

NINETY-NINE News



Magazine of
The Ninety-Nines Inc.,
International Women Pilots,
December 1991/January 1992

Fantastic Firsts:

Lt. Manja Blok—1st F-16 Combat Pilot!
Minoo Deshmukh—1st B-737 Capt/India!
Patty Wagstaff—1st Woman to become
the U.S. National Aerobatic Champion!



YOUR LETTERS

From Mary Haizlip, Pacific Palisades, CA: "It was a pleasure to read in the *Ninety-Nine News* that the National Aeronautic Association of the United States had named Bobbi Trout as Elder Statesman of Aviation. I have long been one of Bobbi's admirers and have thought for some time that she never had the recognition due to a person of her achievements."

From Rhea Seddon, Astronaut:

"Thanks for putting the SLS 1 (*Spacelab Life Sciences, Ed.*) crew photo on the cover of your November issue. And thanks, too, for the nice article on the 106th Rescue Group. As we sit on the pad awaiting launch, we practice in our minds all the escape scenarios we might have to go through if something goes wrong during the launch. We're very aware of—and grateful for—all the folks in the SAR world who are standing by to help us if

needed. Having functioned as a 'helicopter doc' for the first four Shuttle launches, I know how much practice and effort goes into their work.

"Glad you got to see our launch. Pass along our thanks to the 106th!"

From Linda Alexander, Pilot-Continental Airlines, Houston Chapter:

"It has finally gotten to me, to the point that I must vent my spleen. For years when reading the *Ninety-Nine News*, I have watched the News use terms that are totally incorrect. Although I enjoy the publication very much, I am tired of seeing pilots misuse their own language so badly. I refer to the references of 'Certificates' versus 'Ratings.' For example, 'Commercial' is a Certificate, not a rating. 'IFR' is a rating, not a certificate. 'ATP' (Airline Transport Pilot) is a Certificate. 'Multi-engine' is a rating.

"I suppose the one that bothers me

the most is 'CFI.' The basic Flight Instructor, is a Certificate upon which we place the 'ratings' of 'Single Engine Land, Multi-engine Land, Seaplane, Single Engine,' etc. It is like fingernails across a blackboard to hear that someone got a 'Flight Instructor Rating.' And, on the subject of Flight Instructors, PLEASE! Flight Instructors are not 'Certified.' Meats are certified. Flight Instructors are CERTIFICATED. That is what the C stands for.

"Please, ladies, we are pilots and should know better. I myself have four separate 'certificates' upon which are placed various ratings such as 'Basic and Advanced, Single-Engine Land, Multi-engine Land, Instrument, and Turbojet.' Thank you for letting me get this off my chest."

(Mea culpa. I've called it a "Certified" Instructor ever since receiving a certificate (!) in '75. I'll not do it again. You will note, headings changed with this issue—Certificates, Ratings, etc. Learning DOES take place! Ed.)

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YOUR LETTERS

From Pam Mahonchak, Pikes Peak Chapter: "On behalf of the 31 members of the **Pikes Peak Chapter**, I am writing to express our dismay with our continuing misidentification in *The Ninety-Nine News*. In the September issue, several of our members were credited as being from the 'High Country' Chapter and in the October 'New Ratings,' the four members listed as being from 'Colorado' Chapter were actually Pikes Peak ladies of whom we are very proud! ...We appreciate all your hard work as Editor of *The Ninety-Nine News* and wish you continued success in that position. Please, though, know that there's another chapter in Colorado that deserves proper recognition! We'd appreciate a correction in a subsequent issue, as space permits. Thank you!"

From Maria Faber, Portland, OR, "My right to fly is precious to me. It is also fragile. It depends on the goodwill—or at least the absence of resentment—of the public towards an exclusive, expensive, noisy, polluting, wasteful, somewhat dangerous, but glorious form of recreation. Whistle-blowers, even though they perform a public service, generate more resentment than goodwill. Busybodies who go looking for dirt to reveal are generally despised...I fear public knowledge that private pilots are flying over other people's property with the intent to 'Report anything that looks suspicious!' (See *Ninety-Nine News* October '91, p. 20) will generate a surprising level of resentment.

Please, I do not want the Ninety-Nines to be known as the International Organization of Flying Tattle-tales. In our system, bankruptcy threatens anyone accused of an environmental crime, regardless of guilt. And anyone can use the yellow or blue pages to find out where to report an environmental outrage.

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COVER:

Patty Wagstaff is the FIRST WOMAN PILOT to win the prestigious title of U.S. National Aerobatic Champion. Read about it on page 5.

*Story and Photos by
Ann Cooper*



Why risk our good name?

Operation Skywatch is amateur law enforcement. No green sentiments, no enthusiastic prose, no repetition of the words 'volunteer' and 'local' can change that. When, why, and how did law enforcement become a purpose of the Ninety-Nines? Certainly our founding purposes, as I understand them, did not include law enforcement. I would like to see the points raised in this letter debated in the *Ninety-Nine News* and in Chapter and Section Newsletters before Operation Skywatch goes into effect."

