in Biloxi, MS. A graduate of the University of Southern Mississippi, he holds a Bachelor of Science degree. Widely acclaimed for excellence in television journalism,



Scarborough was named "Best Newscaster in New York" by *New York* magazine (1985) and "Best Local Anchor" by the *Washington Journalism Review* (1984). He holds 19 Emmy awards and seven awards from the Associated Press. He won the Aviation/Space Writer's Award in 1978 and, in 1979, the Skyline Foundation Award and an Honorary Doctor of Letters from Mercy College. A proficient pilot with a commercial license, Scarborough flies frequently for recreation.

Jeanne Hurley Simon, Wilmette, IL, was elected to the Illinois House



AEMSF JUDGES, *continued***Eastern New England Chapter in Photos**

in 1956 to represent the district that included Evanston, Wilmette, Winnetka, and Glencoe. Two years later she won re-election. While serving in the Illinois House of Representatives, she met Paul Simon, a representative from Troy in Southern Illinois. Married in 1960, they became the first husband-wife team in the history of the Illinois General Assembly.

An attorney, Jeanne Simon is a graduate of Barat College in Lake Forest and Northwestern University Law School. She began her career as an assistant Cook County state's attorney and is a former president of the Women's Bar Association of Illinois.

In 1983, Illinois Attorney General Neil Hartigan appointed her as his Washington representative for governmental relations. She left that post in 1984 to help her husband's successful campaign for U.S. Senate. She is currently a client representative for the Washington Financial Group, a woman-owned investment firm. The Simons have a married daughter and son. They maintain a home in Makanda, IL and live in Washington, D.C. when Congress is in session.



Below and to the right, after flying into quaint Jaffrey, NH, the ENE 99s and guests boarded 2 big straw-filled wagons at Silver Ranch for a hayride. The conversations were aviation related, of course, and the straw was easily picked from their clothes!



ENE Scholarship Luncheon. L to r, Scholarship Chair, Jo Rita Jordan; Speaker Ann Wood-Kelly; Scholarship winner, Lynda Bandoni; Chapter Chair, Michele Cabot.

Helicopter pilot Lynda Nicole Bandoni was chosen over 100 applicants from MA and RI. Already a CFI, Lynda will add a fixed-wing rating to her impressive credentials. Ann Wood-Kelly spoke of her experiences ferrying aircraft for the allies during WW II. Ann, Vice President of Pan American Airlines for 12 years, is a member of the Aero Club of New England and the 99s. Photo to left.



To the right, 18 Ninety-Nines flew to Nantucket Island for the annual Christmas Stroll. L to r, Connie Sprauer, Anne Mercer, Nancy Marstall and Pat Theberge spread their wings.



Above, Jo Rita Jordan, ENE, enjoys the Manchester, NH New England Escadrille Airshow. ENE 99s promoted 99s and ENE aviation careers scholarships at the show.



As part of a chapter meeting, the aviation knowledge of ENE members was put to the test by a pilot quiz administered by 99 and CFI, Carol MacNeil. Beverly Flight Center welcomed the group of thirty. They were appropriately challenged with their favorite subject and also impressed with the classroom facility.

Photos submitted by Nancy Marstall

Hammond, Hall of Fame, cont.

Alice, who served as the President of the Ninety-Nines from 1951 to 1953, was born in Detroit and graduated from the University of Michigan in 1927—the year that Lindbergh made banner headlines for his dramatic crossing of the Atlantic and carried aviation to dizzying heights along with his own fame and popularity. Alice attended the Curtiss-Wright School of Aviation in the location that became the Grosse Isle Naval Air Station and received her private license in 1931. A decade later, Alice activated and commanded the first and largest women's flying squadron of the Civil Air Patrol. She became the Executive Officer of the Great Lakes Region CAP and remained in that position until her husband was transferred to Pennsylvania in 1961. Alice joined the Philadelphia CAP and participated in search and rescue missions and gave orientation rides to CAP cadets.

The brochure for the Lansing, Michigan event stated, "Mrs. Hammond was a friend of Amelia Earhart and upon Amelia's disappearance, she proposed a scholarship be developed to memorialize Amelia. Thus, in 1941, the Ninety-Nines, Inc., established the Amelia Earhart Memorial Scholarship Fund. Then, in 1976 the Amelia Earhart Career Scholarship was established to aid women already established in a career in aviation but in need of an upgrade. In 1978 the Amelia Earhart research scholarship was developed for women who wish to do advanced research in various fields of aviation."

