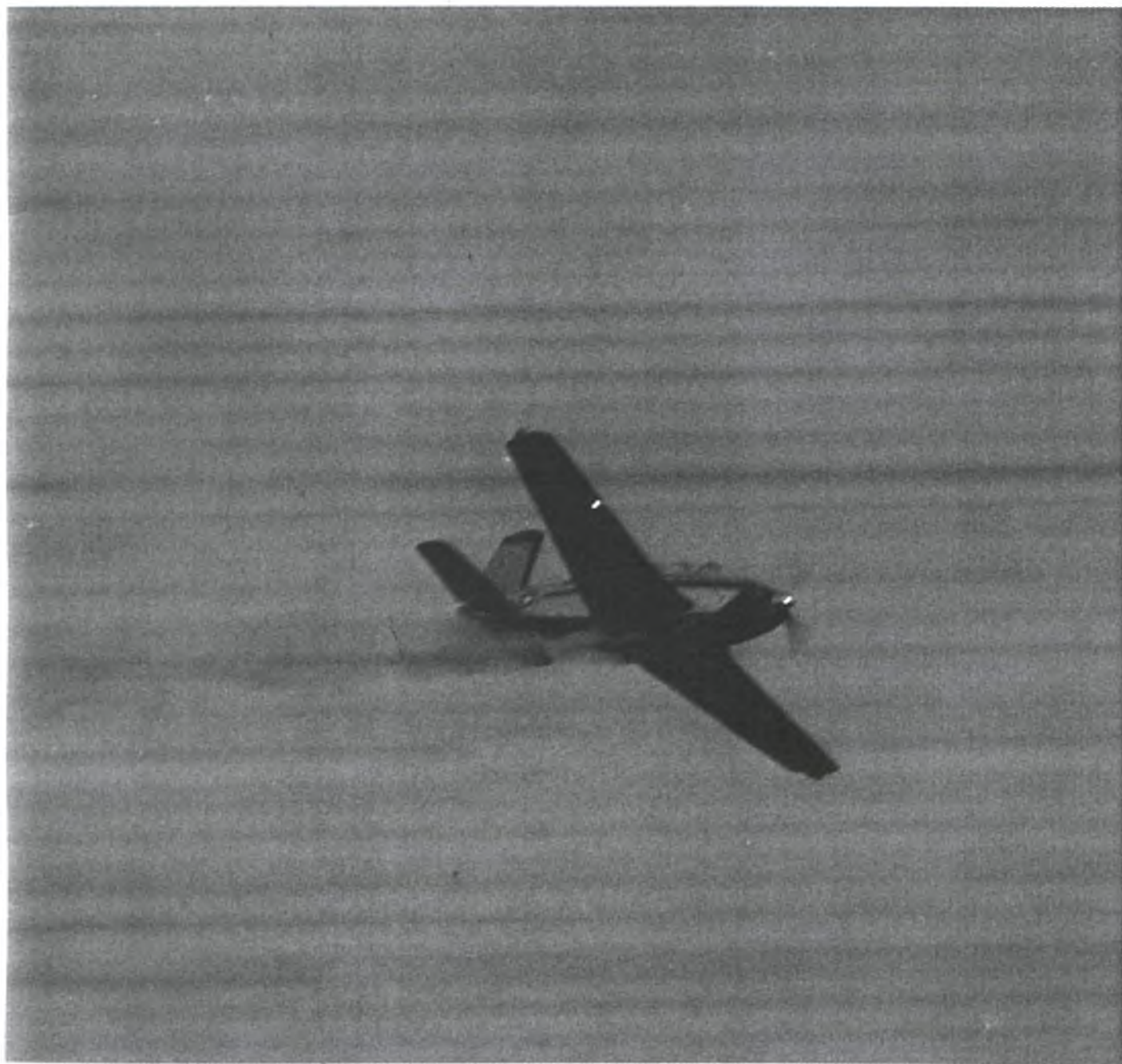


# NINETY-NINE News



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

**JULIE CLARK, A Dynamic 99**  
**AVIATION ARTISTS in ENGLAND**  
**OPERATION SKYWATCH**  
**THE SCHOLARSHIP FORMS—AEMSF**  
**SAUDI ARABIANS, a photo essay**





# MILITARY PILOTS — 50 YEARS APART

by Ann Cooper

An article in the *Wichita Eagle* captured the excitement and camaraderie of two women who share the love that binds us all together—flying. The article, written by Suzanne Perez, covered the grand opening of the Kansas Aviation Museum and Perez interviewed Micky Axton and Captain Cathy Sadler, the former a WASP and the latter a combat support pilot recently returned from the Persian Gulf. Both are Ninety-Nines.

According to the article, Micky Axton said, "The day I graduated from flight training, my parents lifted my 1-year-old daughter up to touch my wings. I couldn't believe that I'd made it!" Micky worked on the homefront as an engineering test pilot, flying military aircraft that had been damaged in combat and repaired. Test piloting in Pecos, Texas, meant leaving her husband and daughter in Wichita. Micky said, "World War II was raging and more and more men were going into combat in Europe and the Pacific. I felt like I had to."

Captain Cathy Sadler felt the same way. Cathy is stationed at Tinker Air Force Base flying in the same airspace that she watched as a child. The article quoted her as having said, "Women weren't allowed to fly military aircraft again until the mid-70s when I was growing up in Oklahoma City. I watched planes overhead and begged my father, an Air Force

Reserve pilot, to tell me what kind of planes they were and what neat things they could do. He took me up

the street and (Kuwaiti) people would say, 'Thank you for helping us get our country back.'"



*Above: Two military pilots—50 years apart. Captain Cathy Sadler, AWACS Pilot, Desert Shield and Desert Storm and Micky Axton, WASP, WW II. 99s, they spoke at the opening of the Kansas Aviation Museum. Now they're in demand!*

*Below: WASP attend the Navy Pilot Winging Ceremony, Corpus Christi, Texas. The WASP are Madge Moore, Maxine Flournoy, Dorothy Lucas, Gwen Dickerson, Betty Shipley, Ann Holoday, and Micky Axton—the first woman to be a guest speaker at a Navy winging ceremony.*



in a plane when I was six and from the moment that the flight ended, I knew that was what I wanted to do. I wanted to fly airplanes and here I am."

Cathy flew during Operations Desert Shield and Desert Storm. Flying as a crew member of AWACS, Airborne Warning and Control System, aircraft, she said, "It was good to be involved in something good. We would be stopped on

After the two pilots spoke in April, seven more invitations for speaking engagements have come their way. Micky said, "This was a wonderful day. We had a fine crowd of about 160, truly interested in what we told them. Cathy is lovely and we really enjoyed speaking on the same program about our experiences in wartime—50 years apart. That evening, Karen Tucker and the Ninety-Nines gave us lovely corsages and a buffet dinner with two silver wings on the decorated cake."

Deservedly on the lecture circuit, Micky also became the first woman to be guest speaker at a Navy winging ceremony at Naval Air Station Corpus Christi. Her flying career has spanned more than 50 years and she continues to enjoy participation in the Women Military Aviators, the Early Birds of Aviation, the OX-5 Pioneers and, her special love, the Confederate Air

Force, Harlingen, Texas. She wrote, "I love having a chance to fly a restored WWII plane once in a while."

Two of the 14 naval aviators who earned their wings in December 1990 were women. Micky predicted that the 14 will have careers equally as rewarding as hers has been. She said, "I'm 72 and life seems to be getting more exciting all the time."





## YOUR LETTERS

From Kristin Glick-Nuckolls, Chicago Chapter: "I've seen my name in *The Ninety-Nine News* a few times lately. I want to tell you that I appreciate the kudos and, especially, the confidence the organization has demonstrated.

It's scary, though, seeing your name in the same publication as Bobbi Trout, Jeana Yeager, Jessie Woods, Myrt Strong (Myrt just joined the Chicago Chapter—yea!) and other 'heavy hitters' in aviation. I'm just getting started, but I plan to be around for a long time.

I'm proud that the Chicago Chapter gave me their 'New Member' award and appointed me 'Safety Education Chairman.' I'm also pleased that I entered the 22nd Annual Illinines Air Derby in June and, with the help of my 49 1/2 Lance, won the Rookie Pilot Award. I still have a lot to learn, but learning's never been this much fun!

I've enclosed a picture with my 99s trophy and my girls—my 24 3/4 members of the Chicago Chapter. *Aileron* is on the left and *Flaps* is on the right."



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

Ann Cooper, Editor

# NINETY-NINE News



Magazine of the  
International Women Pilots,  
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October 1991  
Vol. 17, No. 8

|  |    |
|--|----|
| <b>Julie E. Clark, A Dynamic 99</b> .....                | 5  |
| <b><i>Sisters In the Sky</i>, a book review</b> .....    | 7  |
| <b>Section News</b> .....                                | 9  |
| <b>Operation Skywatch</b> .....                          | 19 |
| <b>Ninety-Nines in Saudi Arabia, a photo essay</b> ..... | 21 |
| <b>Aviation Artists in England</b> .....                 | 24 |
| <b>1992 AE Scholarship Forms</b> .....                   | 28 |

## COVER:

**Outstanding Julie Clark, shown flying her T-34, has done it again! She is on the receiving end of a prestigious award. Congratulations, Julie! See the article on Page 5.**

Cover Photo and Article by  
Ann Cooper



*Dr. Sandra Leder, South Central Section Chair; Mary Haizlip, Special Guest; Cathie Miller, Convention Co-Chair. Mary Haizlip set a women's speed record in a Wedell-Williams racer.*



## PRESIDENT'S MESSAGE



by Marie Christensen

### WHAT IS IT????

CRM: C/L/RM. Oh, no!! More acronyms to learn! What does it mean? What is it?

CRM=Cockpit Resource Management and C/L/RM=Command Leadership Resource Management. C/L/RM, the name United Airlines has assigned to the program for training flight crews to

## CRM=Cockpit Resource Management and C/L/RM=Command Leadership Resource Management

duction of C/L/RM to the "new hires" at United Airlines Tech Center in Denver, Colorado. Linda Orlandy, First Officer and C/L/RM Coordinator for the Flight Center, led the class with great expertise and created an excitement among the students to explore this aspect of flying more thoroughly.

When first examining the prob-

but a tool for describing attitudes and behavior.

As more and more of our members become pilots for major air carriers, they will have the availability of a program such as C/L/RM. But the program is so effective in helping people to better understand themselves; in increasing the awareness of the aviation

***"It works on the premise that a team working together can either avoid or more effectively handle emergencies than a group of individuals"***

work together as teams, is more descriptive than CRM.

UAL was probably one of the pioneers in developing this program for training flight crews to cooperate as team members on the flight deck. Although its genesis was due to an accident many years ago, its usefulness today is all-encompassing. **It works on the premise that a team working together can either avoid or more effectively handle emergencies than a group of individuals.** The side benefits have been almost as important as the safety factor in accident avoidance.

I recently had the opportunity and pleasure to sit in on the intro-

lem of resource management in the cockpit, one of the conclusions was: "Piloting skills, systems knowledge, intellectual curiosity, mental and physical health, and a thorough knowledge of the aviation environment are the base upon which effective Command/Leadership/Resource Management can be built."

To supplement that conclusion, a grid system was developed to create a "frame of reference" to understand the behavior of each crewmember and how that behavior influences cockpit effectiveness. The grid reflects an individual's concern for performance and concern for people. It is not a psychological assessment,

environment; and in developing better piloting skills, that all of us, even single-engine/single-pilot operators, could benefit from such a program. Knowing just how YOU might act or react in an emergency might someday save lives.

Some programs of this nature have already been adapted to general aviation use. We need to be a part of the development of such programs and seminars. One of the primary concerns of our organization is aviation safety. Let's become a part of the future; learn and teach others how to become even better, safer pilots.





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International Women Pilots

October 1991

Vol. 17, No. 8

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L to r: Jim "Louise" Mynning, Dave Weiman, Julie Clark, Airshow Announcer Danny Clisham, and Ed "The Grip" Green.

## JULIE E. CLARK, A Dynamic 99

by Ann Cooper

The Press Release stated, "MOPAR T-34 AIRSHOW PERFORMER, JULIE E. CLARK, WON THE 'BILL BARBER AWARD FOR SHOWMANSHIP' FOR 1991." The skilled and outstanding female pilot has done it again!

