

NINETY-NINE News



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

A Space Shuttle Launch, DISCOVERY!
Lottia El Nadi, First Woman Pilot in Egypt
Reno's Racing Ladies—a FIRST!
How Do I Apply for a 99 Scholarship?
Dr. Peggy Baty, A Dynamic 99



106th Air Rescue Group, New York Air National Guard

The crewmembers of the 106th Air Rescue Group, New York Air National Guard, from West Hampton Beach, Long Island, are well-trained in air search and rescue and have the unique assignment as the primary SAR unit prepared and assigned to effect a save of our U.S. astronauts in the launch phase of Space Shuttle missions. Since the Challenger disaster, every effort has been made to see that our space pioneers are afforded every advantage. Were they to have to abort a mission just after liftoff and prior to the ability to glide the space shuttle to a safe landing either across the Atlantic Ocean or in a returning 180-degree sweep back to Florida's Cape Canaveral, rescue scenarios have been planned. The HC-130 Hercules crew and waiting Pararescue/Jumpmasters (PJs) are ready.

An HC-130 crew departs from New York 2 days in advance of the scheduled launch and lands at Patrick AFB. Prior to launch, the Hercules is flown downrange to a distance of 175 to 200 miles. Aboard is a full crew complement—aircraft commander, co-pilot, navigator, radio operator, and loadmaster. In the cargo hold of the 4-engine craft are the teams of PJs who will deploy and then parachute after three Zodiac

Article and Photos by Ann Cooper

packs— motor-powered rubber boats equipped for sea rescue.

The astronauts will use a type of pole to egress from the Space Shuttle, parachuting into the ocean. The first of the Zodiacs will be dropped at the site of the first astronaut in the water. The HC-130 will fly to the site of the last of the astronauts to land in the water and the 2nd Zodiac will be deployed, again followed by a team of PJs. The 3rd Zodiac will be dropped at the approximate middle of the distance and the PJs will plan to pick up

astronauts, rushing them to the center of the distance where helicopter rescue from the life rafts will occur. The astronauts have a scant 2-minutes to depart the Shuttle. The PJs, HC-130 and helicopter crews will attempt to have the astronauts in medical hands on dry land as

quickly as possible.

The sight of a launch is an awesome spectacle. When I was lucky enough to see Discovery blast into orbit, I was delighted to know that a team was ready to take risks for the astronauts and even more delighted that they haven't yet been called upon. Good job, 106th! And, **OUR HATS ARE OFF AND OUR HEARTS ARE WITH THE ASTRONAUTS WHO ARE OUR PIONEERS IN SPACE.**



Above, the HC-130 Hercules of the 106th Air Rescue Group, West Hampton Beach, Long Island, N.Y., fires up to fly to Patrick AFB for another Shuttle launch. Below, center, the awesome spectacle of Space Shuttle launch from Kennedy Space Center.

Below, Tim Malloy, one of the highly-trained PJs, lowers himself in 30 seconds from a hovering MH-60 Pavehawk.



YOUR LETTERS

From Sally Smith, All-Ohio: "As a new Private Pilot, I have been amazed by General Aviation's problems with the manufacturing of single engine aircraft. I have heard with dismay the many horror stories of law suits brought against the manufacturers when their long-used products have been involved in accidents, and have been horrified at the many suits awarded against these manufacturers.

There are several activities afloat that could help the cause of General Aviation (GA). It would serve your readers well to learn about these—and to be encouraged to write to the sponsors in support of their activities.

1. The need for liability reform legislation is being addressed by Bob McEwen, Congressional Representative from Ohio (Birthplace of Aviation). Bob flies out of Hillsboro Airport to visit the people of his district and is in support of GA. He is the sponsor of Bill HR 2815, for liability legislation reform. Write to: The Honorable Bob McEwen House of Representatives 329 Cannon Office Building Washington, DC 20510 202-225-5705

2. A similar bill is being sponsored in the Senate by Kansas Senator Nancy Kassenbaum, Bill S645.

3. The FAA has reopened the comment period for a proposal to establish a Primary Aircraft Category that would contain simplified certification procedures for small, single engine airplanes. I recently read about this in an editorial in *Flight Training* magazine which mentioned that only

Letters to the Editor are welcome. The deadline for receiving letters and articles 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 and articles may be edited for the purpose of clarity or space.

Ann Cooper, Editor

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COVER: 5 NASA astronauts and 2 Scientists flew aboard Columbia this summer. We're delighted to honor Astronauts Rhea Seddon and Tamara Jernigan and Payload Specialist Millie Hughes-Fulford with O'Connor, Bagian, Gutierrez, and Gaffney—theirs was the first mission in Spacelab Life Sciences.

Your editor witnessed Discovery's liftoff with 106th Air Rescue Squadron, NYANG. See Page 2.



100 of 700,000 pilots have written to support this activity. If your readers are interested in showing support of this, they can write to:

FAA, Office of Chief Counsel
Attention Rules Docket (AGC-10) D
Docket #23345

800 Independence Avenue, SW
Washington, DC 20591."

(Editor's note: A brief note is all that is necessary. It is the number of responses that affects policy-making. Let your views be heard.)

From Your Editor: "We goofed! The mention of 'Mimi Tompkins, First Officer of the ill-fated Alaska Airlines Flight 243 in Hawaii' in our recent *Ninety-Nine News* should be corrected to read 'ALOHA' Airlines."

From Bonnie Rauch: "I am a member of Greater New York Chapter working on my instrument. I am a professional photographer and am finally having my

aviation material published. In February *Private Pilot*, I had three, in April *Private Pilot*, one and two in June as well as at least one image in June *Flying*. I shoot air-to-air; air-to-ground; and static shots and every aviation-related subject I can. I combine my two loves that way. If I can be of help to you, please let me know."

Bonnie Rauch, Crane Road, Somers, NY 10589. 914-277-3986.



PRESIDENT'S MESSAGE'

Late in September, I was in Dallas on family business. The days were crystal clear and unusually cool—perfect for flying, gliding, ballooning or hovering. I had never “hovered” and it seemed like a wonderful time to become acquainted with the basics of helicopter flight. I arranged to tour the training facilities of Bell Helicopter Textron, Inc. (BHTI), something I had hoped to do for quite some time.

After appropriately logging in, I received my temporary security badge and was greeted by Jim Szymanski, HELIPROPS Program Administrator. Jim provided background about the Training Academy and introduced me to Loren Doughty, Chief Instructor Pilot, and several other instructors and test pilots. I explained my sincere doubts that an aircraft could *really* fly without fixed wings and my concern that putting the prop on top of the aircraft instead of in front, where it belongs, would only beat the air but do little else.

Once, trying to understand the principle of the helicopter, I took my electric beater from my cake batter and held it upside down to see how much lift could be produced. After cleaning the batter from my walls and floor, I *knew* helicopters could not fly. Now was my chance to learn the secret.

The best way to learn such a secret was, of course, to go outside and inspect the Bell Jet Rangers parked on the ramp. Jim proceeded directly to the practical, so I sat in the co-pilot's seat on the right side of the aircraft only to discover that the PIC sits on the right side in a helicopter. I put my feet on the rudder pedals, but they weren't attached to the rudders, they were anti-torque pedals. Well, the stick looked familiar anyway. I remember seeing sticks in the old movie airplanes. Just when I had that figured out, he showed me another stick between the two seats. This was the whole SECRET. It was the magic

wand that could get us off the ground. They call it a “collective.” I call it magic.

Well, I was very impressed with the magic wand, but I still wasn't sure it would work until I could see it with my own eyes. Naturally, that would mean a flight. Wayne Brown, Senior Instructor Pilot at Bell, was enlisted to take me on a demo flight for a few minutes.

It was magic, all right. After



by Marie Christensen

becoming light enough to become airborne, we lifted smoothly upward in a nearly vertical manner. Amazing. We then could maneuver anywhere. Wayne let me try my hand at a few turns and then gave me one of those “thrill” flights that show what a helicopter can do. We flew the River Run—winding down the Trinity River just above the tree tops. Peering through the plexiglass bubble that surrounded me was exciting, exhilarating, and made me wish the ride could last for hours instead of minutes.

I had the pleasure of meeting with Alacia Lane, a sharp young lady who does most of the Ground School training for the many Bell customers. She is also a fixed-wing pilot and one of our newest 99s.

Flight Safety does the simulator training for Bell. Their offices and training facility are across the parking lot. FSI-Bell's Charlie Bathman, Director of Standards, gave me a tour of their operations and invited me to fly their latest and largest Bell Model 412 Simulator. With only my intro-

ductory lesson with Wayne as background, I still jumped at the chance. Jim was my instructor and I took the pilot's seat (the right one). This is one of those incredible simulators that can do anything and makes it all seem so real. We simulated night, a departure from Washington National. The lift-off and crosswind departure were going very well when Charlie decided to remove the “forced trim.” At that point the stick became extremely sensitive and I put us into an immediate spin which ended with ground contact—I crashed! I have several hours in fixed wing simulators and I have never crashed one. It was an amazing revelation to me. I had never seen the screen go blank and I had this overwhelming feeling of finality. It seemed like THE END and it took my breath away.

Perhaps everyone should have that experience. It certainly gave me new insight into the necessity of making every move with extreme care and planning. I didn't have long to dwell on it because we were programmed back onto the runway and I had a second chance—the one you might not get in real life. **The FSI motto says it best, “The best safety device in any aircraft is a well-trained pilot.”**

I was rewarded for my efforts of trying to fly that beautiful simulated helicopter with a special certificate awarded to me by John Nasche, Manager of the Learning Center, and some photographs with Jim and Charlie. Everyone at BHTI and FSI-Bell made me feel welcome as they do to everyone who enters their doors. I learned a little bit about “hovering” and the wonderful machines that make it possible. But, most importantly, I met the people that make it safe. They are the people that help compose the intricate web called aviation and make all of us proud to be a part of it.



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*The daring
darling of
the Arab
World,
Lotfia El
Nadi, in
Cairo in
1933.*



Lotfia El Nadi—The First Woman Pilot in Egypt

by Ann Cooper

"It is amazing to recognize what this woman has done, especially in the Arab world," wrote Patsy Knox, Governor of the Arabian Section. "She has been an inspiration to those who have met her. Hers was a remarkably difficult feat."