Alice competed in 16 All Women's Transcontinental Air Races, placing among the top 10 winners three times. She continues to actively promote aviation and gives of herself as a member of the Garden State Chapter Ninety-Nines. A most worthy recipient of honors, Alice is an inspiration to all those fortunate to know her.

**SPACE CAMP IS FOR KIDS (of all ages!)**

by Sarah Rickman

When your flight instructor says, "Let's go to Space Camp," and your flight instructor happens to be long-time Ninety-Nine *I-Live-In-Disneyland* Wally Funk, you may think twice about it, but you say an emphatic, "Yes!" How often does one have the opportunity to observe, take part in (and in my case, write about) astronaut training with one of the 13 First Lady Astronaut Trainees from the days of the Mercury program? Not many!

The U.S. Space Academy Level I Adult Training in Huntsville, Alabama, is run for people like us—people who want to know more about what makes the space program tick—people who aren't afraid to admit they want a chance to be kids again, if only for a long weekend.

We slept in a dormitory that resembled a large space ship—sparse, functional, devoid of comfort. Our bunks sported the world's thinnest mattresses atop a sleeping surface with all the give of reinforced concrete. As tired as we were, the quality of the bunks didn't matter, although I did manage to bump my head three times on the upper bunk that I called home.

Our team, Columbia, was made up of professionals—ten men and five women: doctors, engineers, sales personnel, a writer (me) and three licensed pilots including Wally. At meals (and the food was wonderful), we swapped stories. Why were we all there? Was it a lifelong interest in space exploration, a birthday present from a spouse, a get-away weekend, curiosity? It was all of the above and more!

Wrenching rides on the Gimble Rig, the feel of 3 Gs pressing on your chest and immobilizing your arms and legs courtesy of the Centrifuge, trying to master the astronauts' Moon Lope while sitting astride the 1/6th gravity simulator—what an experience! This was the stuff of which grown kids' dreams are made. We ran two simulated shuttle missions, each of us performing our assigned tasks. And we did very well, according to Cindy Irizarry, our college coed counselor. Yep, even the "big" kids have college kids for counselors at Space Camp.

We had so much fun that we hated to see it all end Sunday afternoon. After our newly-acquired wings were pinned into place, we promised to stay in touch, hugged each other and said our goodbyes.

For two precious days we were permitted a glimpse at what it takes to go into that special place where few have gone—outer space. Wally adds,

"I finally got into my space suit and completed Phase III. Just for myself."

Wally "I live in Disneyland" Funk, is fitted for a ride in the gimble rig. Wally was one of the 13 women who passed astronaut testing in the '60s.



Wally Funk and writer, Sarah Rickman, try on Space Camp for size. Kids can be found at all ages. Sarah has more than 11 flight hours under Wally's tutelage at this writing. The sky is no limit!



"SEIZE THE DREAM"**Opportunities in the F.A.A. from Arlene Feldman**

In March at the Women In Aviation conference in St. Louis, Arlene Feldman inspired those gathered with her message. She urged, "Seize the moment. Seize the dream. If someone launches a SCUD missile at your career, be ready to fire a PATRIOT of your own."

Arlene, woman/pilot/attorney/highest ranking woman in the FAA, talked of the opportunities for women with her organization—the Federal Aviation Agency. And what an interesting talk.

"Let's take a moment to look around the room. I wouldn't have missed *this* opportunity for the world. This room is filled with people who are what I am: Am-

Harris, there ARE opportunities being created for women. Even more importantly, those opportunities are being realized. ...He (Busey) is the kind of guy who says, 'If-you-tell-me-what-you-think-I-want-to-hear-instead-of-what-I-need-to-hear, you're not going to be *here* much longer.'

"Admiral Busey...is as serious and committed to the advancement of women and minorities as he can be. ...He, Barry Harris and Don Engen (who brought me aboard) have done quite a bit for women in the Agency and they're to be congratulated for results, not plans. For achievement, not goals. For action, not just committees.

"Admiral Busey's bottom line is refreshing, and it's my main point

perhaps one of the finest weather briefers I've ever known. When it came time to get a weather briefing, no pilot cared about whether or not she was female. They went to her time and time again because she was good. It was that simple.

"However, there were limited opportunities in those early days of the FAA for Anne Shields and other women like her. Even so, she didn't let that affect her performance. If you can't see any opportunities where you are now, don't waste your time criticizing the darkness. Light a candle to find your way out.