This prestigious award, sponsored by *World Airshow News*, the trade magazine for the airshow entertainment industry, was named in memory of the late Bill Barber, airshow performer extraordinaire. Julie Clark, Cameron Park Chapter Ninety-Nine, Cameron Park, CA, was selected by a committee of five representatives of the airshow industry which included all past award recipients: The Eagles Aerobatic Flight Team (1986), The French Connection (1987), Jim Franklin (1989), and Leo Loudenslager (1990). The award, given to Julie at the Experimental Aircraft Association Convention in Oshkosh, was presented by Dave Weiman, Publisher of *World Airshow News*.

Along with piloting her MOPAR T-34 which is sponsored by the Motor Parts Division of Chrysler Motors, Julie Clark flies as a Captain for Northwest Orient Airlines, one of the earliest women to be hired by a major airline.

Julie follows the lead of Helen Richey, the first female airline pilot, hired by Central Airlines in the 30s.

Julie said, "I was hired by Hughes Airwest in 1977. They were bought by Republic and Republic was bought in turn by Northwest Orient. I'm commuting from my home on Cameron Airpark to Minneapolis."

Commuting to work AND managing a busy airshow career is NOT conducive to an easy lifestyle. In part, Julie's lifestyle has been shaped by tragedy as well as talent, hard work, and opportunity. She said, "I used to fly with my dad on trips. He was an airline pilot with a small outfit called Southwest Airline that eventually became Pacific Airline, then merged three ways—to Airwest and then Hughes Airwest. He was killed in a plane crash when I was 16.

"For the first time in the history of aviation, my dad, a pilot at the controls of an airliner, was shot by a passenger! It was in 1964 and the word *hijacker* wasn't even known. There was no such thing! It came out later in the investigation, over the tapes, finding the weapon in the wreckage and so forth, that a troubled, mentally-disturbed guy with marital

*continued on next page*



problems had taken out a big insurance policy. The man went to Reno and tried to win a bunch of money. He lost his shirt, bought a .357 Magnum and used

the Bahamas. Julie said, "I bought this T-34 sight unseen in a surplus military bid. I won it with one thousand dollars over the minimum bid—\$18,000. You

and we never practiced as much as I wanted to. I eventually broke off and was asked to do a solo routine in Livermore in 1980. The next thing I

**The youngest recipient of the 99's *Woman Pilot of the Year Award* from the Southwest Section in 1980, Julie is also an active member of the Confederate Air Force. She has been selected for *Who's Who in California* and *Outstanding Young Women of America*.**

on my father. It was terribly tragic.

"My dad never saw me solo. I wore airline wings for my first year with Hughes Airwest because the guys with whom I was flying had been my dad's co-pilots and I was so thrilled to get red and be flying with them."

Hired by Western as well as Hughes Airwest, Julie went with Hughes, but it isn't to say it was easy. Julie recounted, "When I went for airline interviews, they'd say, 'We're not hiring women,' and they'd get away with it. If they said it today, we could retort, 'I'll see you in court.' I wrote my name on my application as Julian and where it asked for Male or Female, I just skipped the question. Back then, they just weren't sure yet."

Julie has little patience with those who try to glamorize the airline career. She admitted, "I was interviewed by a man who said, 'What a glamorous job you have.' I didn't even want to talk to him. It isn't a glamorous job at all. He doesn't realize that it is hard to commute, hard to stay up on all the requirements of being a Captain. There's much responsibility—ensuring that everything is safe, making certain that all of the passengers are comfortable, making that schedules are met—it is not a glamorous job. I come home tired, then try to fit in airshows on the weekends and it is really tough sometimes."

The cross-country jaunts can be intensive, especially as in Julie's case, as the airshow circuit extends from California to Nova Scotia and even to

can't even touch one today for less than \$100,000. I was so broke when I bought it that it sat in the weeds at Hawthorne, near Los Angeles, and I couldn't even afford to put fuel in it. I would offer rides so that someone would buy gas! I bought it in Anchorage, Alaska, and soloed it home to Los Angeles, where I lived at the time. I was ATP and a charter pilot then and, within six months of acquiring the T-34, I was hired by the airlines.

"I wanted to work on it, but it wasn't until I got my airline job in 1977 and a divorce in 1978 that the airplane became somewhat of an obsession and turned into a five-year project. The scheme is all my own design. I stripped and taped it off to prepare the airplane for painting, although I had a guy who normally paints boats do the actual painting."

Julie chose the T-34 because she had hours in them. She had been an instructor in T-34s for the U.S. Navy at Lemoore Naval Air Station. She explained, "I went through the whole Navy program of tactical Naval maneuvers, including aerobatics. I competed in the IAC in a Pitts Special in '78 and '79. At one time I was building a Christen Eagle—what a great airplane! But I took a long, hard look. The Eagle wasn't finished. This one was airworthy and ready to fly. It never was my intention to do airshows, never even one of my wildest dreams. I was on a 3-ship formation team of T-34s in Harlingen, Texas, for about 2 years. The two guys that I flew with lived distances apart

knew, it was turning into this big business. I incorporated in 1982 and have been at it ever since."

Julie spends approximately 8 minutes during each airshow performance. She admitted, "It's fun up there, but it is also pretty challenging. The altitude and airspeed have to be checked, the wind and weather assessed, the smoke on, wingtip smoke at the right moment. Every once in a while, I even get to glance at the oil pressure. It's not that I don't have the time; but, there's a lot going on up there. I'm pulling about 5 and a half or 6 Gs, more than people can imagine because the T-34 doesn't have a high lift wing and it isn't a high performance airplane. A tactical trainer for the military, it is stressed for aerobatics; but, it was never designed for aerobatic display. I do the whole routine with both hands on the stick at all times."

The youngest recipient of the 99's *Woman Pilot of the Year Award* from the Southwest Section in 1980, Julie is also an active member of the Confederate Air Force. She has been selected for *Who's Who in California* and *Outstanding Young Women of America*. Julie has been selected more than once as an airshow favorite by a poll of readers of *General Aviation News and Flyer*, and, as the latest award attests, she continues to reap honors as a pilot and as a woman.

Dave Weiman said, "Through a combination of pilot skill, imagination, personality, attitude and a style all her own, Julie Clark displays the qualities of a true showman and projects a posi-



tive image of the professional airshow performer. Beneath the beauty of plane, pilot and performance is a sincere dedication to safety."

The news release that accompanied Julie's award stated, "Julie Clark's performance is patriotic. Her showplane is displayed in Air Force One colors and her performance is beautifully choreographed to the hit song, *God Bless the USA*, by Lee Greenwood. Clark's stunning red, white and blue costume complements her patriotic theme and is revealed at the conclusion of each performance as she stands up and proudly waves the American Flag from the cockpit of her aircraft.

"Julie Clark's personality is energetic and outgoing. When not flying, she is visiting with spectators and signing autographs. 'If I can inspire just one person at each airshow in which I perform to get involved in aviation, I feel I've reach one of my goals as a performer,' she says."

Our heartiest congratulations, Julie Clark. We're rooting for you.



## A Book Review — *Sisters In The Sky*, by Adela Riek Scharr

by Pat Pateman

Yvonne C. "Pat" Pateman has written a review of Adela "Del" Riek Scharr's *Sisters In The Sky*, a history of the WAFs and the WASP. Lt. Col., USAF (Ret) Pateman is the President WASP WWII and a Member, Board of Directors, Women In Military Service for America Memorial Foundation, Inc.

"Everyone will enjoy getting a first hand account of that very special first year when women were actually hired as rated pilots for the first time in U.S. military history," Pateman wrote. *Sisters In The Sky* is a very personal account of the history of the Women's Auxiliary Ferrying Squadron (WAFS) which was organized by Nancy Love in September 1942. Readers will get their share of kicks finding out what these twenty-five-plus women pilots faced in the early days of the war and how they overcame many obstacles as they became the first women to ferry airplanes for the Army Air Forces (AAF) in World War II. The text is both breezy and detailed as Ms Scharr proves to be the 'pack-rat extraordinaire' of the era, saving all her 'used' aeronautical charts, flight log books, official orders, and evidently, every scrap of paper she felt would help her remember those years. ...I doubt that anyone will have a problem getting the feel of the period in which these gutsy women were cast, practically untrained in the military way, into the hazardous role of delivering

military aircraft in a wartime environment."

Del was a charter member of the WAFS and, by the time the group disbanded in 1944 (by now named the WASP) more than 300 women had been assigned to the Ferrying Division. Pat wrote, "It is important to note that Del is no shrinking violet when she relates her encounters with ranking military men in ATC and with Nancy Love and Jackie Cochran, the big wigs of the women's flying program. Although she shows a great deal of respect and admiration for Ms Love, she also calls her to task for some of her decisions and for, at least to Del, her occasional questionable 'after hours' activities. However, she is unexpectedly vitriolic about Ms Cochran in every way. Her personal account of Ms Cochran's role in the early phases of the women's military flying programs, to me, is painfully negative. I would be interested in discovering what her sources were (besides Ms Love and Ms Betty Gillies, that is) which caused her to produce such a diatribe on one of the two women who opened the doors in the military for women pilots."

Pat continued, "Del also treated with the same degree of caustic appraisal the many women pilots she either commanded or flew with on operational missions. As a member of an early WASP class (43-5) which arrived at Romulus Army Air Field, Michigan in

October 1943, mere days after Del was replaced by Barbara Donahue as Commander of the WAFS assigned there, I became distressed on first reading of this volume. Her reports on the flying capabilities of some WAFS-WASP, along with her assessment of their 'off-duty' activities must be accepted as one woman's opinion and not as an historical performance report."

Pat concluded, "I may have been naive, but this is the first time I've heard that the original WAFS resented the advanced training the WASP received in high performance aircraft, both single and twin-engine, while at Sweetwater. Del reports that the WAFS were ticked off because WASP had received pay to learn to fly AT-6s and UC-78s while the WAFS were delegated to delivery of small liaison airplanes and primary trainers across the country. She might be surprised to learn that most of the new arrivals at Romulus did not categorize the aloofness projected by the original WAFS as 'resentment.' They were all so eager and awed to be joining the WAFS they mostly thought the older flyers were too busy delivering airplanes to find time to 'hangar fly' with them. As time went on, there was less and less aloofness shown, especially after a number of the WASP had flown as wingmen

continued on the next page



with the 'originals' on aircraft delivery trips. Thankfully in time the resentment (if in fact it existed) disappeared or went underground) and all was well when the WASP disbanded on December 20th, 1944. It is prudent herefore for us to hold our judgement of the historical importance of this report on the WASP program until we read Volume II."

In a separate News Item, Pat, elected to review the new book by Deborah "Debbie" Douglas, *United States Women In Aviation 1940-1985*, as written: One of the best and accurate histories on women in aviation as just been published by the Smithsonian Institution Press. I can only wish for the tenacity of Debbie to seek the truth and 'tell it like it is' when necessary. The chapter on the WASP is very comprehensive and other chapters covering pre-war flying, the CPT and CAP program and airline operations reveal information never before seen in

***Pateman believes,  
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ent in such a concise manner. Debbie makes the Women in the Air Force (WAF) from the struggling post-war years through (the war in) Vietnam. The book closes with a chapter on women who possess the 'right stuff' both civilian and military who have made roads into every aspect of aviation during the 1980s. Surprisingly, it is only 142 pages in length and includes great photos and pages of references. When ordering through the Smithsonian or government outlet, refer to its official nomenclature: Smithsonian Studies in Air and Space, number 7, as well as its title and author."

## IFR—THE HARD WAY

**We thank Margaret Cosby for forwarding this article to us. She wrote, "Brooks Powell presented the following safety article in their recent newsletter *Runway Lights*."**

Last winter, my safety pilot and I were tracking outbound on the 256-degree radial of Topeka VOR in order to make an NDB Approach to Runway 13. We were bopping along at 3,000 feet when K.C. Approach instructed us to climb to 4,000 feet. We obliged and found that we were no longer practicing IFR, we were IN IFR conditions. Well, (gulp), that is what we trained for. Very

lower, but were told, "Unable."