(Editor's Note: I find it interesting that the writer says, on one hand, that "they perform a public service," and then takes a giant leap to call a report, "law enforcement." When I taught flying in Oregon, I felt it my "public service" to report any forest fires. Many times, the plumes of rising smoke came from purposely-set, properly-

managed slash burning; but, in light of the fact that my Oregon rancher daughter and son-in-law just lost a few acres to fire due to a carelessly tossed cigarette from a passing motorist—not to mention the horror of the Oakland, CA, fires—I hardly would feel like a "tattletale" to continue reporting any suspicious flames or smoke over our parched lands. In no way was I ever "enforcing a law." I believe that I was performing a public service. That, in my opinion, is what this voluntary program is all about.)

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

PRESIDENT'S MESSAGE

FRIENDSHIP

My recent trip to New Zealand emphasized the wonderful friendship shared by Ninety-Nines around the world. While vacationing in that beautiful country, I contacted some of my 99 friends and acquaintances for a brief visit.

I first arrived in Auckland and contacted Sue Campbell. Sue and Carol Dennis, the NZ Section Governor, both teach flying at the North Shore Airport on Saturdays, so on Saturday afternoon I went to the airport to watch the local operations and to visit with them. It was a beautiful, sunny day and the field was alive with general aviation aircraft. It looked like any small field in the USA with an abundance of Cessnas and Pipers taking their turns in the pattern. After Sue returned from a cross-country, we met with some of the local pilots for a little hangar-flying and my introduction to a kiwi brew. I knew this same scene must be taking place at every general aviation airport around the world and it gave me a deeper sense of the friendship among pilots everywhere.

The next day I had the privilege of having lunch with Joan and Malcolm Campbell in the small village of TeAroha. They own a 500-acre dairy farm with their own private landing strip. They had recently built a beautiful new house with attached hangar which housed their yellow and white C-172. Joan is a fantastic cook as well as pilot. She prepared lunch for us with the most mouth-watering scones I've ever eaten. After lunch we toured the dairy farm and they let me try my hand at flying the C-172 with a landing on the soft grass strip.

Late that afternoon, we went on to Rotorua and the following morning had coffee with another Ninety-Nine, Ena Monk.

I didn't see any Ninety-Nines for the next ten days as I toured the southern Alps, but during that time I reflected on the wonderful introduction to New Zealand the 99s there



by Marie Christensen

had made possible for me. My trip had been planned simply as a vacation trip, but my association with our members made it very special and memorable. That kind of friendship is the greatest asset our organization has to offer. Friends helping friends whether in time of need or in time of fun, that is the true value of membership in The Ninety-Nines. This time it was for fun, but I feel certain that, had I been in need, they would have extended the hand of friendship just as quickly.

A few days before leaving New Zealand, I toured the town of Christchurch and was invited to visit Pam Collings' home a few kilometers north. Pam is Assistant Editor, *Flight Safety Magazine*, the counterpart to *FAA Aviation News* in the

USA. She, too, has her own private grass landing strip and several of the New Zealand Air Women and some of the 99s had flown in for a week-end-long planning meeting for their joint Air Rallye with the Australian Women Pilots which is planned for March. I was invited to meet everyone that afternoon and to share a buffet dinner with them and their spouses that evening. It was giggles, laughter, and fun as we swapped hangar stories and compared aviation in NZ and the USA.

It's always fun to learn the customs and lore of another country, such as driving on the WRONG side of the street and a different approach to landing patterns. They practice the "overhead rejoin" at uncontrolled fields there. It is a practical, sensible method of traffic control and deserves to be used on a world-wide scale. (More on that in another column.) But, the nicest thing of all is discovering new friends.

During the holiday season, we all seem to be much more aware of the need for more peace, harmony, and friendship in this world. Each of us has the opportunity to make that wish a reality beginning right in our own homes and spreading all around the world through our network of 99s friends. "Make new friends, but keep the old; one is silver and the other is gold."

*
My
wish for
each of you
is for peace, for
happiness, and friendship
in 1992.

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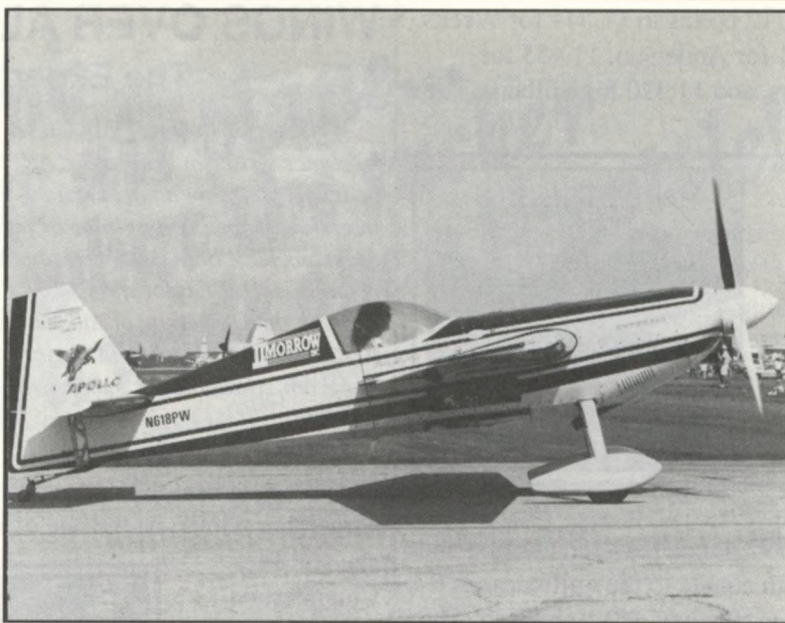
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Patty Wagstaff—1st Woman Nat'l Aerobatic Champ