"In many ways, that's the Agency today. It still has some problems, and discrimination is one of them. But before you take

"If someone launches a SCUD missile at your career, be ready to fire a PATRIOT of your own."

bassadors for Aviation. ...When I talk about aviation, I feel the same rush 32 years after my first check ride in a 1947 Cessna 140. Sitting on the runway. Spooling up. When lift and thrust overcome gravity and drag. Well, there's nothing quite like it.

"I'm here today to tell you the same thing about Life in the FAA—for women. There's nothing quite like it. Life in the FAA is great. It's excellent. It's a success story in the making and I'm proud to say that I work for the person who's making it happen: Admiral James B. Busey the Fourth. Thanks to his efforts and those of Deputy Administrator Barry

today. He looks for competence, plain and simple. ...And that's a lesson for each of us. Title Seven of the Civil Rights Act of 1964 put this country on notice about how it treated women and minorities. But it would be naive for us to think that it opened doors, or it created opportunities, or it made the bad times go away.

"...In post-World War II America, many of the women in aviation couldn't find FAA jobs, and when they did, they found themselves unable to move from the Flight Service Stations where they were placed. One of my earliest mentors—Anne Shields—was in that situation. She was

that as a criticism, realize that that's *America* today as well. ...You've got to make a niche for yourself.

"Happily, there are programs in the Agency today designed to overcome discrimination. We have Civil Rights and Human Relations Management Offices—offices that are dedicated to insuring that the Agency keeps on the path of affirmative action. We have a Federal Women's Program. We have a Women's Executive Growth Program that allows women to be exposed to upper levels of management. We're working on changing attitudes.

"But I'll tell you one thing for

"SEIZE THE DREAM," continued

certain, those programs don't mean a thing to women who think they deserve a chance just because they're female. That's absolutely not the case."

Feldman told of waiting for an appointment with Elizabeth Dole, then Secretary of the Department of Transportation and late for the interview. Feldman, instead, had an unexpected forty-five minute conversation with Dole's Deputy, Mr. Jim Burnley. About a month after answering Burnley's questions about airport funding, fired controllers, congestion, transportation, and so forth, Feldman received a call. There was a job opening in Atlantic City, NJ, and the Agency was looking for a person who knew about airport funding, fired controllers, congestion—all the topics that she'd addressed with Burnley.

She said, "The moral of that story is that you can create an opportunity even where you don't see one. These opportunities, these challenges, come in all shapes and sizes. ...Even today people *still* challenge me about what it is I am and what I know. They say, 'She just got where she got because she wears a skirt.'"

"My response to that is *NO* response. Whether or not 'a skirt' got me here is immaterial. The main point is that wearing a skirt is not what *KEEPS* me here.

"...Let me read you a quote: 'There is nothing more difficult to take in hand, more perilous to conduct, or more uncertain in its success, than to take the lead in the introduction of a new order of things.' Machiavelli wrote that in *The Prince* over four hundred

years ago. He knew then what we know now: the 'good old boy' network isn't going to dismantle itself just because we don't like the status quo.

"What's the answer? The answer is production. And quality. And perseverance. And preparation. ...You've got to make a name for yourself. Get your degrees. Get your ratings. Be sure that you're in the spot where you need to be. ...The point is that making the grade is not the point. The point is **MAINTAINING** the grade. You've got to push and push hard. Nobody's going to say, let's promote a woman today. You'll see very few help wanted listings for 'Woman.' People want competence. They want someone who's willing to be the best day-in and day-out. The list of high-ranking women in the Agency is growing by the minute. In New England, I'm proud to say, there are six women on the top management team of 16 people. That's a pretty good average in a male-dominated Agency.

"But what's even better is that New England is not the only place that it's happening. In Washington, you'll hear names like Joan Bauerlein, Brenda Yeager, Dorothy Berry, Peggy Gilligan, Ruth Levernz, Woodie Woodward. They're making names for themselves in a male-dominated Agency. They're doing it by working long hours and by meeting constant challenges.

"They don't say, 'I'm being treated differently because I'm female.' These women are too busy to focus on whether or not they're being treated fairly. Unfortunately

for most people, when all is said and done, more is said and less is done.

"But not for the achievers. They're making things happen. In the Federal work force right at this moment, there are one point two million male employees and 940 thousand female employees. Not bad, right?

"Then consider this. The average male in Federal Government earns \$34,500 per year. The average female in the Federal Government earns just over \$25,000. Discrepancy? Yes. Challenge? Yes. Problem? Yes. Can we overcome? Yes.