Captured in a video interview by Patsy Knox, Lotfia El Nadi demonstrates that, at 83-years-young, she still has the sparkle and the verve that led her to becoming the first Egyptian woman to learn to pilot an airplane. She became the toast of the Arab world.

In 1933, Lotfia tells, another Egyptian woman was brave and emancipated enough to tear the dark veil from the front of her face and to declare to the Egyptian world that she no longer would tolerate subjection. Lotfia was also wearing a veil until that time. She dared to take it off. She dared to go out and try to make something of her life.

"In 1933, to persons of a certain class," Lotfia explains, "obtaining a job was not a desirable thing to do.

It was a lowering of oneself. I was young, eager to learn things and to accomplish something, but there were few directions that I could pursue. I read about a program of flying that was being established."

Lotfia did not tell her parents that she was exploring the opportunity to learn to fly, but the flying school demanded that they be notified. The newly-opened school was eager for publicity. Once Lotfia's reluctant parents had given in to the pleas of their strong-willed daughter, the school officials found an eager flight student. An immediate flurry of attention and publicity raged over the first Egyptian woman to dare to fly.

This past month—October 29th—Lotfia El Nadi celebrated her 84th birthday and we send our congratulations and our very best wishes for many returns of her day. Hers is a triumphant story that is filled with joy and laughter.

Asked, where did you fly? "On my first solo flight in a Gypsy

continued on next page

Moth out of Cairo," responds Lotfia, "I not only flew to circle the pyramids in the Egyptian desert, I dipped my wings to fly

likeness the small carving has to a winged glider. Did ancient Egyptians recognize man's dream of flight? A replica of that carved

You were a true pioneer and the emancipated Arab women of today must share our thanks, our appreciation and admiration. **99**

“ Did ancient Egyptians recognize man's dream of flight? A replica of (a) carved flying model was displayed when Lotfia was also honored as Egyptian aviation's first lady. She was given The Order of Merit, the highest distinction of the Organization of Aerospace Education, an auspicious medal to add to the other medals she has received over the years. ”

between them! I was a show-off, was I not?”

How did it feel to fly? “Oh, it was such a feeling of freedom. The Moth, with its open cockpit, meant that the wind blew around my face. I flew for the sheer pleasure of it.”

Who was your first passenger? “I took my father for a flight. At first he sat stiffly in the airplane, but then I noticed that his head was swiveling to the right and to the left. I asked him about it after we landed and he told me that he'd been frightened, but then he decided that he was in the hands of his daughter. He knew that if we crashed, we would crash together, so he relaxed and began to enjoy the flight.”

Lotfia was honored all over Cairo. She admits, “It began to be embarrassing to see my pictures in the papers.” Thrilled to fly for five years, she was forced to quit flying because of a fall that severely injured her spine and cut a deep gash in her forehead.

In 1989 in Cairo, she was honored again. Traveling from her home in Switzerland, Lotfia attended the festivities that celebrated the 54th anniversary of civil aviation in Egypt. Interestingly, two thousand years ago a small carving was placed in an Egyptian tomb. To this day scholars are baffled by the remarkable

flying model was displayed when Lotfia was also honored as Egyptian aviation's first lady. She was given The Order of Merit, the highest distinction of the Organization of Aerospace Education, an auspicious medal to add to the other medals she has received over the years. Also in 1989, she greeted the first Egyptian woman pilot to fly for Egypt Air, Dina El Sawy.

When asked, did you have much in the way of runways when you learned to fly in 1933? Lotfia giggled and said, “Heavens no. We just landed on the desert. Once I was airborne in my Gypsy Moth and headed out to cross the Nile River. The engine quit, so I glided to a landing on the far side of the Nile. I was quickly surrounded by Bedoins. I explained my plight to them and they helped me onto a bony, uncomfortable mule for a long, long ride to find someone who could help. I called the aviation school and they sent another Moth and an engineer. I flew home in the second Moth and left the repair men at work in the desert. I often laughed that the mule was more dependable than my Moth.”

Thank you, Lotfia El Nadi, for daring to be different in 1933 and for helping to open the way for the rest of the women of the world to be more welcomed into aviation.



Lotfia El Nadi, at age 30; after the presentation of the coveted Order of Merit and, below, by the Gypsy Moth in which she circled the Pyramids and traversed the Nile.



Hanscom Field, Massachusetts—An FAA Safety Expo and ENE Chapter 99s



Left: Dressed in brilliant red, Nancy Marstall, Veronica McCormack, Martha Dunbar, Pat Theberge, and Robin Umbley. Right: Veronica McCormack, Jo Rita Jordan, Katherine Barr, and Pat Theberge.



The Book Hangar

by Ann Cooper

In the interest of encouraging adequate and proper spin training for pilots, Rich Stowell, a CFI, member of NAFI (National Association of Flight Instructors), IAC, EAA, AOPA, and the Aerobatic Club of America, has not only lectured, he has given hands-on spin training (over 1500 hours of spin and aerobatics) in various sites across the U.S. and in Indonesia. A book has resulted from his interest and experience.

PARE™ is the title of Stowell's paperback. **P.A.R.E.**, a Stowell-trademarked term, is an acronym for **P—Power Off; A—Ailerons, Neutral; R—Rudder, Full Opposite; and E—Elevator, Neutral Briskly. An acronym for you to remember!**

Stowell hopes to offer "a basic template for the pilot who has entered an inadvertent spin and is disoriented, frozen on the controls, and/or terrified." His four small but powerful letters should bring to mind a possible life-saving alternative to someone in airborne trouble. Stowell hopes the quick acronym will be used as **CIGARS** and **GUMP** are used to bring specific procedures to immediate mind and attention.

According to Stowell, "A Spin—the maneuver—is performed in uncoordinated flight with the wings unequally stalled. The primary

recovery control during spins is the rudder. It indirectly controls the angles of attack of the stalled left and right wings. The rudder can cause, prevent or counter autorotation." Rudder application should be full and forceful and should be **PRIOR** to elevator input.



Book Shelf

This small, handy paperback will give you a good overview of spins and spinning. It will encourage you to obtain good instruction **BY A CFI TRAINED IN SPINS IN THE CATEGORY AND CLASS OF AIRCRAFT OF YOUR CHOICE**. It gives a history of spin research, an explanation of the author's chosen solution to recoveries in most airplanes, and outlines procedures for Cessna, Piper, Beechcraft, Aerospatiale, Bellanca, Mooney and other miscellaneous airplanes.

The only regret, to this reviewer, is that loading of the airplane—weight and balance—is not emphasized enough. On the Disclaimer page, Stowell states, "The author and publisher strongly recommend that you receive hands-on flight training

only from certified flight instructors experienced in the procedures outlined in this book, using only approved, well maintained, and *properly loaded* airplanes with appropriate safety equipment including parachutes, before attempting any of the maneuvers described in this text." As a CFIA&I, I applaud his recommendations and his book. I regret that weight and balance are not dealt with to a greater extent. In my opinion, most spin training consists of one pilot and one instructor taking off in a craft for the training session. The basic training plane (let's use a C-172, for example) is not overloaded or out of balance in most training scenarios. It takes some effort to get a relatively empty C-172 to spin and that can offer a false impression to the pilot. **THE SAME C-172 WITH THREE PASSENGERS AND SOME BAGGAGE CAN PERFORM AS AN ENTIRELY DIFFERENT AIRPLANE AND SHOULD NEVER BE PUT INTO A SPIN INTENTIONALLY. UNFORTUNATELY, IT IS NOT DIFFICULT TO GET IT INTO AN INADVERTENT SPIN.**

Stowell offers some help—**PARE™**. In addition, be sure that

continued on the next page

you remember to properly **LOAD** and **BALANCE** your aircraft and remember that altitude can be your best friend. Use Stowell's recommended techniques and enjoy flying to the maximum—safely and pleasurably. For Stowell's book, write: Precision Productions, P.O. Box 213, Montrose, CA 91021-0213. Telephone Orders, Visa or Master Card, 1-800-869-6627. The book was published in April, 1991 and is priced at \$19.95.

Profusely illustrated, the book follows the life of Bobbi Trout and describes her start in aviation. I found it extremely intriguing to discover that Bobbi was taught to fly by the grandfather of one of the premier aviation artists of the United States, Nick Galloway. Galloway, the President of the American Society of Aviation Artists, remembers climbing in and out of the biplanes of Burdett Air Lines owned by his grandfather, Burdett Fuller, Bobbi's first instructor.

“The author and publisher strongly recommend that you receive hands-on flight training only from certified flight instructors experienced in the procedures outlined in this book, using only approved, well maintained, and properly loaded airplanes with appropriate safety equipment including parachutes, before attempting any of the maneuvers described in this text.”

THE BOOK HANGAR, *continued.*



Book Shelf

JUST PLANE CRAZY, by Donna Veca, Skip Mazzio and Carol Osborne, is the biography of Bobbi Trout, one of our Charter Members and one of the gallant aviatrixes who flew in the first Women's Air Derby of 1929, among other achievements. Bobbi learned to fly in 1927 and is interested in aviation to the present. Admirably, she is currently spending a great deal of time with Carol Osborne trying to capture on video tape the stories of many of her contemporaries lest the aviation history be lost. Those fortunate enough to attend the Women In Aviation Conference in St. Louis, MO last March were able to hear Carol speak on *The History, Not the Mystery of Amelia Earhart*. Amelia was a contemporary of Bobbi's and much of the book, *Just Plane Crazy*, is a researcher's dream—a great deal of information about early women pilots like Ruth Nichols, Pancho Barnes, and many others as well as AE and Bobbi.

Bobbi compiled an impressive list of aviation records—her forte was endurance. Bobbi is the sole survivor of that first *Powder Puff Derby* (the phrase coined by humorist Will Rogers) and continues to endure.

With over 600 rare photographs and hundreds of newspaper clippings about women who have made aviation their love and their life, the book is a valuable resource. When we attempt to get a feel for the ambiance of flying in the '20s and '30s, Bobbi's story will reach our senses. Agonize with her through the arduous endurance flight and the harrowing air-to-air refueling. Empathize with her disappointment when flights had to come to premature ends, disappointing failures. Rejoice with her that she was one of the pioneers who opened the sky to those of us to love to fly and want the perspective that history can bring. The book is available from Osborne Publisher, Inc., 2464 El Camino Real, Suite 99, Santa Clara, CA 95051. Paperback, \$19.95; Hardcover, \$23.95. Phone 408-244-6114.