by Ann Cooper

What FANTASTIC FIRSTS in this Issue! Manja Blok, FIRST F-16 Combat Pilot! Saudimini Deshmukh, FIRST Captain of a B-737 with the airlines in India! Now, Patty Wagstaff, FIRST to become the National Champion in U.S. Aerobatic Championships! CONGRATULATIONS!!

Patty Wagstaff, Alaska Chapter, Anchorage, has worked very hard to reach this pinnacle of success. Flying superbly in first a Pitts and, currently, her Extra 260, she has captured the first place among women in prior competitions, but this is the first time that a woman pilot has accumulated the most points—WON—since the previously separate men and women championships were merged into one in 1972. What an achievement!

Kudos should go, too, to Linda Meyers who flew her CAP 231 to a spectacular win at the annual International Aerobatic Club (IAC) Competition in August—she claimed the Fond du Lac Cup over second-place winner, Nikolai Timofeev of Russia in his Russian Sukhoi SU-26MX, and third-place winner, John Lillberg in his Extra 300. Linda was a stunning FOURTH in the U.S. Nationals behind Wagstaff, Kermit Weeks and 1990

Champion Pete Anderson. Both Wagstaff and Meyers look forward, with Debby Rihn, Cecilia Aragon, and alternate, Linda Gillmore, to competing in the World Aerobatic Championships in 1992 in Le Havre, France.

In an article published in *General Aviation News & Flyer* and written by Jan Shaffer, Wagstaff "survived a mechanical problem that caused her to break off and re-fly one flight as she staved off determined bids by others for the title. ...Wagstaff started off with just a 19-point edge over Weeks after the compulsory first flight. She beat Anderson by 54 points in the freestyle after a strange circumstance.

"Just after the beginning of her freestyle maneuvers, the floorboard broke under her left rudder pedal, causing her to break off. As she broke off, a wayward Cessna, taking off from Grayson County, wandered into the aerobatic box. Contest officials ruled the mishap a mechanical malfunction out of the pilot's control and, after repairs, she re-flew it.

" 'The Cessna didn't cause me to break off,' Patty said. 'After I broke off, I saw it. I guess I was lucky.' "

Wagstaff accumulated a grand total

continued on next page

of 11,712 points to 11,544 for Weeks, 11,501 for Anderson, 11,453 for Meyers, and 11,320 for Lillberg. The



Linda
Meyers
and
her
CAP
231

mere 392 points between the first and the fifth equate to the milliseconds between finishers in a tight dash. The competition is keen and all of the competitors are to be congratulated.

According to Shaffer's article, "Randy Reinhardt, the Lexington, KY, attorney who will serve as manager of the US team for the first time in 1992, said the group will be a strong one in Le Havre. 'I expected Patty, Linda and Debby to do well because of their experience at competing at the nationals for team spots,' Reinhardt said. 'It's a strong team with three people having experience at the world level. And it's the first time the women's team has been led by the overall national champion.'"

Those must be sweet words to Patty Wagstaff. She has earned the aerobatic crown with hard work, hours of practice, and superior flying in tense competition. She has our respect and admiration. We also extend that to the rest of the nation's aerobatic best. Our sincere wishes for every success go with the representatives to the World Competition.

PLEASE NOTE: If you want to support the U.S. team, tax deductible donations may be sent to the U.S. Aerobatic Foundation, Inc., Box 3086, Oshkosh, WI 54903.

WINGS OVER ALASKA—

The Experiences of a Female Bush Pilot

Written by Margaret Van Cleve, a freelance writer in Fairbanks, AK, this article is based on an oral history interview. Tapes of long-time or former Alaskans have been made possible by a grant from B.P Exploration Alaska through the University of Alaska Elmer E. Rasmuson Library Oral History Program, available for public use.

In 1933, Pearl Bragg Laska Chamberlain beat the odds and earned her wings. At the age of 82, she still flies. Chamberlain says that she will do so as long as she can pass the physical and put in the necessary hours for re-certification.

Her first plane was a Kinner-powered Fleet, a biplane noted for doing ground loops. During her initial licensing flight, the nervous ground crew stood by with buckets of water, ready to douse the flames in case Chamberlain crashed. She made a beautiful landing and earned her Private Pilot's license. The Great Depression forced her to give up flying temporarily.