"But, like so many things, the real answer to that question is right in the mirror. **You're** the one that has to seize the moment. **You've** got to seize the dream. If someone launches a SCUD missile at your career, be ready to fire a PATRIOT of your own. Seize the moment. Seize the dream. **I can tell you this: no one's going to seize it for you.**"



Arlene Feldman, pilot and attorney, is the highest ranking woman in the FAA—the Administrator of the New England Region. She describes opportunities for women with the FAA.

NEW HORIZONS

DOROTHY WITTMAN, 79, of Oshkosh, WI and Ocala, FL died in March, 1991. A resident of Oshkosh for most of her life, Dorothy was a well-known and beloved member of the Experimental Aircraft Association family. The wife of renowned Steve Wittman, Dorothy died just a few months prior to their 50th wedding anniversary. For many years she worked as office manager for Wittman Flight Service at Winnebago County Airport (later renamed Wittman Regional Airport in honor of her husband), the airport on which the Wittman home and hangars are located. Dorothy gave unselfishly and extensively of her time and talents as an EAA volunteer. She is survived by her husband, one brother, two sisters, and several nieces and nephews. Dorothy was a loving, delightful lady. She will be sorely missed. *Submitted by Ann Cooper, Garden State Chapter.*

CHARLES WALTON. All members of the Australian Section of the Ninety-Nines and indeed the many thousands of people all over the world who have met Nancy-Bird Walton, read her book, *My God! It's a Woman*, or heard her speak, are saddened by the news of the death of her husband, Charles. Their shipboard romance lasted through 5 1/2 years of marriage. Charles was always the supportive and proud husband of a very remarkable woman. *Submitted by Barbara Collins, Governor, Australian Section.*

ANN CONROY, South Central Section, took her first flight lessons at age 51 after finishing chemotherapy for breast cancer. She loved flying and earned her Private license in three months. She lost her courageous five-year battle with cancer on March 22, 1991, at her Ozarks home. *Submitted by Patricia Woolever, South Central Section.*

CHRISTY WARREN-THURESSON, Coyote Country Chapter, died in February. At the age of 26 on a sightseeing flight over Chicago, she developed a love of flight and pursued flying training. Armed with her license, she was welcomed when the Women Air Force Service Pilots (WASP) were organized. Christy moved to Temecula, CA, in 1979 and was a member of the Rancho Temecula Area Womens Club, the NinetyNines, and the Friends of French Valley Airport. Until her death, she continued to be active in the national campaign to erect a memorial to women service veterans at Arlington National Cemetery in Washington, D.C. *Submitted by Kathleen Wertz, Chair Coyote Country Chapter.*

CHARLIE WRAY, Helen's 49 1/2, died and Shreveport Chapter was very saddened. The Chapter 99s and their 49 1/2s served as honorary pallbearers.

THELMA WALL THOMAS, Colorado Chapter, passed away in February. She owned and operated the Thomas Floral Shop. Thelma piloted aircraft as a ferry pilot in Europe during World War II. She will be missed.

HAL RAVENSBORG, husband of Colorado's Norma, will be missed. A good friend of the 99s, Hal was a great host at the Ravensborg's gliderport at Brush, CO. A memorial fund has been established in his name.

New Orleans launches Aerospace Program

The New Orleans 99s have developed an aerospace/aviation education program that they are presenting in area schools. Kay Brune, the appointed Aerospace Committee Chair, has developed the successful presentation and, with the assistance of Gail Guerra, Programs/Membership Chair, and Jonnie McAlpine, Chapter Chair, has spoken to nearly 800 children over a two day period.

Kay introduces the children to career opportunities in CAP, of which the program—an emphasis is a

The 99s you make? emergency? the students designed to



(The photo to the left is of Jonnie McAlpine and Susan Coco.)

duces the history of the 99s and gives brief biographies of the participating 99s, then interests with a slide show of the history of aviation—from DaVinci to the X-15. Jonnie explains the tunities in aviation—from linemen to pilots—and, as a 1st Lieutenant and Public Affairs Officer, offers an explanation of the Cadet Program in the Civil Air Patrol. Kay offers the third part of the serious and emphatic delivery on the educational, moral, and physical standards of pilots. The reminder to reject any usage of drugs and to study and stay in school.

field questions at the presentation's end. With representative questions such as, "How much can How old do you have to be to learn? Is it scary flying an airplane? Did you ever have an How do you keep the airplane up? and What courses are best to study?" it seems apparent that are interested and inspired, the very response that the volunteers seek. The entire program is last for approximately 45 minutes and has interested students 8-15.

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