NEW HORIZONS

NELLIE WILLHITE #8242
Pioneer aviator Nellie Zabel Willhite, South Dakota's first license woman pilot despite a hearing loss that began when she was two, died at 98 years of age. Nellie was a Charter Member of the Ninety-Nines and was one of the first four people inducted into the South Dakota Aviation Hall of Fame. Born in 1892, Nellie was the 13th student to complete the Dakota Airlines Flying School in Sioux Falls and, in 1928, obtained her license. For the next several years, Willhite and her Eaglerock biplane named "Pard" traveled extensively throughout the Midwest. Nellie barnstormed, flew in airshows, air races, airport dedications, and made goodwill tours around the U.S. She obtained a Transport license in 1934. Nellie is revered as a pioneer who helped to open the world of aviation to others.

99

In the photograph below, Billie Downing is swearing in the new "Flight Crew" of the Eastern New England Chapter.

L to r: Captain (Chair) Martha Dunbar; First Officer (Vice Chair) Mary Lee Blais; Navigator (Sec'y) Marilyn Biagetti; Flight Engineer (Treas) Paula Rooks and Out-Going Captain (Chair) Michele Cabot.



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

Rikako Sigiura Carpenter

by Ann Cooper

Rikako Carpenter flies with the Yokota Aero Club near Tokyo, Japan. She learned to fly in the United States, but today is very active in promoting women in aviation in her native Japan. Her efforts reach beyond managing the office of the Yokota Aero Club and encompass the Japanese Women in Aeronautics and the Ninety-Nines.

Rikako wrote that the Japanese Women in Aeronautics (JWA) was organized on May 24, 1952. By November of that year, they started to issue a monthly paper, *Women in Aeronautics*, and opened an information office at Haneda Airport. In April of 1973, the members agreed to have a sister organization with Korean Women in Aeronautics. Since then, annual meetings have been held alternating in both countries. There are currently 130 members of the Japanese group. Rikako can be reached at 967-3 Shimonomoto, Higashi Matsuyama, Saitama-ken Japan 355.



The photographs of Rikako show her with her husband, Royal, and with her Cessna 172. Indicative of the interest in aviation in Japan during 1991, an exhibit was held which primarily urged persons to book airline travel plans. The model airplanes on display were as diverse as a diaphanous-winged glider from the early 1900s, through General Aviation two-place craft, military airplanes of WW II and to F-16 fighters. A unique cutaway showed the public what to expect of the interior of transoceanic Boeing 747s.



In the northeast, **North Jersey Chapter** members welcome an astounding eight new members—8!! Many happy landings to: Ann Blazier, Renee Donn, Barbara Sweeney, Ellen Herr, Marilyn Patierno, Jane Wieder, Robin Schlinger, and Ellen Lichtenstein. **North Jersey Chapter** members held a fly-in to the AOPA Open House at the headquarters, Frederick, MD, in which five planeloads of 99s, 49 1/2s and guests joined the fun. The participants enjoyed the tour and met 99s from Washington DC, Maryland and the Garden State Chapter, New Jersey. A windy Saturday found the dedicated support crew literally "holding down" the North Jersey Chapter's booth at the Sussex Airshow. It was worth the effort as a new member signed up; students pilots were greeted, and 8 towels were sold in support of the Section Ways and Means project.

Long Island Chapter Ninety-Nines extend congratulations to Ida Van Smith on her marriage to Benjamin Dunn. Sue Mirabel accepted the gavel from outgoing Chair, Jill Hopfenmuller. Due to a bylaw change in the middle of her term, Jill served as Chair for three years during which time she never missed a **Long Island Chapter**-sponsored event or meeting. Jill was presented with a trophy and gift certificate for 1.6 hours of helicopter instruction to help her toward a rotary-wing rating on her license. Vice Chair Bozena Syska, Recording Secretary Donna Harris, Corresponding Secretary Mary Ann Katsoulas and Treasurer Dotti Campbell complete the incoming slate.

SECTION NEWS, continued

Good Luck and a fond farewell to Ruth and Charlie Dobrescu, who have sold their home and moved to Arizona. The southwest is gaining a great new member. Ruth will be missed in the east! Long Island Chapter was represented by ten



South Central Section Meeting: Jaye Howes with an actor from "A Funny Thing Happened on the Way to the Forum."

members at the International Convention in Orlando. The chapter members hosted the Opening Breakfast and ran a Bingo game in which the players filled their name card squares with signatures of fellow 99s. The game resulted in many new friends and 15 lucky winners. Connie Jones, Long Island Chapter's newest member, gave a speech on her impressions of her first convention which was very well received.

The "Troupers of the Year" award goes to Sue Mirabel who, after having been grounded with an ear infection, traveled 27 hours on the bus to get to Orlando. Recovered from the infection, Sue caught a ride home with **North Jersey Chapter** member (and *Section Reporter, Ed.*) Barbara Mead in her C-172. Barbara's 49 1/2 had to leave on a commercial flight and she was glad for the company. Just north of Charleston, SC, Barbara and Sue had to divert because of TRW over Myrtle Beach. Poor visibility pushed them to a landing at Lake City, a tiny airport. Inventively, Barbara called

the flight school in Florence and hired two IFR instructors for a one-way lesson into Raleigh-Durham, into good VFR conditions. Sue said, "I will never forget this trip for the rest of my life. But, that's the fun of flying. If I had to do it over again, I'd rather do this same trip than take the bus!"

Bozena Syska, Connie Jones and Mae Smith flew to Convention in Bozena's Cherokee Warrior. Headwinds, 98-degree temperatures, TRW and a detour to visit First Flight, the airport at Kitty Hawk stretched the trip to Orlando to 13.4 hours.

Central New York Chapter members attracted several potential members and people interested in the Skywatch program to their booth at Commander's Day, Griffiss Air Force Base, Rome, New York. Everyone had a good time viewing the Stealth Fighter and other military aircraft, current and from the National Warplane Museum in Geneseo. The **Central New York** members hosted, "*Everything You Wanted To Know About Flying But Were Afraid To Ask*," a panel discussion for 66s which was also open to the public for all student pilots and interested others. A quilt raffle was held at a July Pancake Breakfast. For all those who supported the project, the winner was South Central Section Governor Pat Ward who bought the winning ticket at the International Convention.

Members of New Jersey's **Garden State Chapter** were elated that the weather for the 19th Garden State 300 air race was CAVU all weekend. 18 aircraft were entered in competition and all pilots completed the course with no problems. The smooth operation began with the start-up of the first aircraft engine at 10 A.M. and all eighteen were airborne by 10:35. The first airplane

to return was on the ground by 12:30, closely followed by the other contestants. The Timing and Fuel judges were well-organized and figures had been fed into the computer with results generated and printed by 4:00 P.M. Lesley Highleyman, **North**



South Central Section Meeting: Bonita Ades, Jean Reynolds and Marie Christensen, President, at Paris, Texas.

Jersey Chapter, was the highest placed Ninety-Nine and in 3rd Place. A successful evening banquet was enjoyed and everyone is already anticipating the Garden State 300, 1992.

Three members of the **Garden State Chapter** attended the International Convention. Alice Hammond attended and was awarded the Ninety-Nines' Award of Merit for her contributions to aviation and to the Ninety-Nines. It was such a pleasure for NY/NJ members to see her accept her beautiful Waterford bowl and to know how happy she was. She is one great lady and she deserves that award!! CONGRATULATIONS, ALICE!! We are so proud of you. Alice Hegedus and Mary Helfrick flew to Orlando in Alice's Saratoga. Alice later reported on the Convention to other Garden State members and she introduced her plans for the Air Bear Program which is already underway and planning to be a successful program for Garden State Ninety-Nines and for the school children who will benefit.

SECTION NEWS, continued

Australian Section Reporter, Barbara Sandow, has written to say that the Australian Section members are pleased to welcome new additions: Denise Booth, Lynn Pearce, Sarah Chandler, and Helen Henderson. Robyn May flies for National Jet Systems based in Adelaide as First Officer on BAE 146 aircraft. Earlier in the year, Robyn completed the BAE 146 training course in San Diego training up to Captain standard. Helen Henderson from West Australia is a past President of Australian Women Pilots' Association and is a keen air race competitor. We are extremely proud of Bev Roediger and Josie Reich who were winners of the Bonney Trophy (Best All Female Crew) in the International Dawn to Dusk Competition. Their flight was a reenactment of the epic desert trek of explorer Charles Sturt across the Simpson Desert in outback Australia. A memorial was recently unveiled at Parafield Airport, South Australia in memory of 99 Jean March and husband Les, a 49 1/2. The memorial is a seat donated by AWP and placed at the Parafield Flying Club. Jean and Les died as a result of the crash of their Piper Saratoga in January this year.

Nancy Bird Walton has been barnstorming once again! Nancy has just completed the trip she did 56 years ago to raise money for the Royal Far West Children's Health Scheme. The tour covered 4000 km and included 19 towns and an amazing 24 speeches. Son John Walton flew Nancy in his Partenavia aircraft. Aminta Hennessey has been elected President of the Australian Flight Instructor Association.

Commencing in December this

year, there will be far-reaching changes to aviation regulations and airspace in Australia to bring it in line with overseas requirements. Flight procedures will be less complicated for VFR pilots with the responsibility for separation and position fixing being placed with the pilot in command. These changes are being welcomed by many pilots. Our aviation industry has been heavily regulated in comparison with overseas countries. It will also be much easier for foreign pilots to adapt to flying in Australia.