As minutes passed, we nervously watched the accumulation of ice and noted station passage. In 2 minutes we would be over the approach end of Runway 13, so we called again. This time there was no response. We waited a minute and called again. Still, just silence. My safety pilot, thinking our antenna was iced up, wanted to dial 7700/7600 on the transponder. I was trying to recall the appropriate rules for these circumstances. We could follow the missed approach and remain at the same altitude, but what about the ice? VFR was 1,000 feet beneath us, but we

***"MORAL: CENTER IS NOT GOD! If you have ANY doubts about ANYTHING that might put you in jeopardy, SPEAK UP! If you don't get a response, SPEAK UP AGAIN! It is YOUR life that is on the line. 99***

shortly after reaching the assigned altitude, we overheard Approach give the same altitude to a Cessna planning the ILS Approach to Runway 13. From "mildly uneasy" our moods sank to "slightly scared." We called K.C. Approach and advised the controller that we were NDB Outbound at 4,000 feet. His only response was to tell us that he would call our procedure turn. We digested that information, but asked ourselves, "Where is the Cessna?"

We called again, gave position and altitude and told Approach that we were concerned about the Cessna. Approach then asked the Cessna pilot to state *his* altitude. When told, "Passing 3,500 enroute to 4,000 feet," Approach was galvanized.

"You get back down to 3,000 feet," the controller yelled. "I never cleared you to 4,000."

"Oh yes, you did," we said to one another. "Why else were we so worried?"

By that time the controller was sounding riled. He called our procedure turn and bade us remain at 4,000 feet until he said otherwise.

Two things were wrong with that altitude. One, it is hard to complete an approach from 4,000 feet. Two, we began to pick up some icing. We called, mentioned the ice and requested

couldn't leave the assigned altitude without permission. No EFC time had been given and we had 30 minutes of flying time left. The idea of remaining at 4,000 feet for any time was unpleasant and WHERE was that Cessna? I switched to Tower frequency and, to my great relief, received an answer! The Tower controller telephoned Center who relayed through him a clearance for us to descend and land.

**WHAT HAPPENED?** A trainee was working our sector. His supervisor must have sneezed or something, because he didn't catch the fact that 2 airplanes working essentially the same approach had been assigned to the same ALTITUDE. The radio silence, which added to our woes, was not caused by icing on the antenna, but was a result of a Center procedure. There is a routine changeover of controllers whenever an "incident" occurs. Hey Center! Somebody needs to mind the store during a changeover process.

**MORAL: CENTER IS NOT GOD!** If you have ANY doubts about ANYTHING that might put you in jeopardy, SPEAK UP! If you don't get a response, SPEAK UP AGAIN! It is YOUR life that is on the line.





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

**ACCIDENTAL FASCINATION** adapted from the article by Jeffrey L. Nelson in *The Federal Air Surgeon's Medical Bulletin*, Summer 1991.

One of the things you learn early as a safety officer is that there are very few people really interested in safety statistics, or lectures, or maintenance tracking or current trends. But, hand out copies of an accident report and watch what happens!

It will be read, pondered, discussed, studied, reread and reviewed by pilots, copilots, flight engineers and ground crew. *Everyone* is interested in reading the facts of an accident. There is a genuine curiosity level here—like the traffic jam that occurs in a westbound lane because everyone is “rubbernecking” to stare at the accident in the eastbound lane.

Why this fascination with other people's misfortune? I believe it boils down to the fact that we all like to mentally test our abilities against the accident scenario—sort of a mental simulator. It provides us with an opportunity to confirm that because of what we hope are our superior abilities (mental and physical), if put in the same situation with the same set of circumstances, we could emerge unscathed. It doesn't matter how you fly, justifies you for this fascination.

**Is this fascination with the accident side of safety bad?**

stances, we unscathed. It's what kind of being an aviator this affliction. with the acci-

side of safety *bad*? Well, probably not, as long as we reap the educational benefits and are not just satisfying morbid curiosity. There is a great deal to be learned from accident reports. In fact, the aviation community would be grossly amiss if it did not absorb and store for future reference all the knowledge and insight it could from accident findings.

The same is true for individual pilots. Accident reports can help them achieve a higher level of wisdom at an earlier age. Someone else falls into the complacency trap, or is overtaken by fatigue or hypoxia, makes a mistake and has an accident and a fellow pilot (hopefully) learns a valuable lesson from the misfortune of another. Chances are pilots DO learn a lesson—*directly*, because they recognize some bad habits or incorrect tendencies or hazards association with weather and/or aircraft *indirectly*, because concentrating on the accident profile reminds each of us that *everyone* is fallible.

It is unfortunate that someone has to “pay the price,” yet the rest of us can profit and learn. It often takes an accident report to challenge us to act—to change bad habits. There is nothing wrong with our “fascination” with accident reports, but it is important that pilots remember to apply what they learn *every* time they fly.

Australian Section's news reporter, Barbara Sandow, wrote that the Cable Beach Resort, Broome, Western Australia, was the venue for the meeting of the **Australian Ninety-Nines** in June. The members were attending the Australian Women Pilots' Association Fly-In and had flown to Broome from all parts of Australia. It was a good opportunity to escape the southern winter and many of the pilots flew from the east coast across central Australia to the north west. Josie Reich, Nancy Bird-Walton and Glenda Philpot attended the Orlando convention and word that Nancy Bird-Walton received the Award of Merit for her contribution to aviation in Australia was met with delight. Congratulations were also due Beverley Roediger, the recipient of an Amelia Earhart Scholarship. Bev intends to use the award to gain a turbo-prop endorsement.

Christine Wills has agreed to be the Australian Section historian and welcomes any articles about Australian Ninety-Nines, especially those published in overseas newspapers or magazines. Sue White of Mildura has completed her CPL subjects, including the difficult final exam, and hopes to proceed with her flying toward an Instructor Rating. In 1990 the Australian government ended the two airline agreements which limited air routes to Ansett and Australian Airlines. A third airline, Compass, commenced operations in late 1990 and now has 21% of the market share operating A300 Airbus aircraft configured for single class flying on routes between Brisbane, Sydney, Melbourne and Perth. With this additional competition, ticket prices on all airlines are now discounted by more than 50% making airline flying in Australia much more affordable.

Barbara Collins, the Australian





## SECTION NEWS, continued

Ninety-Nines' Governor, wrote, "Once again **Australian 99s** have excelled in the International Dawn to Dusk Competition. Beverley Wediger and Josie Reich won the Conney Trophy for the Best All-ages Crew and came in 9th overall.



Bev Demko, Marg Juhasz, Lori Perry, Meigs Adams, Gaye Wohlin, Barb Petry and her husband, by the Beech Starship. **LAKE ERIE 99s.**

Elma Pye was in the winning crew for Best Foreign Entry the previous year and accompanied Beverley and me last year. One of our projects for this year is to promote the International Dawn to Dusk Competition, which is 'To encourage the most interesting employment of a Flying Machine within the limits of competence, airmanship and to demonstrate capabilities of pilot and machine day's flying, during the hours between Dawn to Dusk in terms of achieving some original and praiseworthy objective.' The unique nature of the event inspires a pioneering spirit—it requires meticulous planning, immaculate execution, and rewards participants with a keen sense of achievement. His Royal Highness the Duke of Edinburgh is the President of the Panel of Judges. Another project we are undertaking is for members in each Australian Chapter to organize interesting fundraising activities for the 99s. At our meeting in Tasmania, we were delighted to welcome the **New Zealand and Ninety-Nine Committee**,

Governor Sue Campbell, Vice Governor Pam Collings and Secretary Carole Dennis. It was decided to hold our next Sectional in New Zealand in March, 1992. The Australian Women Pilots' Association will hold the Annual Conference there.



Gloria Blank, Joan McCasland, Margaret Cosby—**SAN ANTONIO 99s.**

simultaneously and we look forward to a close liaison with **New Zealand 99s** as a result of these meetings.

"We are concerned that the name AUSTRALIAN has been omitted from the Under 35s Breakfast which was originated by Nancy Bird-Walton many years ago to foster closer ties with the younger members attending conventions. Australians have always hosted these highly successful gatherings, donated the gifts of books, etc., and, until the last couple of years, paid for the breakfasts. We hope it will be the *Australian Under 35s Breakfast* again, or if there has been confusion, perhaps *Under 35s Breakfast Hosted by Australia*.

"Nancy Bird's book, *My God! It's a Woman*, has been most successful. It is a book every pilot should read—extremely informative and, in Nancy Bird's inimitable story-telling style, highly amusing in parts. Our sincerest sympathy goes to Nancy on the death of her husband, Charles. As Nancy wrote in her book their shipboard romance lasted 51 1/2 years.

"We also mourn the death of two of our most loved and respected members, Marie Richardson and Jean March. Marie looked after our Scrapbook and was Historian for many years. Jean, a member of our Committee four years ago, was killed with her husband, Les, in their aircraft in January this year.

"An aviation event, the RAAF 70th Anniversary Air Show and Aviation Australia '91 Trade Fair, is planned for Richmond Air Base near Sydney this month. The October 1992 Australian International Air Show and Aerospace Expo is to be held at Avalon, near Melbourne, Victoria, and promises to be one of the greatest spectacles in the Aviation Calendar. A very friendly welcome awaits all 99s visiting Australia."

Myrna Stephens, **North Central Section** reporter, has written that **Indiana Chapter** members gathered at Monticello, IN, to paint a compass rose at White County Airport. The chapter members are grateful to Anne and Emmett Black and two of their daughters for their part in making the airmarking possible. **Indiana Chapter** members welcome Mary Sue Wiscaver of Montgomery, IN, as a new member.

**Chicago Area Chapter** members welcomed two new 66s to their meeting at Clow Airport. Diane Dijk flies out of Glenview and Lisa Lascola flies from Waukegan. Tina Mock, former **Chicago Area Chapter** 66, just earned her glider rating. Tina was a CAP cadet who won a chapter scholarship to attend CAP Flight Encampment. She is now a student at the U.S. Naval Academy. Barbara Muehlhausen used the updater award presented by the Chicago Area Chapter to earn her biennial flight review. Barbara states she appreciated the financial and emotional boost after using her money for a Master's Degree rather than on



## SECTION NEWS, continued

flying. The Chicago Area Chapter members who attended the Forest of Friendship celebration were Marge and 49 1/2 Art Anderson, Elsie Wahrer, Nita Fineman, and Diane Cozzi. A memorial was given for Elsie Wahrer's husband. The Air Bear, Phases I and II, have been given this summer by Nancy Haraldson, Barb Muehlhausen and Marie Hamann. Also giving his airplane to use and sharing his knowledge of airplanes with older children was Art Lyle, a friend of the 99s. Tours of Palwaukee Airport planned by Beverlee Greenhill during January through March were cancelled because of Desert Storm. From the end of March through June, Beverlee gave tours to over 500 students, scouts, senior citizens and other adults.

From Margaret Cosby, **South Central Section** reporter, comes word that the **Austin Chapter** met at Carole Heiser's home. Carole and Bob Heiser are officially retired and have plans to fly to points around the compass—to the envy of all. **Austin Chapter** members are sponsoring an AA Safety Seminar in Georgetown with Pilots Choice Aviation.

New members, Donna Chandler, Judith Irene Evans, Alice Borodkin, Lisa Duff, Janiel Sherrad Wilson, Dawn Obrecht, are welcomed to **Colorado Chapter**. A further welcome is extended to 66 Afshan Massihzadeh and to **Colorado Chapter's** recent 66 Scholarship winner and now officially a Private Pilot and 99—Patricia Jimenez. **Colorado's** Gretchen Jahn and Ian Bentley (49 1/2) came in **FIRST** in the Jackpot Classic Race in their class. Eddie Whistle and Mary Howlings placed **FOURTH**. Gretchen Jahn and Chris Bentley came in 17th out of 40 in the Air Race Classic. Joyce Hilchie and Eddie Whistle completed six of the eight legs before

having to disqualify for plane trouble. **Colorado Chapter** members made a donation to the Air Race Classic for a "Tail-End Charlie" Award for a South Central Section team at the Worland WY, checkpoint. Lorraine Green won the 77 Solo Award presented during the Rocky Mountain Fly-In at Greeley. In spite of wind, rain, hail and air show cancellation, 99s still managed to cook hamburgers for the tired and hungry as a goodwill gesture for EAA during the fly-in. The EAA members really appreciated it. Thanks to all who survived. Sylvia Harper donated IFR training tapes to the chapter for circulation to the membership—a good idea. Thanks to Sylvia.