The onset of World War II and the Civilian Pilot Training Program gave Chamberlain the opportunity to resume flying. She was selected for the one slot allocated to a qualified female applicant. The odds were even greater against females in the aerobatics course—one in twenty-five. She qualified and, upon finishing that program, worked for the War Training Service as a flight instructor for the Navy and later Army cadets.

Hearing of a need for pilots in

Alaska, Chamberlain asked for a release from her position as a flight instructor and, despite many obstacles, finally reached Fairbanks. The operator of one air service was willing to hire her in the office, but not in the cockpit. When told of flight jobs in Nome, Chamberlain jumped at the chance to go there.

While she was waiting tables at the Nome Grill, Frank Whaley, owner of Rainbow Skyways, invited her to go

for a check ride in his airplane. Landing at the Nome Airport after a flight over the Bering Sea, Pearl landed a job with Whaley as well. She worked as a flight instructor and sometimes took the public health nurse to surrounding villages in her



This
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Piper Cruiser. During six weeks of continuous daylight, she took passengers for rides to see the midnight sun. Paid \$5 an hour flight time, Chamberlain saved her salary towards the purchase of her own plane.

"I weighed 87 pounds by the end of that summer. I had never worked so hard as I did then."

Rainbow Skyways did not fly in the winter. Chamberlain worked other jobs and attended the University of Alaska in Fairbanks one semester. During the second summer in Nome, she lost an engine and made an emergency landing on a beach, damaging the prop and the gear. Chamberlain, accustomed to wearing

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**"I liked to climb
into a strange airplane...
and find out what the sucker
could do with a wide open throttle!"**

That's the aggressive spirit Edna Gardner Whyte has shown all her life. Born at a time when women couldn't even vote, she deliberately chose to enter the "man's world" of aviation in 1931 (the same year she joined the Ninety-Nines). Barred from flying for the military, she taught military pilots. Refused employment by commercial airlines, she trained hundreds of their student pilots. After years of daredevil racing and stunt flying, she built her own airport in Texas. She lives there today in a house with attached hangar—and serves as a role model for all of us. This is her story, written with the editor of the *99 News*... "The story of a courageous and adventurous pilot—an inspiration to all women."

— Anne Morrow
Lindbergh

"Edna Gardner Whyte represents that rare and remarkable 'pre-lib' woman who found and asserted her identity with all the strength, fortitude, and gusto of any man. Hollywood might say 'She flew by the seat of her bloomers.' In truth, she flew with the heart of the eagle."

—Cliff Robertson

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WINGS OVER ALASKA,

continued from P. 6

bedroom slippers for comfort, had to hike 13 miles to Nome for help in the slippers—the only footwear she had on board.

One winter Chamberlain taught school in McGrath, Alaska, where she met and later married her first husband, Lew Laska. She saved \$1500 and bought a Piper J-4 in Asheville, NC, after visiting her family in West Virginia. Returning to Alaska, she flew the same route as the lend-lease aircraft bound for the Soviet Union—from Great Falls, Montana, to Calgary, Alberta and along the Alaska Highway to Fairbanks. Enroute, she met two other civilian pilots and traveled with them. She agreed to take a female passenger who had been riding with a pilot named Joe Barber. At the end of the same day, Barber was overdue. Members of a search and rescue operation organized in Whitehorse spotted the wreckage of his plane a few days later. Although evidence indicated that Barber survived the crash, he apparently wandered away as his body was never found.

At Unalakleet, the last fuel stop before Nome, an attendant accidentally poked a hole through the wing's fabric of Pearl's Piper. Chamberlain ripped a chunk of fabric from the shirt she was wearing and "doped" the patch to the wing. The cross country journey ended in Nome two weeks after leaving the east coast and after approximately 60 flying hours.

After the death of her husband, Chamberlain and her son moved to Fairbanks in 1953 where she worked as a freelance pilot and instructor. She now resides in West Virginia, is active in The Ninety-Nines, and plans to attend aviation-oriented activities whenever possible.



Marguerite Lawrence, a very *special* Sunflower 99

by Ann Cooper

Marguerite Sonderegger Lawrence is one of a group of volunteers in Wichita, Kansas, that is dedicated to keep Wichita in its rightful place as "Air Capital of the United States," a title it claimed in the early days of aviation. From a modest start in one portion of the once-modern Wichita Municipal Airport Administration Building (an airy, spacious building that was started in 1930), the Wichita Aeronautical Historical Association (WAHA) has launched the Kansas Aviation Museum, a library, and archives. Promising to grow into a facility that depicts Wichita's rich and colorful aviation history, this will be the only aviation museum in the U.S. that *focuses* on general aviation. Marguerite, one WAHA volunteer, is also much, much more.