From Margaret Cosby comes word



The Australian Section with officers, seated, l to r: Neva Cavenagh, Treasurer; Barbara Collins, Governor; Nancy Bird Walton; Sue Campbell, NZ Governor; Thelma Pye, Secretary; Jan Hoopmann, Vice Governor.

that the **South Central Section** Fall Meeting was probably the most heavily attended in history, according to Governor Pat Ward. With Chairman Pat Wright spearheading the operation, the **Wildflower Chapter** presented an outstanding series of seminars. "Doctor Can I Fly?" was a seminar presented by Dr. Jabez Galt, a Dallas aviation medical examiner, who discussed the lighter side of aviation medicine and the changes or lack of them that have occurred in the pilot medical exam over the past thirty years. In another, Jim Szmanski, a test

pilot with Bell Textron Helicopter in Fort Worth and an officer in "Heliprops," a safety organization for professional helicopter pilots, talked about cockpit management and resource utilization. "Skywatch" was presented by **Kansas Chapter** Chair, Cheryl Sutton, and Dave Buzan, head of the Texas Water Commission's "Texas Watch" which is an environmental monitoring program which utilizes private pilots and aircraft to report environmental hazards.

The keynote speaker at Friday's buffet lunch was Oklahoma 99, Mary

Kelly. She took everyone around the world with slides on the recent trip she just completed commemorating the 60th anniversary of a similar journey made by the late Oklahoman, Wiley Post.

The Saturday Awards buffet luncheon was held at Paris Junior College Student Center's Ballroom. The guest speaker was Dallas 99, Marge Watson, a member of the Women's

Army Service Pilots (WASP). With slides for illustration, she gave an informative and heart-warming description of WASP life and of her assignments ferrying aircraft, towing targets, and instructing male pilots during WW II.

The entire program consisted of more than informational and stimulating programs. A pre-con session and business meeting was held with the main discussions centering around the Forest of Friendship. International President Marie Christensen, special guest, was on hand to discuss this matter as well as report from the International Board. The meeting also included a discussion of the preservation of Section records; review of the rotation of

SECTION NEWS, continued

Section meeting schedule; Section standing rules; eligibility to hold office; nominations and elections procedures; Camel 99 ad; and, of course, reports of the Board and Advisors. Certificates of Merit were presented and awards were announced at the Saturday luncheon. (These will be detailed in chapter announcements.) There were events for 49 - 1/2s and a dinner theater evening. A great hangar party topped off the meetings on Saturday evening with barbecue, music, and hangar flying at Cox Field. Members of the Confederate Air Force gave airplane rides in their vintage machines. An early Sunday buffet breakfast and weather briefing sent everyone off in fine spirits.

Members of the **Dallas Redbirds** held a garage sale to help defray costs of hosting the Spring 1992 Section Meeting in Dallas. Much hangar flying occurred between lucrative sales. Sandra Carruthers and her husband dropped in on the Mesquite Balloon Festival and enjoyed the early morning excitement. **Dallas Redbird's** Marcie Bissell is donating five hours in her Duchess for a fund raiser with herself as either pilot or instructor. The results will be announced on Valentine's Day. Marcie also flew passengers from Des Moines to Houston for Air Life Line. Elizabeth Jordan enjoyed the Soviet Space Exhibit in Fort Worth. It was an excellent opportunity to see what the

Russians have accomplished. Eight Redbirds and three 49 1/2s attended the South Central Section meeting in Paris, Texas. Sandra Carruthers flew in with Lisa Mixon and Pat Patterson, who were attending their first Section meeting.

Golden Triangle Chapter members, Helen Hill, Mary Wheelock, and Beverly Stephens, attended the SCS meeting. Chapter members received an Honorable Mention on their scrapbook having won first place at the Spring meeting. Mary, who was

News, Ed.) Her activities in the Ninety-Nines, a music club, and city council meetings were contributing factors in her nomination. At a recent meeting, 49 1/2 Bob Hughes entertained 99s with photos and a narrative of his Alaskan flight. Also, Shirley Roberts played her tape from the cockpit recorder of the airline crash at Sioux City and the pilot's speech at an airport managers' meeting which she had attended. Prospective member Nell Magouryk attended the August meeting and won the "white

elephant," a clever globe/airplane button cover. Four prospects attended the September meeting: Kristin Vollstad-McKean, Kelly Beurlat, Vickie Muehlstein and Tami Buch.

Members of **Purple Sage Chapter** held a 99 Scrapbook Party at Janet Koonce's house to bring the chapter book up

to date. Jo Ann Bates brought photos taken during the year and members present helped to decide which ones they wanted in the book. Jo Ann and husband Marcus returned recently from a trip to China (their second this year) hunting for a Yak airplane. They recently flew their Bonanza into Los Angeles and reported that this was quite an experience. Members of **Purple Sage Chapter** are busy preparing to paint a compass rose at Midland International and to have a booth for an upcoming Confederate Air Force Show there.

San Antonio Chapter members



Northwest Section Officers: L to r: Anita Lewis, Nancy Jensen, Patricia Jenkins, Gwen Vasenden, Barbara Croy, Linda Marshall, and Carolyn Carpp. Photo by Verna West.

attending her 40th Section Meeting, won a table decoration which was an Eiffel Tower, a bottle of oil from Paris, France. Mary has missed only one since she became a member of the Ninety-Nines in 1971. Helen Hill won a small wooden airplane. Penny White, one of **Golden Triangle Chapter's** charter members, recently was named the Arlington, TX, "Senior Citizen of the Year." (See the story elsewhere in *The Ninety-Nine*

SECTION NEWS, continued

Gloria Blank and Margaret Cosby waited out weather to start the flight to the South Central Section Meeting in Paris, but on departure there were gear horn problems that couldn't be remedied in time to make the trip VFR. And this after the aircraft just came out of annual—wouldn't you know. They drove the 400-plus miles. Laura Richter flew in on Friday and Virginia Spikes "motor-homed" in with her 49 1/2. **San Antonio Chapter** members were excited to receive a first and two second awards at the South Central Section Meeting and Margaret Cosby wrote, "My jaw dropped with surprise when being named to receive the Certificate of Merit for Outstanding Service to the Chapter that was given by the Governor at the Awards Luncheon. At the same time as the SCS Meeting, the Texas Wing of the Civil Air Patrol was holding their annual conference in San Antonio and faithful-to-the-end-to-the-Ninety-Nines Gloria and I missed it. I had a stand-in accept my Texas Wing 'Public Affairs Officer of the Year' award." Margaret was undoubtedly thrilled. It is nice to be recognized when one puts a lot of time and heart into organizations. Our Congratulations, Margaret.

Shreveport Chapter members found cooperative weather conditions and some of them did a bit of scud running to fly to Paris to attend the Super Sectional hosted by **Wild-flower Chapter** members. Those

attending were Starr Stone, Ray Hardey, Mary Spells, Dottie Ports and Helen Hewitt. **Shreveport Chapter's** Amy Pilkenton, formerly a Captain with L'Express, is now an Operations Inspector with the FAA and will be in the Baton Rouge FSDO. **Shreveport Chapter's** Pam Melroy, USAF, has left for California where she has been assigned to the training program for test pilots. At the completion of the program, she hopes to enroll in the astronaut program. Pam flew many missions in Operation Desert Shield

airlines. She got to ride in the cockpit on one leg with China Air. Jan Maxwell is Chief Judge for the NIFA meet in Norman, OK in October. She and Jody McCarrell, of Oklahoma Chapter, have started a ground school and testing service called Eagle-Aire Inc. Aina Hancock attended the Civil Air Patrol Texas Wing Conference in San Antonio.

Tweet Coleman, **Aloha Chapter**, is the chapter Membership/66 Chair. A First Officer on B-747s, Tweet has a new honor and new job—FAA

Aviation Safety Inspector, Honolulu FSDO. Congratulations, Tweet. From Kathleen Browne comes word that **Aloha Chapter** welcomes new members Marion Smith and Kathy O'Brien, transferees from Fort Worth and Anna Esser, new Legal Eagle. Judy Swannie used



Madison River Float Trip, Northwest Section Meeting. Photo by Verna West.

and Storm in the KC-10. Our best wishes go with you, Pam.

Members of the **Texas Dogwood Chapter** have been involved in a variety of aviation activities. Aina Hancock was the **Texas Dogwood Chapter** member at the recent Fall SCS Meeting who received a Certificate of Merit for Outstanding Service to the chapter. Congratulations are in order, Aina. Jerry Anne Jurenka traveled to the Bahamas in her C-182 and later on to China via commercial

her Aloha Chapter Scholarship to obtain her ATP. Terry Rowe has passed her written exams for CFI and GI.

Bakersfield Chapter members mourn the loss of Wayne McNamee, 49 1/2 of Geneva, as he moved on to new horizons. Naomi Witmer has begun work on her instrument rating. **Bakersfield 99s** planned to serve refreshments at the FAA Safety Seminar in September.

Cameron Park Chapter members planned a fly-away for October to Cloverdale Muni for a picnic on the Russian River. The Spaulding fly-

CALENDAR

NOVEMBER 1991

8-10 US Pilots Association Pensacola, FL
Hosted by the Florida Aero Club, Headquarters at
Hampton Inn-University Mall. Contact George Rogers, 904-944-1860

MARCH 1992

Australia and New Zealand Christchurch, NZ
Pam Collings
12-14 Women in Aviation Conference Las Vegas, NV
Dr. Peggy Baty, Parks College. Call 618-337-7500

APRIL 1992

24-26 South Central Dallas, TX
Pat Ward

JULY 1992

8-12 CONVENTION Kansas City, MO
Pat Mladý

Please send future dates and updates to International Date Coordinator, Barbara Sestito.

DR. PEGGY BATY—1st WOMAN HEAD OF AVIATION COLLEGE!

Julie Collinge, Chairman of the Garden State Chapter, sent the following report from *Avionics News*: Dr. Peggy Baty has been named Associate Vice President and Dean of Parks College of St. Louis University by the Rev. Lawrence Biondi, S.J., University President. She is now the university's chief administrator on the Parks campus, succeeding Dr. Paul A. Whelan, who recently retired. **Baty is the first woman to head Parks College, as well as the first woman to head an aviation college anywhere.**

Baty joined the Parks College administration last August as Academic Dean. She was previously Dean of Academic Support at Embry Riddle Aeronautical University in Prescott, AZ. Baty has experience both as an aviation educator and pilot. Her undergraduate degree in aviation administration and her master's degree in aerospace education are from Middle Tennessee State University. She received her doctorate in Education Administration and Supervision in 1985 from the University of Tennessee at Knoxville.