### The Dallas Redbird

**Chapter** members are busily preparing for the Spring South Central Section meeting in Dallas. The hotel and banquet speaker are selected, seminars and tours are being planned. Watch for developments. Sandra Carruthers and Marcie Bissell were first-timers in the Air Race Classic. They had an exciting trip and Marcie recorded much of it on video which she shared at the summer meeting of the **Dallas Redbird Chapter**. Marcie, proud owner of a Duchess, flew her family to Tallahassee over the July 4th holiday. Sandra and her husband recently flew to Mexico, then took the train down Copper Canyon. According to Sandra, it was a beautiful trip and flying into Mexico was easy.

**Dallas Chapter** members held an informal brain-storming session on program ideas, flying activities, and fund-raising projects. It was gratifying to have several charter members present and added their great ideas to the lists. **Dallas Chapter** members have made an effort to assist those who are no longer current or who have

no easy access to an airplane. They have published a list of any pilot with an airplane who is willing to give rides to other members during chapter activities. A side benefit is the sharing of expenses! Ila Duncan visited the New York City Police Department and met a fellow pilot who is also a "helicopter-flying cop." She wants to become a 99 and Ila is working toward getting New York 99s and the pilot together. Many Dallas Chapter members headed for Oshkosh. Sue Matlock and Chris Hettenbach started off in Sue's C-150, but were turned back after about 30 miles due to weather. Off again in Chris' Cutlass, the trek



*Eric Rhoads of Royal Aviation, Orange County Airport, explains engine components to ORANGE COUNTY 99s.*

took 19 hours. The duo managed to raise their tent just prior to the big rain. Oshkosh bargains—Ioran, handheld radio, intercom—lured Sue. Bonnie Lewis, son Paul and his friend, Lori, flew to Oshkosh in Bonnie's C-182. 49 1/2 Tom drove from Minneapolis with their daughter, Nancy and friend, John. Al and Sandy Buschhorn drove up leisurely in their motorhome. Sandy visited the Ninety-Nines Booth and the Friendship Tent to check in and learned that new member, Marion Jayne, was also there. For any who



## SECTION NEWS, continued

have never been to Oshkosh, it is something you have to experience at least once!

**High Country Chapter** members have been flying high this summer. Fran Long took her BFR in the Super Cub. She and Don enjoyed the fun and flying at Oshkosh—arriving there in their C-185. Alice Monroe and Gary flew in their C-310. Fran and Don Long also attended the C-180/185 Fly-In to Idaho's Flying B Trip. Amanda Woodward's Bismarck Airshow was very successful and she enjoyed a tour of Mount Rushmore. Her next shows were to be Canada and New Jersey. Most members of **High Country Chapter** enjoyed camaraderie, competition, precision flying, good food and fun with great weather at a Fly-In to Barry Cook's home on Crawford Airstrip. Margaret Cosby noted, "Don't ask about the novel rules for Spot Landings and our Bombings."

Seventeen members of the **Northwest Kansas Chapter** attended the Cosmosphere at Hutchinson with the show, *The Blue Planet*. It was an exciting experience. Daphne Fautrin distributed informational booklets on the MCI Control Tower which **Northwest Kansas Chapter** members are scheduled to tour.

It was another successful Okie Derby Proficiency Air Rally for the **Oklahoma Chapter** Ninety-Nines. With 40 planes entered, First Place was won by Texas 99 Priscilla Appaport of the **Austin Chapter**. Ninety-Nines from Oklahoma, Texas, Kansas and Arkansas entered the derby. **Oklahoma Chapter** members have selected a new category trophy—*The-best-excuse-why-we-can't-do-well*-category. It resulted in the shared by Jan Maxwell, Texas; Greenwood, and Jodie McCarrell, Oklahoma.

Black Forest Gliderport held a "10,000 Tow" celebration and the

**Pike's Peak Chapter** members sponsored a successful concession stand during the festivities. In addition to the usual fare, future 66 Kristi Wright's homemade cookies were hot sellers. Kristi is the daughter of former Chapter Chair and 1991 AE Scholarship winner, Cindy Wright. Twenty members of **Pike's Peak Chapter** and guests toured the North American Air Defense Command Headquarters (NORAD) in Cheyenne Mountain. It was a most informative and interesting tour. Former 66 Lisa Fisk earned her Private ASEL this summer. Congratulations and welcome to the 99s.



MT. SHASTA FLY-IN, Governor Lois Erickson and Diane Scheeweis

In her presentation of a report on the International Convention, Chapter Chair of the **San Antonio Chapter**, Laura Richter, observed that it was "a little hard on the derriere." The convention followed her month-long visit to her daughter and son-in-law touring Germany (including the Paris Air Show!). Margaret Cosby's son was at the Paris Air Show representing the U.S. at the F-16 display and Laura in her excitement, didn't think to ask. There was disappointment on both sides when each discovered the other was there. Past Chapter Chair of the **San Antonio Chapter** and First Lieutenant in Civil Air Patrol, Gloria Blank, recently participated in the first Texas Wing Search and Rescue practice hosted by her squadron. She

is the Finance Officer and was the Clearance Officer during the exercise. Recently-promoted to Captain and Public Affairs Officer, Margaret Cosby, made an 11th flight to a practice grid in her C-177RG. Margaret recently received the third of five levels of CAP achievement—the Grover Loening Award. Congratulations are in order! Gloria and Margaret also recently flew to Castroville Aviation and delivered a new "Closed Your Flight Plan?" sign to Castroville FBO manager, Joan McCasland. The old one was fading, so Mary Ann Greer came up with a new one. Joan had been pleading for a new one, for the sign had been a most helpful reminder to students as well as all pilots who filed a flight plan. This has been an on-going program the San Antonio Ninety-Nines developed several years ago and, obviously, the need is still there.

Eleven newly rated aeronauts, each with her own balloon, are prospective new members of the **South Louisiana Chapter** in the Baton Rouge area. Lauren Ward and Leslie Wightman served the 1991 Hot Air Balloon Championships as BFA-CD Chief and Assistant Chief Observer Officials. The **South Louisiana Chapter** members donated \$1000 to the new Women in Louisiana Aviation (WILA) exhibit at the Wedell-Williams State Aviation Museum in Patterson, LA. The money will be used to furnish the exhibit and to set up an archives file on women in Louisiana aviation history for researchers, writers and scholars. Chapter members also plan to plant WILA trees at airports in the towns in Louisiana where chapter members live. The trees will also have plaques to commemorate the contribution of women to aviation history in Louisiana. A River Birch and plaque at the Baton Rouge Airport passenger terminal com-



## SECTION NEWS, continued

memorates the Chapter's participation in the dedication of the International Forest of Friendship in Atchison KS, in 1976. Leslie Wightman, Editor of the *SCS Approach*, is the new Chapter Chairman. Leslie was only three years old when her mother, Pat Ward, founded the South Louisiana Chapter 25 years ago. Leslie hopes to recreate some of the activities she remembers watching from her baby stroller.

Kathleen Browne, reporter for the **Southwest Section**, has written that

Lynn Conklin, our F-34 driver who graced the front cover of the January/February combined issue of *The Ninety-Nine News*, has been released from active duty with the USAF. Lynn, **Cameron Park Chapter**, flew approximately 700 hours in C-5s in support of Desert Storm, including 10 missions into Saudi Arabia.

Congratulations to Lynn and a hearty thanks for a job well done. **Cameron Park's** Misti Lasphohler completed her 13th Palms Pines Air Race with Cora Lee Tucker and garnered 8th Place. Julie Clark is flying her patriotic performance on a busy airshow circuit that will take her, among other places, to the Bahamas and to Nova Scotia. Shari Meyer is a new member of the **Cameron Park Chapter**. Shari holds a Commercial License with Instrument and Multi-Engine ratings. Penny Hurman is another new member—a former 66 who is now working on her instrument rating. Sherry Sands earned her wings in November of

1990 and is also a Marriage, Family and Child Counselor. A fly-away was planned to Spaulding Field on Eagle Lake near Susanville, CA.

Members of **El Cajon Chapter** planned an "Introduction to the Ninety-Nines" for September at the Gillespie Field Administration Building.

The 1991-92 officers for the **Fullerton Chapter** are: June Leach, Chairman; Evelyn Craik, Vice-Chairman; Ann Kocherhans, Secretary; Kim Ernst, Treasurer. **Fullerton's** speaker during the sum-

mer was Virginia Showers, Bernie Stevenson and Georgia Lambert were the delegates from the **Los Angeles Chapter** to the International Convention. They sold 31 of the fanny packs while there.

Airmarking has been the name of the game with the **Marin County Chapter** members. The first project was the Marin Ranch, then Little River, and finally Round Valley at Covelo. **Marin County's** Peggy Williams has struggled and finally won back her medical. The officers

for **Marin County** 1991-92 are: Anne Silverman and Elaine Bull, Co-Chairmen; LaVonne Boyle, Vice-Chairman; Althea Moore, Secretary; and Janet Stang, Treasurer. Dixie Goldsby passed her instrument written with flying colors. A fly-in to Sedona, AZ was held. Mary Eileen Sasso is



*Beverly Allen, Eleanor Todd, APT Chairman, Linda Barker and Barbara Ward, honored for 15 or more consecutive years APT*

mer was Graham MacKintosh telling of one man's journey around the coastline of Baja, CA.

The 1991-92 officers for the **Hi-Desert Chapter** are: Virginia Rainwater, Chairman; Margaret Bolton, Vice-Chairman; Lorene Coon, Secretary; Midge Hoover, Treasurer. Harriet Beck will be leaving and best wishes go with her. **Hi-Desert Chapter** members planned to have a booth at Big Bear Open House and Air Show. Tickets were to be sold for a quilt raffle.

glider flying and Sherry Pearson and Sally Dennett joined her during the summer. LaVonne Boyle and Susan Jordan competed in the Air Race Classic.

**Monterey Bay Chapter's** Geri Chappell's 49 1/2, Jim, is the Airport Manager at Salinas and the President of the California Association of Airport Executives for 1992. **Monterey Bay's** Kay Harmon has been appointed to serve a 4-year term on the Salinas Airport Commission. An airlift was planned for September during the *Salinas and Monterey County Air Tour* for City of Salinas, Monterey County and



# CALENDAR

## OCTOBER 1991

- 4-5** **New England Air Rally** **Northhampton, MA**  
Write or Call Margaret Davidson, 21 Crestview Dr, North Haven CT, 203-288-9642
- 4-6** **Southeast Section** **Biloxi, MS**  
Janet Green
- 5-6** **New York-New Jersey** **Long Island, NY**  
Dorothy Campbell/Jill Hopfenmuller
- 3-10** **NIFA** **Norman, OK**  
U of Oklahoma
- 11-12** **24th Annual Kachina Doll Air Rally** **Falcon Field, AZ**  
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.
- 11-13** **Aviation Awareness Days** **RJ Miller Airpark**  
Garden State 99s
- 12** **Poker Run** **Central NY**  
Joyce Revell
- 12-13** **AIRSHOW '91** **Fort Worth's Alliance Airport**  
For information: Pat McGuire 817-624-2727 or 817-624-2797
- 12-13** **New England Section** **Rhode Island**  
ENE Chapter
- 15-17** **Kingman AAF 50th Reunion** **Kingman, AZ**  
Contact: KAAF Reunion Committee at 800-325-KAAF (5223) or 602-757-1892
- 18-19** **PAEO Congress** **Las Vegas, NV**
- 19-20** **Amigo Airshow** **El Paso, TX**  
Marilyn Shaffer or Marsha Mascorro
- 20** **Pennies-A-Pound** **Trenton, NJ**  
Trenton/Robbinsville, Garden State
- 23-27** **AOPA Convention** **New Orleans, LA**  
Contact Susan Coco: 504-443-3795. 99s will have a booth. Volunteers are needed.
- 25-26** **Middle East Section** **Pittsburg, PA**  
Mary Lou Waite
- 26** **Children's Day** **Brookhaven Airport, LI**  
Ida Van Smith Flight Club
- 26-27** **N'Awlins Air Show** **Naval Air Station, LA**
- 25-27** **P-51 Salute to Desert Storm** **Santa Maria, CA**  
For information: 805-922-8758 or 922-9645
- 30-Nov 2** **Board of Directors**
- 31** **Deadline for Intent To Seek Election Forms**

## MARCH 1992

**Australia and New Zealand** **Christchurch, NZ**  
Pam Collings

**2-14** **Women in Aviation Conference** **Las Vegas, NV**  
Amy Carmien and Dr. Peggy Baty

## APRIL 1992

**4-26** **South Central** **Dallas, TX**  
Pat Ward

**-12** **JULY 1992** **Kansas City, MO**  
**CONVENTION**  
Pat Mlady



# SECTION NEWS, cont.

State Officials. An airport open house was also planned for pilots and the general public.