The pretty and gracious Marguerite personifies the long range goal of WAHA which is "to provide opportunities to the community to develop a better understanding of the role aviation will play in the future through a knowledge of the past." She, a pilot and a Ninety-Nine, is as dedicated to seeing the growth and expansion of a vital aviation museum today as she once was dedicated to soloing an OX-5-powered Travel Air 2000. Interested in the future, she views the current aviation scene—Boeing, the B-1s of McConnell Air Force Base, and the F-16s of the Kansas Air National Guard—from the windows in the former control and observation tower of the administration building. Rooted in the past, she recalls that the same stretch of land was simply called the California Section and the likes of the Lindberghs, Jimmy Doolittle, Jimmie and Jessie Woods, Pancho Barnes, Blanche Noyes and

Louise Thaden all bounced across the grass at various times in their biplanes.

Beginning a proud legacy, Clyde Cessna first started building airplanes in Wichita in 1917. The E.M. (Matty) Laird Company Swallow was the first airplane to be produced for commercial purposes—built and test flown in Wichita in 1919 and 1920. Civic leaders then eagerly sought those who would lead the aviation industry like Matty Laird, Walter Beech, Olive

Ann Beech, Lloyd Stearman, and Clyde Cessna. As they once nursed hopes of turning Wichita into the Air Capital, today's volunteers, like Marguerite, continue to tell the story of aviation in Wichita and elsewhere in Kansas to preserve the past and inspire those of the future.

She was quite young when, without her parents' knowledge, she obtained flying lessons in Nebraska. Once notified that she *had* to have their consent, she found them supportive and willing, but she had logged 25 flight hours from an instructor named Major Alva White when the

University of Oklahoma initiated a Civilian Pilot Training Program (CPTP) in southern Nebraska. Gene Lawrence received the governmental contract



Taken a while back, Marguerite's grandson, Andy, now towers over her, but still enjoys Oshkosh with his very special grandma!



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

Marguerite Lawrence, *continued*

and became the sole manager and flight instructor at a field in Fairbury. Marguerite, with much more flying experience than the male members of the class, was accepted as the one female in 15 for training. She had flown Alva White's Rearwin as well as the OX 5 Travel Air 2000 and then received her pilot's license in 1940 through the governmental program. Gene, 37, taught Marguerite, 24, to fly and, during the process, fell in love with her. The two were married with fanfare from national newspapers that touted them as the *first* CPTP instructor and student to be married.



Marguerite went on to fly J-3 Cubs, Aeroncas, a Stinson, and a J-5 Cub. She owned a Taylorcraft 50 Franklin and made many trips to Lock Haven, Pennsylvania, to obtain new Piper airplanes for delivery to their flight school in Nebraska. She flew, too, to Alliance, Ohio, to take delivery of several Taylorcrafts. A charter pilot for their operation for a while, Marguerite took care of the airport office until the couple's five children blessed the Lawrence family. Marguerite began to center her attention on her duties as a wife and mother, but aviation was never completely in the background.

You could not meet a more gracious, lovely woman, a star of the Kansas Sunflower Chapter, and you could not meet a more avid proponent of aviation. This writer met M. Lawrence as she pedaled her way vigorously around Oshkosh 1985.

Then 68, she had driven from Wichita to Wisconsin, pitched a put tent, and buzzed from one volunteer position to another on her bicycle. A widow, Marguerite attends Oshkosh and Sun 'N Fun in Lakeland, Florida, with her grandson, Andy Lawrence. At Oshkosh '91, she had given her pup tent to Andy and had graduated to a larger pop tent for herself. What a gal! She greets all visitors to the OX-5 Pioneer exhibits, having served as the Kansas Wing President, OX 5 Pioneers, from 1970 to 1980. With Andy, she explores the opportunities for youth in all EAA-

sponsored activities, is active in the Classic-Antique Airplane division, and gives of herself in any capacity in which she is needed by The Ninety-Nines. You'd go a long way to find anyone nicer than Marguerite Lawrence. This is a Ninety-Nine who is dedicated to helping others. If you are interested, you can support her pet project—the Kansas Aviation Museum. For further information: Wichita Aeronautical Historical Association, Kansas Aviation Museum, 3350 S. George Washington Blvd., Wichita, KS 67210. The telephone is 316-683-WAHA (9242).

Below: When the Admin building was dedicated, in 1935, Byrd, Lindbergh and A. Earhart stood with Walter Beech, Lloyd Stearman and Clyde Cessna at the ceremonies. The hangar that belonged to Jim and Jessie Woods is shown.



From Myrna Stephens, **North Central Section** news reporter, comes word that Past Governor of the **North Central Section**, Clara Johansson, just celebrated her fiftieth wedding anniversary with her husband, Arnie. Our sincere congratulations!

Charlene Falkenberg, **Illiana Cardinals Chapter**, spoke to the Gary, Indiana, Kiwanis Club on the future of General Aviation. August saw the Illiana Cardinals at Porter Country Airport where, for three consecutive days, they sponsored a pancake breakfast and lunch.

Iowa Chapter members manned a public relations booth at the Aviation Fair at Iowa City.

Thirty-two **Chicago Area Chapter** members slaved over a hot griddle at the DuPage Air Show. Members of the Chicago Area Chapter welcome 3 new 99s: Judith Barnes, a CFI; Jill Garross, and Bronwyn Mitchell, a first officer with United Airlines. Chicago Area's Diane Cozzi and her friend, Roger Kelly, chose a unique way to attend Festa Italiana in Grant Park. In order to avoid the downtown Chicago traffic, they flew their plane from Midway Airport to Meigs Field (a 7 minute flight) and walked to the Festa.