Baty's credentials as a pilot include FAA certificates for flight instructor single-engine land; commercial/instrument, single and multiengine land. She is also an aerobatic pilot and a certified ground instructor in basic, advanced and instrument. She is one of only a few non-FAA personnel authorized to renew flight instructor certificates.

The author of numerous articles on aviation education and women in aviation,

Baty has also received several grants related to aviation. Among her affiliations are the Ninety-Nines, an organization of women pilots; the University Aviation Association; and the National Congress on Aviation and Space Education.

Baty's awards include the National FAA Administrator's Championship Award for Excellence in Aviation Education; the Carl Stage Memorial Award, presented by the Experimental Aircraft Association; and the Frank G. Brewer Memorial Award for Aviation Excellence in Southern Region.

Baty served as chairperson of the second annual national "Women In Aviation" conference held last March in St. Louis. She will also chair the third annual national "Women In Aviation" conference to be held March 12-14, 1992 at the Alladin Hotel in Las Vegas.

Editor's note: Dr. Peggy Baty is a dynamic and inspiring lady. She was pleased to read the article about Evelyn Johnson in the August/September Ninety-Nine News. She took flight lessons from Evelyn and praised her highly. Make a note on your calendars for the Women In Aviation conference in March. Dr. Baty has many new challenges in her prestigious role of Associate Vice President and Dean of Parks College; but, in the spirit of the last conference, she will also offer a memorable and educational get-together for female pilots. Thanks, Julie Collinge and Congratulations, Dr. Peggy Baty!

SECTION NEWS, cont.

away in September was a success. A Flying Companion Seminar is scheduled for January 18.

Coyote Country Chapter members planned a fly-in to Sedona, AZ, in October. Lodging was to be at the Sky Ranch Lodge on the Airport. **Coyote Country 99s** also heard George Savord, CFI&I and Accident Prevention Counselor and planned a Poker Run for November.

In September, **El Cajon Chapter** members invited the public to a "Come and Meet the El Cajon Valley Chapter Day" at Gillespie Field.

Arlene Beard, **Fresno Chapter**, got her private certificate and showed her Kinner Bird at Oshkosh in July/August. It was also shown and flown at the Madera WarBirds in August. The Kinner Bird owned and flown by Arlene once belonged to Arlene's mother, the famed Melba Beard. The Kinner-powered biplane is a movie star, with a bit part in the Disney movie, *The Rocketeer*. **Fresno's** Judy Lund Bell and spouse Jim are preparing for the "Around the World Air Race" in June 1992.

Discussion is underway among the members of the **Imperial So-Lo Chapter**, to change the meeting date to the 2nd Monday of the month. **Imperial So-Lo Chapter** members are working on the Spring 1992 Section Meeting.

Nancy Clinton of the **Long Beach Chapter** won an AE Scholarship to obtain her multiengine rating, the chapter WPOY, and the chapter cash achievement award for earning her A&E and her CFI&I ratings. Congratulations to Nancy! Other **Long Beach Chapter** achievement awards went to Dee Bowers for her instrument rating and Lucille Fernandez for her commercial rating. Elaine Gibbs and Barbara Standing are new members. In July, the FAA sponsored

SECTION NEWS, continued

the inauguration of a new program to introduce disadvantaged youngsters to aviation through a hands-on experience. 99s and CAP squadrons participated in the event. Kudos to Long Beach Chapter members Betty Faux, Sandi Couverley, Ginger Graham, Rosemary DeAngelo, and Jacque Sprague for their participation. August saw the chapter members assisting at the Hawthorne Air Fair. They provided rides to some 100 people. Thank yous go to Mary MacDonald, Lori Papp, Annie McNeeley, Ginger Graham, Sheila Papayans, Dee Bowers, and special friend, Bob Peterson.

The **Los Angeles Chapter** officer installation was to be held in September. Members of the **Los Angeles Chapter** are considering bringing back the "Back to Basics" air race. They hoped to get hands-on experi-

ence in a Federal Express 747 simulator in October.

Thea Lowry and Sharry Mullin, **Marin County Chapter**, went to Baja California for the eclipse. Thea and another friend flew to Ashland, OR, for the Shakespearean Festival Theater, a wonderful outdoor theater experience. Thea donates a flight a month to different charities for fundraisers. Marlyn Christiansen, **Marin County**, flew for 4 hours and never left the Petaluma Airport—Penny-A-Pound Rides! Cathy Morshead has retaken her instrument written and Mary Eileen Sasso got a limited commercial license.

Mount Diablo Chapter's Camille Danzi of the CCR Tower was to speak to the rest of the chapter members in October. Tracy Roberts is the newest **Mount Diablo Chapter** member. A Shelter Cove trip was to be held in October and an Oceano/Pismo Beach

outing planned for November.

The Redding segment of the Palms to Pines Air Race was aptly handled by **Mt. Shasta 99s**, Elaine Scott, Michelle Pterina, Beverly Tichner, Lee Agnew, and Doris Lockness. **Mt. Shasta Chapter** members welcome new member, Gayle Wright.

September was the date set for the **Palomar Chapter 99s** Plane Ride. **Palomar 99s** scheduled a pancake breakfast and preflight contest for October. Marti Show is a dedicated CFI&I. She flies to Bishop to pick up her student, Linda Ledwidge, then brings her down to CRQ for her flight lesson.

Phoenix Chapter members were asked to set up a booth at the Holbrook Airport Day in October. Nelda Donahue, **Phoenix Chapter**, was named "Employee of the

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102 - Nightshirt	One Size	\$20.00
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International Headquarters
Will Rogers World Airport
Oklahoma City, Oklahoma 73159

(Include \$3 for postage and handling)



SECTION NEWS, continued

Quarter" by the City of Casa Grande for the second quarter of 1991.

Reno Area 99s had to postpone a spot landing contest, but we bet, as usual, those active and willing members were at the ready for the good job they do at the Reno Air Races every year.

The August Potluck was a success for members of the **Sacramento Valley Chapter**. 14 members attended. A Christmas dinner is set for December 18th for **Sacramento Valley 99s** and vocalist Joyce Diamond and her ensemble are to entertain.

San Fernando Valley Chapter members heralded a successful fly-in to Grass Valley. Chapter member

Jaye Howes has been elected as International Director. The VNY Air Expo was a lot of fun and a lot of hard work for **San Fernando Valley 99s**. Members of the month for June: Laura Ricks-banquet; Felicia Hoppe and Loreli Cangiano-Grass Valley Fly-In; for July: Jan Goforth-VNY Air Expo, Nina Yates-potluck. A Poker Flight was set for October.

The speaker planned for November for the **San Luis Obispo County Chapter** is Albert Bresnik, Amelia's personal photographer.

Karen Kahn, MD-80 Captain for Continental Airlines, was the speaker for the September meeting of the **Santa Barbara Chapter**. Her topic was VOR Navigation. (See Karen's

advertisement—*Career Stalled*—in our classified ads. Ed.) **Santa Barbara Chapter's** favorite airport commissioner, Karen Ramsdale, has soloed. Debbie Bourrough has returned to the chapter.

Members of **Santa Clara Valley Chapter** have been invited by ERAU to visit the Prescott, AZ, campus for a 3-day weekend, probably the first weekend in November. JoAnn Levin, formerly of San Luis Obispo Chapter, is the newest member. Tower and FSDO Appreciation Week were held in September by members of the **Santa Clara Valley Chapter**.

99

VIVIAN "PENNY" WHITE

by Ann Cooper

Vivian White, according to the Immigration and Naturalization Service newsletter, has been named Senior Citizen of the Year. Congratulations to Vivian, a charter member, Golden Triangle Chapter and a resident of Arlington, TX.

The newsletter stated, "Southern Region INS employees do not limit all their public activities to the workday. Vivian White, a clerk typist at the Regional Officer, has just been named the City of Arlington Outstanding Senior Citizen of 1990.

"Recipient of this award is chosen from a list of nominees for service rendered to the community since the time he or she turned 65 years of age.

"When nominating her, the Arlington Alumnae Chapter of Sigma Alpha Iota, National Music Fraternity for Women, said White:

"Attends most of the City Council meetings;

"Is chairman of the Women Pilots (99s Inc.) in the local area;

"Assists in aviation affairs for Arlington and Grand Prairie Airports;

"While working for INS, served as

representative for Federal United Way;

"Volunteers many hours helping women grow mentally and socially as Federal Women's Program Manager for INS, and is actively involved in many other community and business activities.

"White says she became interested in the work of the 99s when her husband became a private pilot. Friends of theirs were in the air when the husband, a M.D., suffered a heart attack. His wife got radio help and was able to survive the landing, but it took so long that her husband perished before help was available. Vivian immediately learned to fly and, at age 70, still works to be sure other women will be able to handle an in-flight emergency."

We recognize this as the Pinch Hitter Course offered by Ninety-Nines across the country and around the globe. We applaud Penny for her efforts and her honors. Congratulations, Vivian "Penny" White, Senior Citizen of the Year!

99

OPEN LETTER OF THANKS FROM PAT WARD TO VETA ROCKETT, A HELPFUL 99!

Networking Works! Pat wrote, "Last week, I received a call over the High Seas Radiotelephone from my brother, at Grand Cayman Island, to tell me he was ill. Alone on his yacht, he knew no one on the island. His symptoms indicated appendicitis or a kidney stone. I lost contact with him by radio.

"I sent a FAX message to 99 Headquarters to ask for a member on Grand Cayman. Loretta Gragg told me of a new member, Veta Rockett, a pilot for Island Air. I called Veta and asked about the medical facilities on Grand Cayman and told her about my brother.

"Veta kindly offered to notify the Port Authority that my brother was ill and needed medical assistance and offered to help in any way necessary. Ultimately, my brother did get to a hospital and was treated for kidney stones.

"I want to express my deepest appreciation for Veta's understanding and offer to assist my brother and me. She did not hesitate when I told her that I am a 99. Veta exhibited the warmth of camaraderie as a member of this great organization. I hope to someday meet her and thank her personally for her kindness. We have a jewel in the Caribbean."

99

A FIRST! WOMEN RACE IN ALL FOUR CLASSES AT RENO '91!

by Mac McGilvray. Photos by
Mac & Linda McGilvray

For the first time in the 28-year history of the National Championship Air Races, women pilots entered all four classes of racing in 1991. Women circled the pylons erected at the Reno/Stead Facility, Nevada, in Formula One, Biplane, AT-6, and Unlimited aircraft.