**Mount Diablo Chapter** members anticipate hearing speaker, Camille Danzi of the CCR Tower, in October. **Mount Diablo** members planned fly-ins to Shelter Cove and to Oceano. A special meeting was planned to try to resolve the problem of a development of a discount warehouse and office supply store in the traffic pattern of 32L of the Reid-Hillview Airport.

Suann Prigmore and Lois Van Zelf of the **Mount Shasta Chapter** captured the overall title of the Palms to Pines Air Race. Diana Ward and Candy Murphy won the final leg of the race. Barbara Boot with Diane Schneeweis and 66 Lucy Sheppard also flew. Doris Lockness was a timer. The runway at Lake California in Cottonwood was a **Mount Shasta Chapter** airmarking project.

Pat Noyes Prentiss, **Orange County Chapter** member, earned her Citation type rating. Congratulations, Pat. During the summer, **Orange County Chapter** members met at the Orange County Airport for a program by Eric Rhoads and Bob Lewis of Royal Aviation. With the cowl removed from a C-172, Eric and Bob demonstrated and explained the functioning of the engine components and hydraulic and electrical systems until the fading light forced an end to their very interesting and educational discussion.

Camp Pendleton was airmarked by members of the **Palomar Chapter**. An airlift was planned for September and **Palomar Chapter** welcomes its newest member, Leslie Balcaen of Del Mar.

An annual Picnic in the Pines was scheduled for August by the **Phoenix Chapter** members. Kachina Doll Air Rally Kits were available. Terrie Ekin, a new member of the **Phoenix Chapter**, is a Credentials Evaluator



**SECTION NEWS, continued**

for the Aerospace Engineering Department at ASU. Lillian Brewer had a traffic mishap while in England visiting member, Kitty Pope, who is here for Garrett. Lillian is recovering nicely.

**Placer Gold Chapter** members planned an airmarking for Truckee. They were also hard at work on enterpieces for the Section Banquet.

**Redwood Coast Flyers' Pat Velle** passed her instrument written. The **Redwood Coast Flyers** were presented at the July 4th Celebrations in a fly-by by Debbie Hartridge, Rose Hanan, and Lois Bozarth and her husband. Janet Ryan is welcomed on her return to the chapter from the East Coast. Dave Weaver was scheduled to present a program on ballooning at the summer meeting.

Colleen Turner and Cinda Webber, **Redwood Empire Chapter** members, flew in the Palms to Pines

Air Race. **Redwood Empire** members held a summer meeting on Buchanan Field for the East Bay members.

From **San Diego Chapter** members come word that Fran Bera, **San Diego Chapter**, and June McCormack of the **Borrego Springs Chapter**, flew in the Air Race Classic and placed 9th. An Aviation Flea Market at the Nut Tree Airport, Vacaville, was planned for September.

There was a great turnout of members of the **San Luis Obispo County Chapter** for the airmarking at Los Ranchos School. Chapter Charter member, Carol Hallett, deserves kudos for her position as the current Commissioner of U.S. Customs in Washington, D.C. Two possible fund-raisers are being investigated by **San Luis Obispo County Chapter** members—a Celebrity Trail Ride and a Hearst Castle Fly-In. Amelia Earhart's personal photographer, Albert Bresnik, is tentatively scheduled

to speak in November.

**Santa Clara Valley Chapter** members airmarked Reid-Hillview with the assistance of the RHV Pilots' Association. They provided funds for the purchase of the paint as the county was reluctant to do so. Those members of **Santa Clara Valley** who participated were Betty Patterson, Cat Lacorazza, Kathy Gardella, Joey Connell, Mayetta Behringer, Nancy Rodgers, Peggy Ewert, Janet Ewert, Maurine and Warren Houck, Debby Cunningham, Alice Robertson, and Barb Murren. Jean Black and Willy Gardner from the **Gavilan Chapter** were also painting. There are six new members to welcome to Santa Clara Valley Chapter: Kristen Nelson, a marketing manager; Dottie Cooley, a transfer from Bay Cities; Barbara Havens, in manu-

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| 102 - T-shirt                           | S, M, L, XL | \$14.00 |
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## SECTION NEWS, continued

facturing management and in the Naval Reserve; Dierdre Meldrum, a PhD candidate in Electrical Engineering; Judyantages, a technical director of respiratory medicine; and Cindy Wilson, a college student. Nancy Rodgers and Cathy odgers placed 16 in the 22nd Annual Palms to Pines Air Race. Marcie Smith and Nancy Sliwa placed 28th and Pat owers and Janet Ewert placed 29th. Dee Ramachandran and Debby Cunningham, Barbara Murren and Jeanne lcElhatton, and Cat Lacorraza and Kathy Gardella also participated. \$500 was received as a donation to the Marion arnick Memorial Scholarship Fund in the names of Jackie Petty and Jeanine Ceccio from Dick Fouquet, publisher of *ilots' Guide to California Airports*. Pam Mahonchak was the speaker at the Annual Awards Banquet.

Members of the **Sierra Foothills Chapter** planned a Labor Day Pancake Breakfasts, with meals served for the eorgetown Gathering of Taildraggers. **Sierra Foothills** embers have scheduled an "unwind and have fun" fall fly-out r October. The destination will be Half Moon Bay.

The guest speaker for the **Utah Chapter's** summer meeting as Valerie Carroll, speaking on hang-gliding and para- iding. **Utah** members are staying busy: Arlene Doutre has orted a new business—LSJ Flight Services; Carol Clarke is itting up a storm; Fran Reick learned the difference between oderate chop" and "severe turbulence;" Dot Strate has taken r first lesson in hot air ballooning; and Jean Coffman planned fly to Montana for Labor Day.



**MT. SHASTA CHAPTER Fly-In:** Lois Erickson, Barbara Boot, Chairman; Diana Ward, Diane Schneeweis, Jane LaMar, Lois Van Zelf, Joida Reed, 66; and Donna Taylor.



## GENERAL COUNSEL

by Sylvia Paoli

### CHAPTER SCHOLARSHIPS

There is a substantial difference between scholarships granted by the AEMSF at an international level and those nted by chapters. One of the major distinctions is that most of the funds in the AEMSF are raised from members, ile most chapter scholarships are funded by fund-raising projects of the chapter—meaning money from the public. he primary consideration in the use of chapter funds generated from public contributions is that the IRS will find the anization is NOT operated exclusively for its exempt purposes if its net "earnings" go in whole or in part for the efit of individual members. Based on various Revenue Rulings of the IRS, we find that there must be a basically utral" scholarship plan for disbursing the funds, that a scholarship based on scholastic ability, without regard to ncial need, may qualify under some circumstances, that scholarships going to women from women's organizations okay if the base is broad enough, that the purposes for which scholarships are given can vary from full ratings to rt courses (or partial ratings) and can include ground school courses (given at FBOs or at colleges) and such things adet camps, teacher training programs, research and similar programs.

"broad area base" for a chapter scholarship could be a geographical area (usually larger than a city or a county), a ip of schools, an age category (18-25, for example), or a 99s Section. The smaller the base, the more necessary it is the field of potential candidates be larger. For example, if you wished to limit the scholarship to residents of a city county, then it should be open to men and women, without age restrictions and without restrictions as to use for ain ratings. The broader the area base, the more restrictions can be applied. For example, if applicants may apply 1 throughout an entire state, you could limit them to women college students. If your area base is an entire 99s ion (except for those with under 400 or 500 members), you could limit applicants to members of the 99s. s is true with all IRS rules and regulations, there are no details, only general statements. Revenue Rulings and tax s provide application of those general statements to a specific fact situation, and study of many of those ws one to formulate some general guidelines, such as those above. If you have questions, please feel free to e or call me, or send a copy of your proposed scholarship guidelines for comment.







**San Antonio's GALE TSEU, On Call!**

**San Antonio Chapter Ninety-Nine Gale Tseu is a Telecommunications Analyst with USAA. BUT, to quote Paul Harvey, "That's only part of the story. Now for the *rest* of the story!"**

Gale was featured in recent USAA in-house news, *Highlights*. She was quoted as having said, "I've always been in love with airplanes; my mother and my uncle were pilots. ...Flying is something I've always wanted to do and three years ago I got the opportunity to learn. I studied very hard, met the training and flight time requirements, and it's really paid off.

"Now, I'm doing things many pilots wait a lifetime to do. After receiving my instrument rating and commercial and multiengine ratings, I began doing charter work. When the chief pilot at the charter service told me he'd teach me to fly the Lear jet, he had to pick me off the ceiling. Just to be around a Lear jet is phenomenal, but to fly it...well, I was so excited.

"Transporting organs is part of the charter flying we do. When a local hospital notifies us there's a donor organ available somewhere, we fly a team of doctors and nurses to retrieve it. Usually it's a heart or lung when they request the Lear. Because the organs are only

viable four to six hours—the jet's speed is critical.

"You have to be ready at a moment's notice, so I'm on call every weekend. Most of the calls come in at night when operating rooms are most readily available. On the eight heart runs I've made, we've flown all over Texas, to California and other places, depending on where the donor is. Transplant centers first try to match the organ with someone in that state. If a suitable match isn't found, they begin a search in 500-mile bands outside the state until they find one. In one case, a transplant center called eight other centers before locating a recipient.

"When we arrive, the medical team goes to the hospital to remove the organ. I've never gone to watch because my responsibility is to the aircraft and being ready to go when that ambulance comes roaring up. Often the airport is *full* of charter planes waiting to transport other organs from the same donor.

"Back in San Antonio, team members jump into an ambulance and race to the hospital. According to one doctor, they have the heart in the recipient within about 10 minutes of having reached the hospital. Fortunately, most of the transplants are successful.

"The last heart run I did was to pick up the donor heart of an 18-year-old car accident victim for a 14-year-old recipient. Most donors die of head injuries or in car accidents; some are suicides. It's always sad when someone is taken tragically like that, but I try to remember that they are giving somebody else life.

"It can be exciting, and of course, rewarding. Even though I'm just a small part of the team, I know that because I'm up there, somebody is getting a second chance. And it really makes you appreciate things like the fact that you're healthy and can come to your job every day. It gives me the energy to give 110 percent to everything I do."



## **ALL-OHIO'S ARLENE DAVIS AWARD WINNERS — SAFECON 1991**

Debra Robichaux, SAFECON 1991, sent the photograph of the Arlene Davis Top Woman Pilot Award winners for SAFECON 1991. The award is donated by the All-Ohio Chapter of the Ninety-Nines. It commemorates Ohio's popular air racer, Arlene Davis, and offers to the female contestant who achieves the best performance in three flying events a silver tray and a perpetual trophy—the former to the student and the latter to the school. Awards were given this year to 1st place: Amy Himic, Central Texas College; 2nd Place, Zyverne Howell, Western Oklahoma State College; and 3rd Place; Julie Lawson, U.S. Air Force Academy. Thanks to All-Ohio Chapter members and many happy landings to all concerned!





## OVER THE RACE COURSE

by Glenn Buffington

The 22nd Annual Palms-to-Pines Air Race was flagged away by Jann Earl, honorary starter, popular co-anchor of KTLA, Channel 5. Ten o'clock August 9th had been scheduled for takeoff from Santa Monica, but it was 11:15 before "the weather finally smiled."