Chicago Area Chapter fly-in activities have included an afternoon in Door County, WI, where they had lunch and a boat trip, and travel to Whitewater County Airport, Rock Falls, IL, for displays, workshops and forums. Chapter members held their annual Airmet at the Landings Airport in Huntly, IL. A 25-year certificate was awarded to Gail Wenk who was also the hostess of Wing Ding 1991, the fall section meeting hosted by the chapter.

Lake Michigan Chapter member, Joan McCombs, has just returned from Italy where she worked at the Overseas Christian Serviceman's Center near Pompeii, a stop for troops returning from Desert Storm.

A flight in a Cessna 150 to Alaska is a trip most pilots wouldn't attempt until they had several hundred flying hours, but new pilots, Karen Myers, **Minnesota Chapter**, and her husband, Don, recently completed just such a trip from Minnesota to Fairbanks and back. Elizabeth Strohfus,

SECTION NEWS, continued

Minnesota Chapter, has been recognized for her work as a Women's Airforce Service Pilot during WW II. She was featured at the "I Can Fly" weekend in Owatonna, MN, and at the air show at Holman Field in St. Paul.

The **Greater Pittsburgh Chapter** of the Ninety-Nines was invited to assist at the



Mary Lou Waite and Dorothy Meeder, dressed for parking aircraft at Lock Haven, Pennsylvania

1991 "Sentimental Journey," the annual event held at the Lock Haven Airport in July. Four days of fun and display, "Sentimental Journey" is an opportunity for Piper Cub buffs to see many Cubs, military and other aircraft that fly into Lock Haven, PA (site of the Piper Aircraft Factory that turned out the first of the long line of popular yellow taildraggers—the craft that became the generic word the public once used to identify all General Aviation airplanes! Ed.). The president of the fly-in, Calvin Arter, formerly Piper's Chief Pilot and currently in charge of the mobile Piper Museum, welcomed three of the Greater Pittsburgh Chapter 99s, Mary Lou Waite, Shirley Betchce, and Dorothy Meeder. The 99s were introduced to "Doc" Conway, Chief of Operations for the fly-in, who assigned them to parking aircraft. Decked out in "uniforms," they took assigned stations on the field and quickly adapted to the new and fascinating role. They even won some respect. They spent two days with an excellent fly-in crew parking approximately 500 planes. "We must have done something right! We are invited to participate again next year. We now are more knowledgeable, more experienced, and more sunburned!"

According to Margaret Cosby, reporter

for the **South Central Section**, the Air Bear Program for K-2nd grade is gearing up in Colorado. The Boulder group is well established and the **Colorado Chapter** is looking to develop the same for the Denver area schools. Lynn Ringer is heading up this fun, informative program. Once again, Trine Jorgensen is heading up the judging of NIFA for the **Colorado Chapter**. The recent competition was in mid-October in Billings.

Special guest, Gary Tiller, presented a program for the general membership meeting of the Colorado Chapter on the Air Lifeline charitable organization. This group transports needy persons and medical supplies to necessary destinations. The Colorado Chapter welcomes Karen Ann Giem, Carol Taylor, Jeannie Davison, Sue O'Malley, Ann Besley and Gail Hurd as new members. Colorado Chapter's membership now totals 134!

High Country 99s held a bake sale at Grand Junction Air Show that netted a pretty penny. Members donated mounds of cookies, cupcakes and muffins. The lady pilots are really quite versatile and talented. **High Country Chapter** members visited the Walker Field Flight Service Station, Grand Junction, and enjoyed an interesting tour of the facility. They learned about the new procedures in acquiring weather data and, after the FSS, toured the control tower and met the people behind the voices in the air.

Kansas Chapter members had a good crew out at Elkhart for airmarking with name and numbers painted by noon, despite a trip to town for more paint. Following the airmarking, most of the crew lunched in Abilene at the historic Kirby House. Kansas Chapter members were glad to meet Doris Doner, a fairly new chapter member from Salina. Beverly Bronner (Cheryl's cousin) had some great tales of flying in Alaska—something about Grizzly Bears trying to eat Piper Cubs! Jane Sommerhause, 66, came all the way from Peck, Kansas, to help with the airmarking.

Several **Kansas Chapter** members had a chance to meet Ninety-Nine Life Member, Jessie Woods, and Ninety-Nine News editor, Ann Cooper, at a recent reception at Marguerite Lawrence's in Wichita. In "The Cradle of Aviation" for research into the planned autobiography of Jessie, whose

career in aviation started in Wichita (as did the careers of so many), Ann is writing Jessie's book. Jessie flew during the great barnstorming years and has walked a wing or two in her day—as recently as this spring's EAA Sun 'N Fun Fly-In at Lakeland, Florida. Jessie was 82-years-young at the time. A licensed pilot and flight instructor, Jessie



Mary Lou Waite, showing her "Follow Me" message, with Dorothy Meeder and Shirley Betchce—on a Sentimental Journey.

has never had a driver's license. She certainly has her priorities straight!