Erin Rheinschild, 30, returned for her second year to compete in the Unlimited Class. A First Officer on United Airlines 727s out of Los Angeles, Rheinschild started her flying career 10 years ago. She worked her way from Private Pilot through CFI, from charter flying to the airlines, and now looks forward to moving into the left seat of the Boeing 727. She has flown her P-51 Mustang, *No Business*, renamed, *Miss Fit*, for four years and has raced, in addition to Reno, in Salina, KS; Dallas, TX; and Denver, CO. Air racing was not an initial goal for

Rheinschild, but the interest developed over time. In answer to the question, "Why race?" she responded, "It is fun, adventurous, and for the sense of competition."

Rheinschild had to prove her skills as a pilot in order to race at the National Championship Air Races. She became the First woman to qualify to race in the Unlimited Class and, in 1990, she captured the First place trophy in the Bronze Championship race with a speed of 387 mph.

Unfortunately, with only 27 racing positions and 32 race entries, five pilots were disappointed at the 1991 races. Rheinschild, one of the five, failed to qualify for a slot and was forced to set her sights toward 1992.

Formerly a member of the Ninety-Nines, Rheinschild found that job requirements caused many moves and her membership lapsed. Now settled in the Los Angeles area, she is looking forward to rejoining.

Linda Finch, 40, has been racing in the NCAR's AT-6 class since 1988. Finch, a nursing home and retirement community manager based in San Antonio, TX, flies in her line of employment and is a member of the Reno Chapter of the Ninety-Nines. Her flying interest began 16 years ago with excitement generated by a Grumman trainer. She captured her

Private and Commercial licenses to which she added the Instrument and Multiengine ratings and, though the AT-6 came first, her next dream is to fly a Corsair. Finch holds type ratings for about 25 aircraft—from Cessnas to the B-25.

In addition to Reno, Finch has raced in Minot, ND and, in response to being questioned, "Why?" she answered, "Here you are flying with the best in the world. It is exciting."

She added, "A race plane is not physically harder to fly than any other airplane."

This year the AT-6 Class had 21 entries in competition for 18 race positions. During the qualifying runs, Finch, a member of the Confederate Air Force, flew a lap of 207.772 mph and secured a position for herself in the line. With a speed of 211 mph, Finch placed third in the Bronze Championship Race in 1990. This year she was 6th at 204 mph.

Katherine Gray, 40, once a Ninety-Nine in the Santa Paula area of California, has raced her Owl in the Formula One Class for five years. A ferry pilot for Southern Cross Air of California, Gray has been asked to pilot everything from a Cessna 172 to a DC-3 and a giant Russian biplane. Ferry piloting has taken her from one end of the globe to the other, across the United States, to Europe, Africa and over the North Polar Ice Cap.



On the left, Kathy Gray, Formula One Class pilot. On the right, Linda Finch races in the AT-6 Class.



RENO'S RACING PILOTS, *continued*

Gray's aviation interest began 18 years ago when her brother became interested in flying. While still a student pilot, Gray read every flying magazine that she could find. Her interest in owning and racing a Formula One dated from that time and she continued to amass ratings—Private Pilot, Commercial and with type ratings in seaplanes, Citation, and the venerable DC-3.

"Flying is a way to express myself—who I am, what I am, and what I can do with the skills that I have learned," she said. "Flying a performance airplane is like riding a spirited race horse. I can express my mind, translated by my skills."

Last year Gray flew her Owl to a 4th place finish in the Silver Championship Race with a speed of 207 mph. This year she upped that speed to 213 and finished in third place in the Silver.

Two rookies joined Rheinschild, Finch and Gray in the pits at Reno/Stead facility this year. First-timer, Madelaine Kenney, 30, flew a Cassutt Formula One. From San Carlos, CA,

Kenney has been a pilot for 11 years. From 29 pilots vying for 24 race positions, Kenney qualified with a speed of 196 mph. On Saturday, she finished the Bronze race in 7th place at 187 mph.

On the right, Erin Rheinschild, the first woman to compete in the Unlimited Class. Erin flies her P-51, Miss Fit.



Patti Johnson-Nelson, 38, also made her debut at the 1991 NCAR. In the Biplane Class, Johnson-Nelson raced a Boland Mong. Flying for 21 years, she is an aerobatic flight instructor in Hayden, CO. In this competitive class, Johnson-Nelson was not able to secure one of the 24 race positions, but, as we follow the careers of the other women pilots, we'll have the binoculars on Johnson-Nelson to watch her future racing contests. 99



The FAA's ACE camp—Aviation Career Education—for 25 students provided tours and seminars in all aspects of aviation: FBOs, Aviation Security, Air Traffic Control, Pilot Training, Military Aviation Opportunities, etc. Eastern New England 99, Michele Cabot, shown with the students at Quonset, R.I., made a tremendous impact when she gave rides in her C-182 after discussing *How Airplanes Fly*. ENE 99 and Manager of FAA NE Regions, Aviation Education Program Director, Sheila Bauer, organized the week's activities for Rhode Island youngsters. Another ENE 99 and Manager of the FAA's Flight Standards Division, Carol Rayburn, also participated as a speaker. 99

A SCHOOL FOR TOWING BANNERS

When Florida SpacePort Chapter member, Marie Lacour, started her banner towing business there was very little known about aerial towing. With study, a banner towing school was formed and, to the best of Marie's knowledge, it is the first school in the nation devoted to the purpose of towing banners. It is the first to apply for Part 141 designation and has been welcomed by the FAA. During the process of starting the school, banner towing standards also were formed.

Enrollment in the school requires a commercial license, a minimum of 300 flight hours, and a check out in a tailwheel type of aircraft. The course is intensive—from 7 to 10 days depending upon the skill of the student and the cooperation of the weather. A minimum of 30 hours of ground school, 10 hours of dual instruction and some additional jump seat time is required, the FAA check ride included. There are 4 students per class and 1 class per month. The school is team taught.

Marie and her pilots have written a comprehensive manual for the course and they are working toward a book on banner towing for the General Aviation pilot. The school, manual and book grew out of research on banner towing accidents. Any proceeds from the sales of these projects will be put into a trust fund to aid deserving families of any fatally injured banner towing pilot.

HOW DO I APPLY FOR THE NINETY-NINE SCHOLARSHIP AWARD? by Charlene Falkenberg

The Ninety-Nine Scholarship Award, given as a memorial to Amelia Earhart, is also called the Amelia Earhart Memorial Scholarship. All eligible Ninety-Nines may apply for the annual awards.

The question, "How do I apply?" is asked often. A very short, simple answer is: "Fill out the application and eligibility forms which are published in the *Ninety-Nine News* every year." However, there is much more to applying! That is why it is important to plan ahead instead of

necessarily mean your goal is an airline pilot. There may be a great need for a female flight instructor or for air taxi pilots at your airport. There are many goals in aviation and this is one item that is important in evaluating your application.

I have mentioned just a couple of important points. If you are considering applying, contact your Chapter Chairman and request the **guidelines**. Study them carefully. The guidelines are available from any AE Trustee or may be requested from Headquar-

your chapter Amelia Earhart Scholarship Chairman. It is recommended that this chairman select a committee to assist her in screening the applications as each chapter has a quota.

There are very important deadlines to be met during the application process and failure to meet one of them results in disqualification. December 31st is the deadline for applications to be postmarked and on their way to the Section AE Scholarship Chairman. **IMPOR-**



The APPLICATION FORM and FACT SHEET are published in a fall issue of The Ninety-Nine News. This year, they were published in the October 1991 issue.



waiting until the December 31st deadline is approaching.

So—your first question should be, "How do I prepare for applying for the scholarship?"

First, you must determine that you are eligible by having been a member of the Ninety-Nines **continuously** since December 31, two years prior to submitting the application. If you have allowed your membership to lapse, even for just a short while, and have been reinstated, that is considered a break in membership.

Second, you must have 150 hours of total pilot time, a current biennial flight review (US certificate holders only), and a current medical certificate.

Assuming you are eligible, ask yourself, "Why do I want the particular certificate/rating?" **You must be aiming for a goal.** This does not

ters, but they have been sent in the monthly mailings to every Chapter Chairman. So, the first person to contact is your Chapter Chairman.

The **APPLICATION FORM** and **FACT SHEET** are published in a fall issue of *The Ninety-Nine News*. This year, they are in the October 1991 issue.

The next step is to study the **FACT SHEET**. Make sure you meet all the required criteria. Be sure you are qualified for the rating/certificate for which you desire to apply. You must start your training within three months after winning, so it is prudent to determine that you will be able to do so before applying. If you are *not* in a situation to do this, you could forfeit your scholarship.

With all this behind you, now is the time to complete the application form. Your completed application goes to

TANT: The Chapter Chairman must sign your application, so it should be in her hands well before the deadline. The Section AE Chairman, along with her committee, screens all applications from chapters and sends the Section's quota to the Vice Chairman, AE Trustees, postmarked no later than February 10. The trustees evaluate the applications and forward the finalists to the outside judges who make the final decision.

In conclusion, if you are applying for a scholarship: **Read all the information in the guidelines and fact sheet very carefully. Meet all deadlines. The application must be typewritten. Fill it in neatly and completely. Follow all the requirements and you will have no problem.**

GOOD LUCK TO ALL!

AN INTERVIEW WITH AUSTRALIA'S MARY O'BRIEN, Flight Examiner of Airmen, by Rosemary Colman, Randwick, Australia

Mary O'Brien added to Australian aviation history when, in 1987, she became the first woman Examiner of Airmen with the Department of Transport and Communications. In this capacity she monitors the Standards of Licensing and Operations and tests pilots for their licenses and ratings.

Currently she is in charge of the Standards and Licensing Operations Section implementing the revised regulations being introduced in Australian aviation. She is very much in favour of the changes, despite the number of people in the industry who say, "Oh the Government shouldn't be letting go," but she feels Australians habitually do not want to accept responsibility. Many of the rules were based on the notion of "protecting people from themselves."