#1 for takeoff was a C-172 flown by Claire Walters, race founder, and her granddaughter, Michelle Nottingham. They were followed by 46 aircraft. The 752-mile race required a fly-by or landing at Modesto, a Redding RON, and a noon deadline to the terminus—Bend, Oregon. A total of 97 pilots from Western states in 47 planes started and 44 scored in the finish roster. Special thanks to Lillian Camden, race official, for race information and the photographs. At the Awards Breakfast on the 11th at the River House, the following winners were announced:



Winners of the Palms-to-Pines Air Race:  
Lois Van Zelf and Suann Prigmore

|                                   |               |    |
|-----------------------------------|---------------|----|
| Suann Prigmore/Lois Van Zelf      | Grumman Tiger | 1  |
| Pat Rowe/Diane Pirman             | PA-24-260     | 2  |
| June McCormack                    | C-172         | 3  |
| Margaret Mead/Kathi Durst         | PA-24-260     | 4  |
| Madeline Kurrasch/Tracy Paredes   | Grumman Tiger | 5  |
| Paula Bazar-Shandling/Susan Bazar | C-172         | 6  |
| Evelyn Buss/Diane Winn            | Beech F-33    | 7  |
| Misti Flaspohler/Coralee Tucker   | C-182         | 8  |
| Dene Chabot-Fence/Gloria May      | PA-28-180     | 9  |
| Nancy Rodgers/Kathy Rodgers Emick | P-Archer II   | 10 |



Right: Kathy Rodgers Emick and Nancy Rodgers — High scoring Mother/Daughter Team.  
Left: June McCormack, flying solo, placed 3rd.



|  |             |
|--|-------------|
| 1st Leg 1—Carol Colburn/Carolyn Horton               | C-172       |
| 1st Leg 2—Norma Futterman/Aileen Pickering           | Beech A-36  |
| 1st Leg 3—Diane Ward/Candy Murphy                    | C-172       |
| 1st under 500 Hours—Madeline Kurrasch/Tracy Paredes  | G-Tiger     |
| 1st 1st Time Racers—Diane Ward/Candy Murphy          | C-172       |
| 1st Landing Winners: Gwen Newlands/Betty Larson      | PA-28-160   |
| 1st Landing Winners: Rikki Barton/Chris Van Kesteren | B-Musketeer |

## CONGRATULATIONS!

Bobbi Trout & Marie McMillan

They have been selected by the National Aeronautic Association of the United States as Elder Statesman of Aviation. This coveted award was established in 1954 to honor outstanding Americans who, by their efforts over a period of years, have made contributions of significant value to aeronautics and who have reflected credit upon America and themselves. The National Aeronautic Association is the National Aero Club of the United States. Its primary mission is the advancement of the art, sport, and science of aviation and space flight by fostering opportunities to participate fully in aviation activities and by promoting public understanding of the importance of aviation and space flight to the United States.

Marie McMillan was selected for her dedication to the promotion of General Aviation in the U.S. and abroad. Marie holds more than 300 world speed records between cities, which is more than held by any other person. "The Flying Grandma" began flying at age 40 and, since 1973, has received honors and awards for her many activities in aviation. She is a special news correspondent for radio and newspapers in Nevada and a lecturer for the aerospace education workshops. Marie is currently employed by the Clark County Department of Aviation at McCarran International Airport, Las Vegas, NV.

Bobbi Trout was selected for her pioneering record-setting flights in the late 1920s and early 1930s and her lifetime devotion to aviation. Soloing in 1928, Bobbi was only the 5th woman in the U.S. to receive a Transport license. She set a number of records including the world record for solo endurance for women of 17 hours and 5 minutes in 1929. The same year she established a women's altitude record of 15,200 feet. Bobbi set a number of records involving in-flight refueling and, in 1984, flew an OX 5 Jenny on the 55th anniversary of her 1929 flight in which she became the first woman to fly all night. A Charter Member of our Ninety-Nines, Bobbi flew in the 1929 Women's Air Derby and, in 1976 was named "OX 5 Woman of the Year."





# OPERATION SKYWATCH!

by Marilyn Kamp

*We are getting calls and letters from other 99s from all over the country wanting to know more about Operation Skywatch and how they go about getting involved. We feel the way to inform our membership would be through our Governors and Chapter Chairmen; a Skywatch display at the International Convention; and an article in **The Ninety-Nine News**. We are investigating the cost of making pins, certificates, patches, and posters. I am in contact with Margo McCutcheon, First Canadian Chapter, and am working with David Mathis, New York State DEQ Investigator, and Joanne Bolton. **THE PROGRAM IS A "GO" AND WE ARE VERY EXCITED ABOUT IT.***

## STANDARD OPERATING PROCEDURES — OPERATION SKYWATCH.

1. The Section Board should appoint a committee to cover each state/province that their Section covers. This committee should contact, either by phone or in person, the respective government's environmental department to establish a "Hotline" telephone number. It is very important to have a good relationship established and a person to work with in your respective states.

2. The next step is to arrange educational-type seminars with your government environmental representative as the main speaker. Since laws vary from state to state, it is advised that each Section establish their Skywatch Seminars through their own states. We recommend that seminars be held at Section meetings for better exposure to our membership. The seminars should include slides and instruction on the Observation Guidelines so that they know what to look for.

3. Pilots will be reporting their observations from **their own individual, personal flying activities**. The pilots will be reporting to the "Hotline" telephone number in their own state. Each Chapter should be responsible for their own areas. As 99s fly over their home areas, the areas with which they are most familiar, they can carefully note any changes they see in the environment.

4. The Skywatch logo was developed by the First Canadian Chapter which graciously consented its use on the International 99s level. The government representative may be able to furnish photographs which can be incorporated with the logo for posters and displays. This can work with all budgets, from simple posters at airports and Ninety-Nines' activities to sophisticated video and slide show presentations. This is important to bring attention to the fact that the 99s are involved and working on Skywatch, a community service, and are assisting in stopping illegal pollution.

5. All pilots must observe all Governmental Aviation rules and regulations that apply in your country.

6. Each Chapter or Section should have some type of recognition to their members who make three or more reports within a year. Skywatch logo pins, patches, and certificates will soon be available for your use. In addition to Chapter or Section awards for recognition, each government entity should be encouraged by the Skywatch Committee to recognize members working on the Skywatch Program.

**Operation Skywatch** provides us with the opportunity to combine our love of flying with a great purpose: to contribute, in a small but significant way, to the protection of our fragile environment. For more information about Skywatch, you may contact International Co-Chairmen:

**Marilyn Kamp — USA**  
Kamp Airport  
RR 1 Box 275 Irishridge Road  
Durhamville, New York, USA 13054  
315-363-1980 or 315-736-5267

**Margo McCutcheon — Canada**  
58 Lumpstone Avenue  
Toronto, Ontario M4N 1M7  
Canada  
416-488-2167

*continued next page*



# OPERATION SKYWATCH



## OPERATION SKYWATCH

A volunteer program, Operation Skywatch was initiated by the Ninety-Nines, Inc., International Organization of Women Pilots, to assist in the fight against illegal pollution of our environment.

**ATTENTION: ALL PILOTS!! - YOU CAN HELP!!** Become more observant as you fly. Watch the territory that you normally fly over. **REPORT** any sites that you suspect to your State Environmental Department's special "HOTLINE":

### ENVIRONMENT HOTLINE:

#### REPORTS SHOULD INCLUDE:

- A) Give the time, date, and coordinates of site (loran helpful).
- B) Altitude flown, sky conditions, and identifying landmarks in area.
- C) Complete description of what you observed.

#### BE ESPECIALLY ALERT TO THE FOLLOWING:

- 1) Any changes in the terrain over which you normally fly and are familiar with -- your own locality. Report anything suspicious!
- 2) Report any hidden debris, behind factories, out of sight of passing roads.
- 3) Suspect fresh sludge dumps, or new activity in old dumps and gravel pits.
- 4) Discolored waterways, ponds and streams should be reported.
- 5) Look for 55 gallon drums. They are easier to hide or bury than large containers. Must not bury or dump drums, especially near water.
- 6) Private landfills are not permitted without a government permit, except for some small landfills near farms/rural homes. None permitted on low-water-table lands, near ponds, lakes or streams.
- 7) Watch for dead trees near sides of streams, ponds or gullies. Suspect what is going on upstream. Note that only a few dead trees in a stand of healthy trees could mean pollution is taking place. With infra-red photographs, the Environmental Investigator can see the stressed trees which show up as blue. They could be stressed and still appear normal visually. Healthy vegetation usually looks red or magenta.
- 8) Usually, illegal dumping occurs within one mile and almost always within 20 miles of the factory. Look for truck access to remote areas or discharges into streams and ponds.
- 9) Sheen on any body of water, could mean **OIL SPILL OR DUMPING**. It should be reported **IMMEDIATELY!!**
- 10) Snow cover can sometimes outline or show the debris easier. Be alert during winter flying to ponds that don't freeze over when others have. It could mean chemical dumping.
- 11) All legal dumps must have permits, and debris must be covered on a daily basis.
- 12) Watch for smoke, burning of oil, tires, construction debris. Many times, illegal burning of wastes takes place at night.
- 13) Be alert to any smoke or fire, especially in remote areas. It could mean a forest fire. **Report Immediately!**
- 14) Farms can dump only household garbage. Any accumulation of old cars, refrigerators, stoves, metal, or construction debris should be reported. Be alert to an increase in roadside dumping, especially along back roads.

**Report anything that looks suspicious!** Your State Environmental Department would rather take your report, even if it is a site they already know about, than not have you report at all. Your report is taken and will be investigated as soon as possible. Oil spill reports will be investigated immediately.

The Environmental Personnel will take your call over the "Hotline" and question the pilot. Your report should give as many details as possible. If you have taken your own photographs, so advise when you make your report to the government "Hotline".

Besides keeping "Skywatch" vigilant during all our flights, educating the public and the flying community is of great importance. The Ninety-Nines continue to work on establishing "Operation Skywatch" on an international basis.

### PILOTS - WE CAN ALL MAKE A DIFFERENCE - FLY SKYWATCH!

If you wish further information contact: Your local Ninety-Nines Chapter:





**U.S. ARMY HUEY—SHOT BEFORE AND AFTER BEING IN MOTHBALLS. THE 348th MEDICAL DETACHMENT, ORLANDO, FLORIDA, HAS M. MOUSE AS THE LOGO.**  
(Can you see the CAMELS on the Saudi Desert?)



## ANOTHER PHOTO ESSAY FROM SAUDI ARABIA — THE SKIES REFLECT THE SMOKE OF THE AFTERMATH OF WAR

Photos: Patsy Knox, Governor, Saudi Arabian Section



**FLYING in the SAUDI ARAMCO BELL 212 :**  
Above Photo, kneeling: Captain Dennis Cummings, Mara Culp, ARAMCO Security Personnel. Standing: Bob Taylor, Linda Hewgley, Claude, Verna and April Allen, Irene Peper, Yvonne Trueman, Nancy Taylor, Patsy Knox, Flight Officer Robert Klepper, George Cornforth, Security. To the left: Yvonne Trueman at the controls. To the right: Mara Culp, who already has a Lear rating. Perhaps her Helicopter rating is next?



Chicago Area Ninety-Nine, Syd Syran, went to Saudi Arabia on business. She was greeted and treated to some Arabian flavor.



Patsy Knox and Syd Syran in front of a Mosque along the Corniche in Al Khobar



Syd shares the limelight at a festive birthday party in Al Khobar



Capt. Pat Kryger, Huey Pilot; Syd Syran; Mary and Khalita Al Dossary; Patsy Knox

continued on the next page



# THE SKIES REFLECT THE SMOKE OF THE AFTERMATH OF WAR, continued

Yvonne Trueman took her currency check ride on February 24, 1991, the day the ground invasion started. A clearance for landing for Yvonne's Piper Warrior took some time at Abu Dhabi Airport where the activity of the support craft fill the entire airport. Thick smoke from the burning fires of Kuwait colored the skies dingy gray and hung in the air at about 600 feet.