Sondra Ridgeway gave a good seminar to the **Northeast Kansas Chapter** on airmarking to prepare them for the Junction City job as well as future possibilities. **North-east Kansas** members are compiling a list of names and compass roses. Sondra explained the tedious job of measuring and marking the area to be painted. We discovered that marking really means just that—and not with paint. The actual painting is the fun (though messy) part. She handed out patterns so that we could all be measuring and marking experts (?) when she is unable to be on hand. It was apparent that the process requires a great deal of technical ability and made members appreciate and value Sondra and the seminar.

Oklahoma Chapter took top honors at the **South Central Section** Meeting held in Paris, TX. Some of the awards were: First Place: Airmarking, Membership, and Aerospace Education; and Outstanding Chapter Achievement for the Year June 1, 1990 through May, 1991. Congratulations for all **Oklahoma Chapter** members for being recognized for their hard work. Leda Hedglon and Jodie McCarrell were recognized for Outstanding Service. Congratulations are in order, too, to South Central

SECTION NEWS, continued

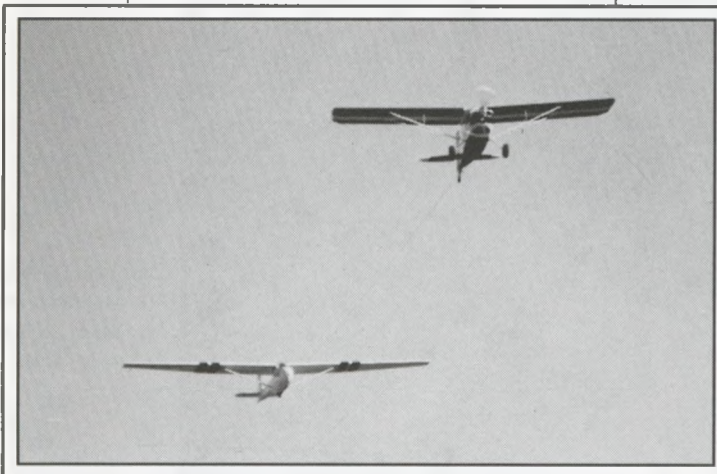
Section member, Jan Maxwell, for the excellent job she did as Chief Judge for the Region VI NIFA Competition held at the University of Oklahoma.

Purple Sage Chapter members had a busy month in October. They painted a compass rose at Midland International Airport just prior to the first Confederate Air Force Show there. Midland International is now the *home* of the CAF and Airshow '91 was a big success. **Purple Sage Chapter** members enjoyed the fruits of the labors at a 99 concession stand during the show. The chapter members hosted a Poker Rally at Skywest Airport which started with a pancake breakfast, courtesy of Skywest owners Pat and Connie Day. In the spirit of Halloween, it was a costume party with prizes for costumes.

San Antonio Chapter members entertained a dozen Girl Scouts from local Troop 663. The scouts spent a morning at 99 Alyce Taylor's flight school and were put through the same ground school program as the boy scouts that preceded them. Fran Wehman again organized that ground school with the assistance of Eddie Hansen, Jo Agee-Houseler, Ginny McDaniel, Lena Kronk and Laura Richter. Unfortunately, and much to the girls' disappointment, they could only participate in a pre-flight on Margaret Cosby's Cessna 177-RG. Because of a Regional ruling, they were unable to take an introductory flight. Margaret writes, "However, I believe the bug has bitten a number of them and they just may do it on their own." **San Antonio's** FAA Safety Seminar-luncheon-precision contest went over so well, the members decided to do it again at Castroville Airport. The members, led by Chairman Ginny McDaniel, watched the weather and were happy to have about 50 in attendance at the safety seminar and the cook-to-order fajita luncheon. There were only nine contestants for the spot landing contest and bomb drop, but a good time was had by all and two first place trophies and third place ribbons were appreciated. Stephanie Martin is to be congratulated for having passed her Private Pilot checkride.

Shreveport Chapter members have been

enjoying perfect flying weather and staying airborne. Among them, Evelyn Snow and Jere Saur flew in the annual Poker Run. The cards weren't favorable, but they reported a wonderful time. The Shreveport Chapter-sponsored Fish Fry has become a tradition at Down Town Airport. Good food, good music, and good weather all combined to make a perfect setting for fun and fellowship this year and the chapter members are grateful to Donald Crow for the use of his hangar for the annual event. **Shreveport's** Renee Sharp McGee, former Captain with Royale Airlines, has temporarily shelved her flying activities to devote time to raising her family. Renee reports the arrival of a little girl, her third child.



Alice Palmer captures a Schweizer 2-33A flying in formation with a Citabria, oh yes, there's a 200-foot rope!

Dottie Ports, Membership Chair, announced that there is a new member, Harriet Abrahall, who will provide their next program. Harriet will describe her student pilot experience—learning to fly over water.