"Well," said Mary, "It's true one has to protect paying public; but, with some cases, no matter what you did, it would not be enough—certainly not if you get up in the witness box or in front of the media. However, so long as change is properly controlled and monitored, in many things it is time to let people look after themselves."

The trend for consultation with the industry as a preliminary to rewriting regulations revealed the need for a recognized spokesperson on behalf of flying instructors. So the last few years had seen the formation of a Flying Instructors' Association. Actively sponsored by Mary, this professional association is helping to lift the profile of flight instructors and their professional qualifications. Ultimately, "standards" are in their hands.

INSTRUCTING EXPERIENCE

Mary's work involves her in CAA Accident Prevention Programmes including Training Seminars and Workshops for and with the aviation industry throughout NSW. Her involvement in aviation education dates from 1967 when she was employed by the College of Civil Aviation, affectionately known by most aviators in Australia as the "College of Knowledge." Since airlines were out of the question at that time, Mary accepted a position instructing in Singapore. For four years, from 1970, she trained cadets for Singapore Airlines. (Ironically, Australia has become home to a Singaporean/Chinese lady in Western Australia, a flying instructor at Singapore Flying College in Perth. Although she was trained in Singapore by the government 20 years ago, Singapore Airlines did not employ women pilots, so she went into instructing.) From Singapore, Mary went to the USA where she attained

her Airline Transport Certificate with an Instructor and Instrument Rating. She was first employed by the Department of Aviation in 1985 setting the theory exams for licensing.

AIRMINDED AND FAIRMINDED

"Thoughtful aviators have begun to realize that the public airmindedness of the 1930s and 1940s does not exist in the 1980s and will not in the 1990s unless we do something about it," wrote Mary last year in *Airnews*, Journal of the Australian Women Pilots' Association. "The general public is unaware of the benefits in transport, commerce and quality of life that aviation brings to our communities. Except for the noise level, the public is not very interested in aviation! It therefore could be said that one of our aims is to create another generation of airminded people and the best place to start is in our schools. I encourage all the teachers in our association to use the excitement of aviation as a motivating force and develop an interest in aviation among teachers and students in your school. I also encourage the rest of us to speak at schools, clubs or associations on aviation and careers in aviation to develop the public's interest. We will reach children and their parents in this way."

Her training and teaching have been interspersed with interesting flights. She ferried an aircraft from Singapore to Africa. She flew extensively in the Americas from Alaska to Guatemala and returned from the U.S. in the first Grumman Cougar light twin aircraft to come to Australia.

AIRWOMEN

As the National President of the Australian Women Pilots' Association, Mary wonders if those women who gathered at the Royal Aero Club of NSW in 1950 ever envisaged the massive growth in aviation in Australia and how easily women now take their place in the aviation industry.

The year 1989 was a high profile year for women in aviation. The general public was captivated by Gaby Kennard's courageous solo flight around the world in a Piper Saratoga, retracing the flights of Amelia Earhart. Because of Gaby, people became more aware of women in all segments of aviation. Australian women are in air traffic services, airlines, flight instruction, charter flying, the CAA, the FAC, BASI, aviation education research, the RAAF, aircraft maintenance, gliding, ballooning, and building their own aircraft. There are Aboriginal women pilots, taught to fly on Government Aboriginal Scholarships in the Northern Territory.



Mary O'Brien, as she appears in the Stockman's Hall of Fame

...The Australian Women Pilots' Association awarded Mary the Nancy Bird Trophy for the most noteworthy contribution to aviation by a woman of Australasia. In her well-appointed office with a pleasant northeast aspect in Goulburn Street, Sydney, Mary is a long way from the redheaded nine-year-old who was sent to boarding school in Sydney from a property outside Walgett. Back in Walgett in 1964, school behind her, Mary was taken for a flight in a Tiger Moth and she decided to become a pilot. She was the first woman member of Walgett Aero Club.

HER APPROACH TO AVIATION

In the 1990s we are seeing massive changes to world government and to the way aviation is regulated throughout the world. The walls are tumbling. Europe, North America and Australia are developing joint aviation regulations, but the general public still expects respective governments to ensure safe aviating in each country. In Australia, now more than ever, the aviation industry has a great say in what are the important safety issues and what should be done. How the aviation industry develops has an effect on us all, for whether we are employers, employees or customers, we are all members of the aviation industry and benefit from it.

The aviation fraternity, which knows no barriers of class, creed, or country, has benefitted us all. Our enthusiasm for aviation removes all other distinctions and we find ourselves fulfilled and rewarded by friendship and support as we share our aviation dreams and accomplishments anywhere in the world.

Rosemary Colman's article on Mary O'Brien was published in NAVIGATION, the magazine of The Australian Institute of Navigation, December 1990. We are appreciative for the opportunity to reprint the article here.

SETTING A COURSE

by Rosemary Colman, Randwick, Australia

It is a lovely sunny day in late July, the sort of day that only Sydney can produce in the middle of winter—a perfect calm after the few weeks of hectic preparations for a new course entitled *Flight Instruction Methods*. The course was held by the University of New South Wales in association with the Guild of Air Pilots and Air Navigators.

Fifteen aviators attended from as far north as Mackay on the Queensland coast (where aircraft have to be tied down against the tropical monsoons each February); from Walgett in the out back of NSW (where the crows reportedly fly backwards to keep the dust out of their eyes); and from Wagga-Wagga in the lush Riverina area and many points in between. Participants included charter operators; a retired agricultural pilot; airline pilots, anticipating retirement; international airline pilots who assist in small flying schools; technical college teachers; helicopter pilots; an RAAF Wing Commander; a representative from the CAA; and several young men starting out in aviation.

The short, intensive course was designed to enable people from the city or the bush to have access to university facilities. On the first day, the principles of learning were presented. These were integrated with instructional techniques on day two. On day three the course moved to the QANTAS jet base for a session on the application of these skills in the cockpit. Thence to the St. George Campus of the University which is equipped with micro teaching laboratories featuring studios with instant video replay facilities where all participants gave briefings to their peers for self/peer/professional appraisal.

As course initiator, I was invited to take one session and I volunteered for the session on Motivation. I realized that when speaking under a University Crest I should be able to justify every statement. Boy! Did I do a few months hard reading? Me and my big mouth!

It all started in June 1990 when I rang up for a flight with a view to renewing my instrument rating. The CFI answered the phone with, "I was

just thinking of you." He was attempting to give his first Instructors' Course and the CAA Inspector was not impressed with the Theory of Learning and Principles of Teaching component of the course. I put my new Masters Degree in Education to work and devised and presented a course for his students. I looked around to see if I could sell my wares around the airfield and even further and realized that his problem was not an isolated case. Indeed, I felt there was a "missing link" in the whole system concerning the teacher training component in aviation. Life became providential after I wrote to my University lecturer with the proposal of a short course in Flight Instructor Training.

The July 1990 guest speaker for the Australian Institute of Navigation (AIN) was 99 Mary O'Brien, CAA Senior Examiner of Airmen and Australia's first lady Examiner of Airmen. (The AIN was established in 1949 by navigators who wished to promote the skills developed in navigation during WW II. The Institute is especially involved in Education with annual proficiency awards to high achievers in navigations courses in the RAAF, RAN, the Australian Maritime College and the University of Newcastle.) She invited me to contact the CAA in Canberra. I approached Canberra with the proposal that short intensive courses were necessary to bridge the "missing link" and received Approval in Principle for such courses for the University.

I asked advice of the General Committee of the Guild of Air Pilots and Air Navigators (GAPAN) and was appointed their official spokesperson—all responsibility and no advice! (GAPAN is a livery company in the city of London. Its main objectives are to raise and maintain the status of the profession and the standard, knowledge and skill of air pilots and air navigators. An Australian branch of GAPAN was formed in 1949.) I arrived home to find a message on my tape inviting me to speak at the Australasian Aviation Trade Fair in October on Training for the Future. The CAA in Canberra recommended me on the strength of my proposal.

By the time I was called to present my proposal to the Faculty of Professional Studies at

the University of New South Wales, I had a folio of approvals (CAA, AIN, GAPAN). The University agreed to the Proposal that short courses be organized to fulfill the requirements of CAO Section 40.1.7; 4.1b viz: "An applicant for the issue of (a) Grade Three rating...shall (b) have completed a course of instruction in instructional principles and methods of at least 12 classroom hours in accordance with the syllabus specified in Appendix 1."

It has all happened. The intervening months had moments of wondering if we could get sufficient numbers followed by the frenzied rush to get the brochure through Sydney's peak hour traffic to the printer or distribute on time. I received phone calls from all around Australia. We have been invited to take the course to Perth, on the coast of Western Australia.

Editor's Note: Rosemary Colman has a Masters degree in Educational Administration from the UNSW. She is the 1991 President of the Australian Institute of Navigation and is an elected member of the Executive Committee of GAPAN, Australian Branch.

The Ninety-Nines' Award of Merit

by Carol Rayburn

The Ninety-Nines' Award of Merit Committee is soliciting nominees for the 1992 Award of Merit. The recipients of this award, established in 1990, include Jeana Yeager, Mimi Tompkins, Sheldon and Pat Roberts, Gaby Kennard, Muriel Earhart Morrissey, John Baker, Olive Ann Beech, Alice Hammond, Hazel Jones, and Nancy Bird Walton.

The purpose of the Award of Merit is to recognize individuals who have made significant contributions to aviation, aviation education, science, aviation history, or the Ninety-Nines, Inc. In addition to recognizing individuals who have made significant contributions to the ideals that the Ninety-Nines stand for, we believe this annual award will provide an incentive to others to make their own contributions to aviation and aviation-related endeavors.

The general criteria for the award are:

1. The achievement(s) may have occurred in the present or prior years. Recipients may be selected for a single action or a series of events.

AWARD OF MERIT, *continued*

2. Specific details of achievements being recognized will be at the discretion of the award committee, so long as they meet the general objectives of the Ninety-Nines, Inc.
3. The recipient need not be a member of the Ninety-Nines, Inc.
4. The recipient may be living or dead.
5. The recipient may be female or male.
6. The award is not limited to individuals in the United States.