**GROUND INVASION DAY:** *To the right: Abu Dhabi Airport was filled with more than smoke—support aircraft filled the ramp. Below left: Yvonne snapped a photo from the cockpit of her Warrior, awaiting clearance for takeoff from Dubai Airport. To the right, the scene at Fujairah Airport, UAE was one of immense activity. Yvonne and her passenger, Ann Cook, landed for refueling.*



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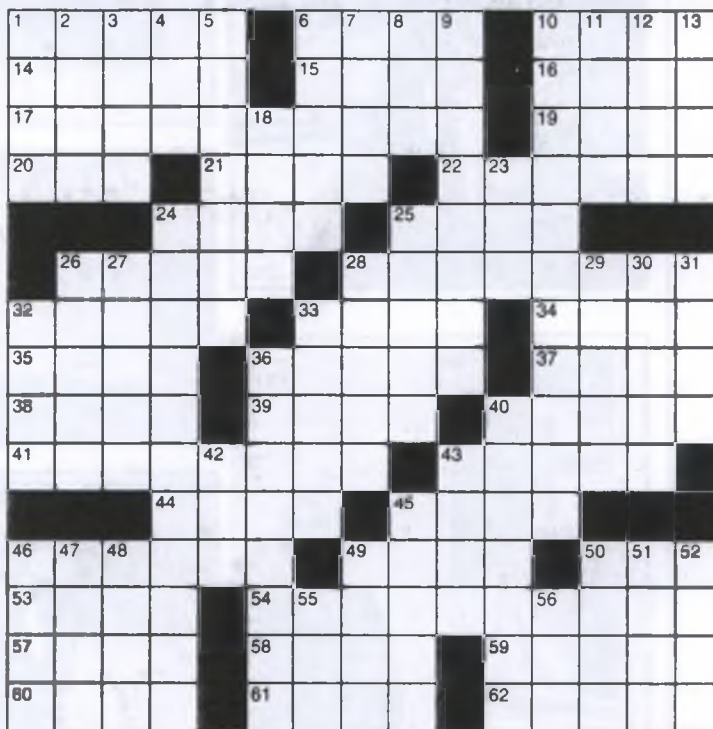
# Flyword Puzzles

By Bob Gardner

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## ACROSS

- 1 Spanish planes
- 6 Oriental airline
- 10 NASA predecessor
- 14 Headset magnate
- 15 Hawkeye
- 16 Mouthy
- 17 Formerly the Skywagon
- 19 Standing Lenticular  
Stratocumulus (NWS)
- 20 Toss
- 21 Article of speech (abbr.)
- 22 Dapper
- 24 Tip to tip
- 25 Leading Piper
- 26 Apres golf
- 28 V-2 designer
- 32 Bat navigation
- 33 Woman's name
- 34 Too
- 35 Dock
- 36 PGA tour event
- 37 Incite
- 38 Chief customer of 36 down
- 39 Second person possessive
- 40 Fire (Latin)
- 41 Stinson gullwings
- 43 Scorn
- 44 Mardi \_\_\_\_\_
- 45 Wing member
- 46 RDU
- 49 Bag
- 50 Radio officer (GEN)
- 53 Military group
- 54 Reykjavik line
- 57 Assistant
- 58 Engine cover
- 59 World's busiest airport
- 60 Six-point producer?
- 61 The one and only
- 62 Coast-to-coast (GEN)



Puzzle #2

## DOWN

- 1 Standing Lenticular  
Cirrocumulus (NWS)
- 2 \_\_\_\_\_ cumulus or stratus
- 3 Vigen
- 4 Watertown, NY airdrome
- 5 Beech trainer
- 6 Cameras and copiers
- 7 First American in space
- 8 Attitude checker
- 9 Intended Skyhawk successor
- 10 Tricycle gear
- 11 Cessna radios
- 12 Comedienne Peggy
- 13 USA in WWII
- 18 Pilot exam
- 23 Confederate soldier
- 24 Lockheed interceptor
- 25 Carnivorous bear
- 26 To lift
- 27 McEnroe's doubles partner
- 28 Computer disease
- 29 Solo
- 30 Arlington, VA carrier
- 31 Dozes
- 32 Secondary rail line
- 33 Pillages
- 36 F-111 General
- 40 Emotionally tied up
- 42 Went for the tie
- 43 Animal rights activists
- 45 First U.S. woman in space
- 46 Computerized weather service
- 47 Not recognized (GEN)
- 48 See 45 down
- 49 Stitched
- 50 Sonny Corleone
- 51 Fuel line contaminant
- 52 1988 Cy Young winner
- 55 Dove sound
- 56 Canadian plane maker

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**Flyword Puzzles, P.O. Box 37527, Omaha, NE 68137**



# The GRAND ALLIANCE—An Aviation Art Exhibit Opens in England

article and photos by Ann Cooper

The scene is RAF Hendon, the marvelous museum of which the British are so justifiably proud. This year, 1991, marks the 50th Anniversary of the United States' involvement in World War II as well as the first occasion of the British Guild of Aviation Artists to join hands across the sea with the American Society of Aviation Artists. The art exhibit opened with a gala dinner and celebration for participating British and U.S. artists, guests and friends. The resulting art show will hang until February of 1992. If England is in your travel plans or if you are in the vicinity of RAF Hendon, visit the exhibit to see some of the world's best aviation art. (See more of the aviation art, P. 27)



## NOTAMS

**PLEASE NOTE:** The Intent to Seek Election Form was in Aug/Sept issue. Karen Bailey, the Nominating Chairperson, has moved to: 1206-11980-222 Street, Maple Ridge, British Columbia, Canada, V2X0L8. Please contact Headquarters for Karen's new telephone number.

**THE POSITIONS TO BE FILLED IN THE NEXT ELECTION ARE PRESIDENT, VICE-PRESIDENT, SECRETARY, TREASURER, TWO DIRECTORS AND FIVE MEMBERS OF THE NOMINATING COMMITTEE.** The description of duties and eligibility criteria are outlined on page 150 in the 1990-1991 membership roster and in the Bylaws, Articles VIII and X. Intents **MUST** be postmarked by October 31, 1991, and received by Karen Bailey no later than November 10, 1991.



Please Note: The **FACT SHEET, 1992 APPLICATION FORM**, and **Amelia Earhart Memorial Scholarship ELIGIBILITY FORM** are in **THIS ISSUE**. See Pages 28-30.

**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  
504-443-3795  
504-455-0894**

*Above left: Michael Turner, President, British Guild of Aviation Artists.*

*Center: Alex Durr, F-18 pilot and his wife, Agnes. His painting hung at the gallery entrance.*

*Lower left: President, ASAA, Nick Galloway and his wife, Marilyn.*

*Right: J.P. and Valerie Jones, ASAA*

*Lower right: Charles Thompson, British Guild.*

## SOLUTION TO PUZZLE #2

|   |   |   |   |   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C | A | S | A | S | C | A | A | C | N | A | C | A |
| C | L | A | R | K | - | A | L | D | A | O | R | A |
| S | T | A | T | I | O | N | A | I | R | S | C | S |
| L | O | B | - | P | R | O | N | - | D | R | E | S |
|   |   |   |   | S | P | A | N | P | I | E | D |   |
|   |   |   |   | H | O | T | E | L | V | O | N | B |
| S | O | N | A | R | - | L | I | L | A | A | L | S |
| P | I | E | R | - | D | O | R | A | L | G | O | A |
| U | S | A | F | - | Y | O | U | R | - | I | G | N |
| R | E | L | I | A | N | T | S | - | S | N | E | E |
|   |   |   |   | G | R | A | S | S | P | A | R |   |
| D | U | R | H | A | M | - | S | A | C | K | C | D |
| U | N | I | T | - | I | C | E | L | A | N | D | A |
| A | I | D | E | - | C | O | W | L | - | O | H | A |
| T | D | E | R | - | S | O | N | Y | - | T | C | N |



## NEW HORIZONS

### ETHEL KNUTH

Ethel flew the first FAIR in her Cessna 170 and participated in several Powder Puff Derbies. She was an active member of the Indiana Chapter, filling many key positions in the Chapter. She also served as North Central Section Secretary and on the International Contest Committee.

### DEBBIE MURPHY

Debbie, the daughter of Linda Murphy, Three Rivers Chapter, died suddenly on May 31st.

### PATTY SHEA SAXTON

Patty, a Life Member of the Ninety-Nines, died on 25 August 1991. She will rejoin her beloved husband, "Monty," in the cemetery at West Point, New York. They are survived by their only child, Kevin Saxton, and grandson, Duane. *Submitted by Evelyn C. Lundstrom, Life Member, Sunnyvale, CA.*

### JIM PLUMMER

Monterey Bay Chapter's Sally Plummer's 49 1/2, Jim, passed away in July. He was a commercial pilot with multi-engine and instrument ratings. He will be missed.

## NEW RATINGS and ACHIEVEMENTS

### NEW RATINGS:

|                    |              |                 |
|--------------------|--------------|-----------------|
| Patti Gougeon      | Michigan     | CFI             |
| Geni Grant         | Michigan     | CFI             |
| Tina Mock          | Chicago Area | Glider          |
| Cindy Wright       | Colorado     | Commercial ASEL |
| Margaret Childress | Colorado     | CFI             |
| Becky Wageman      | Colorado     | CFI             |
| Diana Burton       | Oklahoma     | Instrument      |
| Lisa Cotham        | So Louisiana | CFI&I, MEL      |
| Victoria Wilson    | Mount Diablo | Instrument      |

### FORMER 66s:

|               |                      |         |
|---------------|----------------------|---------|
| Lisa Fisk     | Colorado             | Private |
| Penny Burman  | Cameron Park         | Private |
| Kristi Mansel | Mount Diablo         | Private |
| Tracy Roberts | Mount Diablo         | Private |
| Shauna Burrow | Redwood Coast Flyers | Private |
| Mary Murphy   | Redwood Coast Flyers | Private |

### FAA WINGS:

|                  |        |         |
|------------------|--------|---------|
| Chris Hettenbach | Dallas | Phase I |
|------------------|--------|---------|

### APPOINTMENTS:

Lisa Cotham is a Dispatcher, L'Express Airlines, a commuter serving major Louisiana airports.



# NINETY-NINES HONORED AT THE 1991 FOREST OF FRIENDSHIP

by Glenn Buffington and Ann Cooper. All Photographs by Lu Hollander

**NINETY-NINES WERE HONORED** at the 1991 International Forest of Friendship, some of them posthumously.

The largest crowd in the history of the Forest of Friendship gathered this year in Atchison, Kansas, home of



Amelia Earhart, including approximately 300 Ninety-Nines. Fay Gillis Wells was the founder of this event and was the recipient of special attention as a beautiful Gazebo in her honor was dedicated in June. The Gazebo is a focal point for dedication ceremonies.



Nineteen members of the Ninety-Nines were named as honorees this year, six posthumously. We extend our warm



*Above left: During induction ceremonies at the Forest of Friendship.*

*Above center: The honored guests are in the Gazebo that honors Fay Gillis Wells.*

*Above right: Fay Gillis Wells and Joe Carrigan, Co-Chairs of the Forest of Friendship, in the gazebo.*

*Below left: A tethered hot air balloon "flew" over the festivities and candy was tossed from it to waiting children.*

*Below right: Fay Gillis Wells, Indian Airline Captain Saudamini Deshmukh, and Joe Carrigan in the Gazebo.*



congratulations to: Anne Baddour, Nivedita Bhasin, Saudamini Deshmukh, Winnie DuPerow, Mearl Frame, Marsha Ivins, Evelyn Bryan Johnson, Aileen Saunders Mellott, Bernice G. Millar, Betty Miller, Rita Ann Orr, Virginia Rabung and Barbara L. Sierchio.

We remember fondly: Judy Ann Graham, Faye Davies Kirk, Helen House Outcalt, Marie Chris Seaver, Loretta Slavick, and Marjorie Van Vliet.

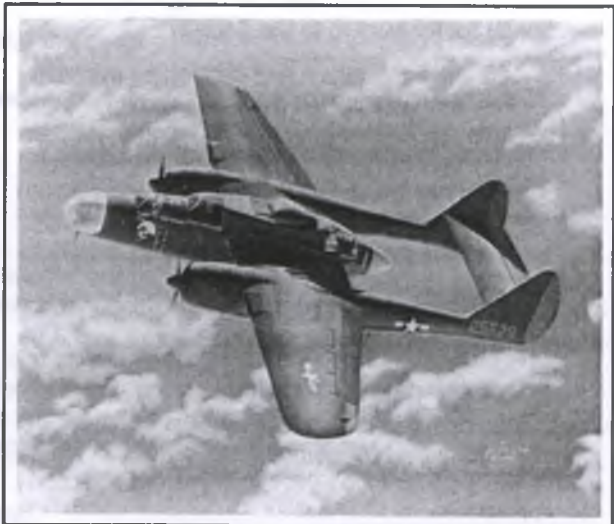






**ON EXHIBIT, WITH  
THE CHANGING OF  
THE GUARD IN  
LONDON, AVIATION  
ART AT THE ROYAL  
AIR FORCE MUSEUM,  
HENDON, ENGLAND.  
The aviation art of:  
Paul Rendel, above.  
Alex Durr, left.  
John Paul Jones, below left.  
Gerald Asher, below.**

*Photos by Ann Cooper,  
Charlie Cooper  
and Jock Drewett.*





The NINETY-NINES, Inc.

# 1992 Fact Sheet

## PERTAINING TO APPLICATIONS FOR AMELIA EARHART SCHOLARSHIPS

ANY NINETY-NINE WISHING TO APPLY FOR A SCHOLARSHIP IS **REQUIRED** TO READ THIS PAGE.

IT IS RECOMMENDED THAT APPLICANTS READ THE GUIDELINES CAREFULLY.

(CONTACT YOUR CHAPTER CHAIRMAN FOR A COPY)

### THE CRITERIA FOR AN APPLICANT INCLUDES THE FOLLOWING:

- \* has been a member of The Ninety-Nines, Inc., continuously since December 31, 1989 and has reviewed the current Guidelines obtainable from Chapter or Section Scholarship Chairman;
  - \* holds a current medical certificate;
  - \* has a current biennial flight review (BFR) for U.S. only;
  - \* has a minimum of 150 hours of total pilot time (does not apply to Research Scholar applicants);
  - has financial need of the award;
  - agrees to complete the course and/or training by December 31, 1993;
  - required ratings/certificates needed to be eligible for the scholarship being requested must be completed and verified to A.E. Trustees by February 28, 1992.
- \* *Disqualification will result from not meeting these criteria.*

### THE APPLICATION CONSISTS OF - the original and five (5) exact copies.

1. Application Form (which includes experience record);
2. Eligibility Form (only the original need be notarized in the place provided);
3. Letter written by applicant;
4. Letter of recommendation from the Chapter Scholarship Chairman (or Chapter Chairman);
5. Letter of recommendation from an individual who is not a Ninety-Nine.
6. Four (4) clear, head-and-shoulders photos taken within the past two years: approximately 3" X 5" of good reproduction quality and with NAME attached to each photo.

NOTE: Omit use of binders and covers of all types.

Any item not completed on the Application Form may result in disqualification.

Original and five (5) exact copies (six total) of all material must be submitted to Chapter AE Chairman.

### EACH CHAPTER IS ALLOWED ONE APPLICANT FOR EVERY 30 MEMBERS OR MAJOR PORTION THEREOF.

Regardless of size, each chapter is allowed at least one applicant. The Chapter Scholarship Chairman may select a committee to assist her in screening applicants. This will be composed of two or three Ninety-Nines or other members of the aviation community. Chapter Chairmen may serve as Scholarship Chairmen. Application **MUST** be received by Chapter Chairman no later than December 31, 1991.

The Chapter Scholarship Chairman mails her chapter quota (or less) of the applications to the Section Scholarship Chairman, postmarked no later than JANUARY 10. Use of the following criteria will help in making chapter selection(s) for forwarding to the Section.

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>A. Are the applications and supporting materials (original plus five exact copies) complete in every respect?</li> <li>B. Has she established financial need?</li> <li>C. Is the requested amount of funding appropriate (time needed, plus rental and instructor rates in your area)?</li> <li>D. How realistic is her goal? What are her opportunities?</li> <li>E. What has the applicant already accomplished?</li> <li>F. Is she a participating Ninety-Nine?</li> <li>G. Was she chosen by general accord of the chapter?</li> </ol> | <hr/> <p><b>NOTICE TO CHAPTER OR SCHOLARSHIP CHAIRMAN:</b> Your letter <b>MUST</b> cover items B-G</p> <hr/> |
|---|--|

A SECTION MEMBER (not affiliated with a chapter) shall request a letter of recommendation from the Section Governor and submit her application as directed above to the Section Scholarship Chairman no later than JANUARY 10.

A SECTION SCHOLARSHIP CHAIRMAN will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each Section may submit one application for each 200 members of the Section, or major fraction thereof, to the Vice Chairman of the AEMSF, to be postmarked no later than FEBRUARY 10. The Section Scholarship Chairman will notify all applicants of the status of their applications by FEBRUARY 15.

All Sections, regardless of size, may submit at least one application.

**NO PAYMENT WILL BE MADE FOR TRAINING TAKEN BEFORE NOTICE OF WINNING HAS BEEN ISSUED AND ACCEPTED**



# 1992 Application Form

Application must be typewritten and complete in every respect.

Any item not completed may result in disqualification.

READ FACT SHEET CAREFULLY.

THE NINETY-NINES, INC.

## Amelia Earhart Memorial Scholarship

APPLICANT MAY APPLY FOR ONLY ONE  
CERTIFICATE OR RATING  
Scholarship would be used for completion of

Applicant must write a concise letter which  
includes short and long term goals and  
employment opportunities. Enclose four  
photographs. See Fact Sheet

CONTACT THE NINETY-NINES' OKLAHOMA CITY HEADQUARTERS FOR RESEARCH SCHOLAR GRANT GUIDELINES.

|                       |                 |                  |                   |                         |       |
|-----------------------|-----------------|------------------|-------------------|-------------------------|-------|
| Name                  |                 | Chapter          |                   | Section                 |       |
| Address               |                 | City             |                   | State                   | ZIP   |
| Phone                 |                 | Birthdate        | # Children        | Ages                    |       |
| # Other Dependents    | Date Joined 99s |                  | Date Last Medical |                         | Class |
| Date of Private Cert. |                 | Airman Cert. No. |                   | Date Last BFR (US Only) |       |

| HOURS      | NIGHT | ACTUAL<br>INSTRUMENT | SIMULATED INST.<br>IN AIRCRAFT | SIMULATOR | TOTAL PIC XC TIME |            | HRS AS CFI* |
|------------|-------|----------------------|--------------------------------|-----------|-------------------|------------|-------------|
|            |       |                      |                                |           | XC                | Since Pvt. |             |
| Total SEL: |       |                      |                                |           |                   |            |             |
| Total MEL: |       |                      |                                |           |                   |            |             |
| Other**:   |       |                      |                                |           |                   |            |             |
| TOTALS:    |       |                      |                                |           |                   |            |             |

\* Instructing (Year, place, duration of job): \_\_\_\_\_

\*\* DEFINE OTHER: \_\_\_\_\_

### CERTIFICATES AND RATINGS NOW HELD:

#### AIRPLANE

#### GROUND INSTRUCTOR

#### FLIGHT INSTRUCTOR

#### OTHER

- ☐ Private    ☐ ASEL  
☐ Commercial    ☐ AMEL  
☐ A.T.P.    ☐ ASER  
☐ Instrument    ☐ AMES

- ☐ Basic  
☐ Advanced  
☐ Instrument

- AIRPLANE  
☐ SE    ☐ ME  
☐ INSTRUMENT

Writtens passed for Certificates or Ratings not now held: \_\_\_\_\_

Certificates or Ratings in progress & expected completion date(s): \_\_\_\_\_

Ultimate career goal: \_\_\_\_\_

Highest academic degree and where obtained: \_\_\_\_\_

Present position, employer & date employed: \_\_\_\_\_

Previous employment (give dates): \_\_\_\_\_

Marital Status: \_\_\_\_\_ Husband's name: \_\_\_\_\_

Husband's position and employer: \_\_\_\_\_

Have you applied for another aviation scholarship this year for this rating or certificate? If so, identify? \_\_\_\_\_

EXPERIENCE (list longest cross country flight)

Date

From (city, state)

To (city, state)

Nautical miles

Pilot Hours

Other aeronautical experience or training: \_\_\_\_\_



# 1992 A. E. Scholarship Eligibility Form

THIS FORM MUST BE NOTARIZED AND SUBMITTED TO THE CHAPTER A.E. CHAIRMAN PRIOR TO DEADLINE: DEC. 31, 1991

DATE: \_\_\_\_\_

## CREDENTIALS:

I have examined the credentials of (NAME of APPLICANT) \_\_\_\_\_  
and find her to be eligible and deemed fully qualified to accomplish the one course entitled: \_\_\_\_\_

(U.S. flight training should be under FAR Part 61. Applicants for non-US certificates or ratings must furnish qualifications required for requested training.)

AIRCRAFT TO BE USED (one or two types as required)

#1 Make \_\_\_\_\_ Model \_\_\_\_\_ #2 Make \_\_\_\_\_ Model \_\_\_\_\_

| AIRCRAFT #1   |                 |                         | AIRCRAFT #2                                 |            |          |
|---|-----------------|-------------------------|---|------------|----------|
| DUAL FLIGHT TIME  | Aircraft Rental | hrs @ _____ /Hr + _____ | hrs @ _____ /Hr + _____                     | = \$ _____ |          |
|   | Instructor Time | hrs @ _____ /Hr + _____ | hrs @ _____ /Hr + _____                     | = \$ _____ |          |
| SOLO FLIGHT TIME  | Aircraft Rental | hrs @ _____ /Hr + _____ | hrs @ _____ /Hr + _____                     | = \$ _____ |          |
| GROUND SCHOOL (if required) flat rate or .....  |                 |                         | hrs @ _____ /Hr + _____                     | = \$ _____ |          |
| FLT SIMULATOR   | Rental          | hrs @ _____ /Hr + _____ | hrs @ _____ /Hr + _____                     | = \$ _____ |          |
|   | Instructor Time | hrs @ _____ /Hr + _____ | hrs @ _____ /Hr + _____                     | = \$ _____ |          |
| EXAMINER FOR FLIGHT CHECK (show aircraft expense above under Solo Flight Time)  |                 |                         |   | \$ _____   |          |
| OTHER (describe)  |                 |                         |   | \$ _____   |          |
| <b>NOTE:</b> Upon receipt of properly executed AEMSFS forms, check will be made jointly to applicant and school (or instructor) |                 |                         | TOTAL OF ABOVE                              |            | \$ _____ |
|   |                 |                         | Less employee discount (if applicable)      |            | \$ _____ |
|   |                 |                         | If outside USA, show Non-US Currency amount |            | \$ _____ |
|   |                 |                         | TOTAL NET COST, U.S. DOLLARS                |            | \$ _____ |

**[NO PAYMENT WILL BE MADE FOR TRAINING TAKEN BEFORE NOTICE OF WINNING HAS BEEN ISSUED AND ACCEPTED]**

Name of school or qualified instructor: \_\_\_\_\_

I certify that the above information is true and correct.  
Print or type Name, Title and Certificate Number.

Address: \_\_\_\_\_

Title: \_\_\_\_\_

Signature \_\_\_\_\_

Telephone ( ) \_\_\_\_\_ Date: \_\_\_\_\_

The following is to be completed by Chapter or Section Scholarship Chairman, Chapter Chairman or Governor, as applicable.  
I verify the accuracy of this application. My letter of recommendation accompanies this form.

Signature \_\_\_\_\_ Title \_\_\_\_\_ Date \_\_\_\_\_

NOTE: Original and five exact copies of all material furnished must be signed and sent to the SECTION SCHOLARSHIP CHAIRMAN, postmarked no later than January 10, 1992

- I have been a member of The Ninety-Nines, Inc. continuously since December 31, 1989.
- I have logged at least 150 hours of pilot time.
- If I receive this Career Scholarship, I will complete the project for which this application is submitted by Dec. 31, 1993.
- I agree to retain my membership in The Ninety-Nines, Inc. continuously through December 31, 1993.
- I understand that the award funds are to be used ONLY for the purpose for which I am applying.
- I will communicate, at least quarterly, with the Chairman of the Amelia Earhart Memorial Scholarship Fund (AEMSFS) and inform her of my progress.
- I attest to the fact that my application reflects an honest appraisal of my ability to complete the goal requested herein.

**I CERTIFY THAT THE ABOVE STATEMENTS AND ALL INFORMATION IN THIS APPLICATION ARE TRUE AND CORRECT**

Signature \_\_\_\_\_

**NOTARIZATION MUST BE ON THIS FORM (NOT ATTACHED)**

Subscribed and sworn before me this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_\_

Notary Public: \_\_\_\_\_ My commission expires: \_\_\_\_\_



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## A CAREER OPPORTUNITY!

### Air Traffic Control

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Those selected for participation in the initial curriculum, beginning January 1992, will have tuition waived for the six semesters required to complete the curriculum but will be responsible for payment of books, room and board. Minimum qualifications for entry into the program are:

- American citizenship
- Read, write and speak English fluently
- Two or more years of post secondary education from an accredited college or university to include college core courses with a minimum 2.7/4.0 GPA
- Must be between 19 and 27 years old when classes begin
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