Nominations for the award will be accepted from members of the Ninety-Nines and should be sent to: **Carol Rayburn, Chairman, Ninety-Nines Award of Merit Committee, 10 Chung Street, Nashua, NH 03062 to arrive by December 15, 1991.**

All members are encouraged to participate in recognizing people who have made significant contributions to aviation or the Ninety-Nines by nominating candidates for the award.

HELICOPTER CLUB OF AMERICA and a National Competition*by Ann Cooper*

The Helicopter Club of America (HCA) was organized in 1979 to support national and international helicopter competition.

Purposes, stated in the HCA by-laws, are:

- to promote, develop and aid the art and science of helicopter flying in the U.S.
- to supervise and document official helicopter competitions and record attempts in the U.S. in accordance with the requirements of the Federation Aeronautique Internationale (FAI) and the National Aeronautic Association (NAA);
- to ensure that all contests shall be governed in accordance with the FAI sporting code;
- to promulgate specific rules relating to helicopter competitions;
- to initiate and administer those actions necessary for participation by a U.S. Team in World Helicopter Competitions.

Other Functions: To support the above purposes, the HCA also accomplishes the following tasks:

- train and furnish qualified organizers and judges to ensure that competitions are conducted in accordance with the FAI Sporting Code;
- sanction and supervise all vertical take-off aircraft and rotorcraft record attempts in the U.S.A.
- conduct fund raising activities to assist in supporting HCA and U.S. Helicopter Team expenses.

Organization and tax status: HCA, founded in 1979, was recognized in 1981 as a non-profit, tax deductible, charitable and philanthropic organization under the provision of Internal Revenue Code section 501 c(3). Donors may deduct contributions as provided by section 170 of the code. Bequests, legacies, devises, transfers or gifts are deductible for Federal estate and gift tax purposes if they meet the applicable portions of sections 2055, 2106, and 2522 of the code. There are no salaried employees and all officers are unpaid volunteers.

Accomplishments: U.S. Teams sponsored by HCA have won EVERY world helicopter competition and individual championship since the Club organization—Poland, 1981; England, 1986; France, 1989.

Membership Requirements: Open to anyone with an interest in and enthusiasm for helicopters.

Please Note:

National Helicopter Championships will be held March 21-24, 1992, at Las Vegas, NV. The event will be held in conjunction with the Annual Convention of Helicopter Association International and sponsored by the HCA. Championships will consist of three flight events emphasizing precision helicopter flying and three categories of competitors with national champion and runners-up awards in each category. **NOTE:** The field is limited. Available time permits a maximum of only 30 competitors. For full definition of events, rules instructions, fees, and administrative details, send \$10. to Colonel (Ret.) A.J. Rankin, 16003 Edgewood Drive, Dumfries, Virginia 22026. **For additional information, call any of the following: Jean K. Tinsley, President, HCA at 415-325-9198; or John W. Williams, Secretary, HCA at 817-280-3818; or Col. A. Rankin, Treasurer, HCA at 703-670-8882.**



THE TICKET TO LEARN

by Michelle Marceau, Oklahoma Chapter 99

A good night's sleep before the checkride is extremely important, friends and instructor advised. I spent most of the wee hours contemplating that sound advice as well as visualizing S-turns, short field takeoffs, proper descent angles, and tornado-like vortices emanating from the ends of the bed. Resigned to the insomnia of preflight adrenaline, I thumbed through my how-to-do-maneuvers notes for the hundredth time, relevant sections of the AIM, the FARs and the flight computer manual, then tried to unwind with a few tunes on the piano. Finally, the crack of dawn, a call to Flight Service and, with the universal greeting, "All briefers are busy now, please stand by..." checkride day had begun!

En route to the airport, droll reminders like the sayings in Chinese fortune cookies flitted in and out of my mind. This will be a great learning experience. Just do your best and relax. Engage your mind before keying the mike and don't give excuses the examiner has heard a thousand times—at least be imaginative.

We warmed up with the application paperwork and logbook check and then reviewed my flight plan and highlighter-yellow course on the sectional chart. Then, on to the dry stuff, or so the FARs and AIMs endless recommendations had seemed until that day.

"Let's get the big picture," he continued. "You'll soon be going to unfamiliar airports and renting unfamiliar planes. What kinds of things make that rental plane legal and safe, and will make you and the trip you are planning legal and safe?"

Those lines had the galvanizing effect of making me really think like a PIC for the first time. He's absolutely right. I wouldn't always have the security of my training plane or an instructor to double check each flight plan, find an error in fuel calculation or the wisdom of a wider berth around a restricted area. **I would be the entire trip committee from now on and solely responsible for the destiny of my passengers. In that sobering moment, the complacency of student pilot status fell away and the responsibilities of pilot-in-command felt unnervingly real.** As my outlook changed, ARROW was no longer a didactic mnemonic to memorize for the examiner's benefit, but a preflight necessity for MY benefit. Moreover, the document check might tell me how conscientious the owner of that unfamiliar plane was about maintaining her, legally and perhaps mechanically as well. With the silent prayer that this mental metamorphosis from student pilot to pilot-in-command would continue, I deposited my textbooks and the examiner's briefcase at the front desk for safe keeping and picked up the key.

Outside at last, a cloudless blue sky, moderate north winds, and an eager brown and white Cessna 150 greeted us. I knew this plane well and no longer approached the preflight with the timidity of a riding academy student about to saddle Old Dynamite. Brief your guest on the use of seatbelts, and in the event of an emergency, sir, I may ask you to open your door or take the fire extinguisher. Checklists and charts folded, flight plan in order, a crisp, authoritative "Clear" and pilot-in command, start your engine.

Within minutes of takeoff, nearly half the sectional chart seemed to spring into 3-D and the 20-mile checkpoint of Kingfisher beckoned off the right wing. Finger exercises with the omni to get lines of position, then on to maneuvers. On go the foggles—no fixating on the miniature airplane. Some time later, uh oh. There goes our engine. Immediately to best glide speed, cockpit checks for a possible restart. Which one of these rolling checkerboard squares would make the best emergency landing field? Turn into the wind if possible. Later, keep some power during that full flaps approach—there's a big difference between a short field landing and landing short of the field. S-turns, slow flight, and stalls and later, an inscrutable "OK, that's enough, head back home," came from the right seat. My laconic guest fixed his gaze out the window. The ensuing twenty minutes of silent purgatory were by far the most nerve-wracking part of the entire exam!

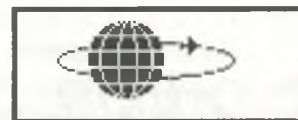
The day ended with airman #008369350 sitting thoughtfully on the lawn by the terminal building holding a white certificate reverently in both hands. My ticket to learn the examiner had said with a smile and a congratulatory handshake. And I promised that I would. Maneuvers practice at least one day each week until we can really peg all the needles at once. The minimum standards of the practical test are not going to be MY standards. And cross-country trips for the sheer joy of exploring and meeting new friends and adventures each time. But tonight is for celebrating the ride of passage. A phone call of triumph and exuberant thanks to my instructor and to dad in Vermont. The already completed 99s' application goes into the mailbox, then a grateful collapse on the sofa with that new biography of Saint-Exupery, the pilot-writer who expressed more poetically than perhaps anyone else that **to move at will in three dimensions through the sky is the most terrific thing that a person can do.**

NEW RATINGS and ACHIEVEMENTS

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THE MEMORIAL STORY...

Ten Points of Light for Service to the Nation

Imagine pausing at night on Memorial Bridge over the Potomac River. Lights are glowing softly in the distance. Ten soft points of light guide the eye upward to the eternal flame of John F. Kennedy's grave site, and toward Arlington House. Ten points of light proclaim the legacy of 1.6 million women who answered the nation's call for the defense of freedom.

By day, ten spires of glass reflect the sun's light forming a radiant crown of liberty atop the treasured Hemicycle Wall at the entrance to Arlington National Cemetery. The Hemicycle, once neglected, now stands proudly. This is a place of honor for all who serve the country.

Staircases open four of the niches of the Hemicycle. A passageway is found. The visitor climbs a stairway; there is a glass encased landing halfway up the staircase.

The visitor pauses to look into the living memorial center built into the hillside behind the wall. A story is being told there. A story the visitor has never before heard. Once atop the stairs the visitor is touched by the view of simple white headstones covering the hillside.

At the top of the stairs the visitor turns and sees the Lincoln Memorial anew. The city of light and remembrance is laid out before the visitor; the hill of honor and majesty in back. The visitor visits a terrace garden.

The visitor goes back down the stairs. The central plaza with its circular grass courtyard, a perfect setting for services and ceremonies, becomes visible. The Hemicycle seems to embrace the plaza that it surrounds.

Through the entrance in the flanking wall of the Hemicycle, the visitor enters a place of history, of pride. Women's stories are told here. They are stories of courage and valor, sacrifice and triumph, of jobs well done. Women who have served in the armed forces are represented both individually and as part of a continuum that begins at the birth of the nation.

forting and giving.

The story continues with women at West Point, Annapolis, the Air Force, Coast Guard and Merchant Marine Academies. Women are flying again for the first time in nearly thirty years. Barriers are broken down. And then, a police action in Panama...

The presentation is over and the visitor leaves the theater and walks along the semi-circular corridor. Exhibits are on display in alcoves along the wall. The light in the alcoves is different as it shines from above. Sunlight streams down into the Memorial from the skylight formed by the glass spires atop the Hemicycle.

And then, the heart of this living Memorial--the Register. A computer terminal awaits. Sitting at the terminal and following the easy instructions on the screen, a grandmother's youth is discovered on a journey

across the Atlantic to the battlefield of France. A mother served in Asia so young, so pretty. The visitor hears their voices, listens to their words. "I would have given my life for my country if it had been asked of me..." There are so many stories here. The visitor never before knew what these women had done for their country.

The visitor enters the theater with its multi-media presentation chronicling the history of military women and learns for the first time the role women played in the American Revolution, War of 1812, Civil War, Spanish-American War. As nurses, spies, couriers, cooks, and disguised as men, women believed in and fought for liberty.

The presentation continues. Women served in World War I--Yeoman (F), Women Marines, the Signal Corps. The WAAC, WAC, WAVES, SPARS, Women Marines, WASP, Merchant Marine, and Public Health Service brought thousands of women into World War II. In Korea and Vietnam, women answered the call. Throughout the long history there are nurses, healing, com-



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