The members of **Space City Chapter** installed new officers: Chairman, Dottie Wood; Vice Chairman, Kay Murphy; Treasurer, Mahaley Gant (Norris); Secretary, Beth Jansse; Aerospace Education, Ruth Barrett and Kristen Farry; Scrapbook, Debbie Patricio; Membership and 66s, Judy Palmer; Airmarking, Della Lynch; and Reporter, Karen Hunt. The South Central Section meeting was well attended and found

Space City Chapter earned a first place for Scrapbook and Aviation Education. Kay Murphy received a special Merit Certificate for outstanding service to the chapter. Her dedication is well known. Thank you, Kay.

Kathleen Browne, reporter for the **Southwest Section**, sends word that a member of the **Aloha Chapter**, Karen Kolonick, 1st Officer with Aloha Island Air and a student at the University of Hawaii, was awarded the Happy Bottom Riding Club Scholarship. **Aloha's** Tweet Coleman (General Aviation) and Donna Frost-Swank (Air Carrier) are among the ranks of the FSDO. Kathleen wrote, "The Maui fly-in was fantastic! Eleanor Sharpe has moved to Florida and is trying to decide how to have her Ercoupe sent to her—ship or fly."

Antelope Valley Chapter members were to hear a presentation by Victor C. Anvick, lecturer, columnist, and aviation tax specialist in October. **Antelope Valley's** Cheryl Winter has been promoted to a supervisory position at the High Desert Tracon.

A member of the **Arizona Sundance Chapter**, Linda Allhusen, gave a talk on the CAP. She ranks as a captain in CAP and is the Commander of the Scottsdale Squadron #314. Pat Fick, a flight engineer for Emery Air Freight, attended the October **Arizona Sundance Chapter** meeting. It was good to see her. Chapter members will be selling programs for the Barnstormer's Air Show at Falcon Field to raise money for the Melba Gorby Beard Scholarship. Member Marge Thayer and Phoenix Chapter member, Ruby Sheldon, placed third at the ARC.

Ann Stephens, **Bakersfield Chapter**, has transferred from Orange County Chapter to Bakersfield—Welcome! A Halloween Party was scheduled by the members of Bakersfield Chapter at Donna and Larry Weeks' place. Darlene Pillows got her Phase I wings while Joan Paynter now has Phase IV. **Bakersfield's** Pat Church attended the Great Lakes Region Aviation Conference as a speaker and has been awarded the Earl Sams Teacher of the Year Award by the California Association

SECTION NEWS, continued

for Aerospace Educators. Congratulations!

Cameron Park Chapter members won the Southwest Section Public Relations Award for small chapters. **Cameron Park** members rescheduled a Cloverdale Fly-Away for November.

El Cajon Chapter members had a successful BBQ and meeting at Gillespie Field. Noreen Crane, Gillespie Field's airport manager, is welcomed as a new member. **El Cajon's** Evie Ambrose won and used the DeLano Scholarship to obtain her commercial license.

Sylvia Paoli, **Fullerton Chapter**, is the new Chairman for the Aviation Section of the Orange County Bar Association. Congratulations to Sylvia. IFR weather quashed the Santa Barbara Fly In. **Fullerton** members plan to airmark Flabob Airport and will hostess Girl Scout tours at the Fullerton Airport which began in October. Each group visits the tower, an aircraft and a maintenance hangar.

The **Imperial So-Lo Chapter** members won First Place in airmarking for the Southwest Section. Their plaque will be displayed in the showcase at Imperial Airport. Special thanks from **Imperial So-Lo** go to: Faye Douthitt, Chris Myers, Birdie Gibson, Mari and Cliff Hurley, Scott Westcott, Bob Butcher, Dan Pavao, and Bobbie Douthitt.

Long Beach Chapter members suffered a terrible tragedy with the loss of Rita Rosella Buhl and two of her children, Thomas and Eileen, during a takeoff accident at the Long Beach Airport. (Please see *New Horizons*, Ed.) Rita had raced with Mary Munger, Jacquie Sprague and daughter, Mary Jo Volk. Rita's daughter, Eileen, flew the last PAR with Dee Bowers. **Long Beach's** Tessa Young has graduated from Annapolis and is now in Imperial Beach. Connie Farmer is currently the only woman pilot flying for LIEGA, medical missions

to Mexico. She also flies for the Good Samaritans for their clinics in Baja. Joanne Norbut is hard at work in Jamaica obtaining Jamaican ratings so she can fly for Air Jamaica. Amy Ellsworth became a CFI. Lou Anne Gibson has been asked to join the ranks of American Airlines after three years of waiting. Wally Funk had lots of attendees at her lectures at Oshkosh '91. She also did some hangar flying with Nancy Crews while there. The **Long Beach Chapter** sponsored a Poker Run in October.

Members of the **Mount Diablo Chapter** are still working diligently to stop the shopping center from being built on Buchanan Field Airport. Congratulations

flights around North County. **Palomar's** Ginny Boylls and JC, Marti Show, Lois Delay and Charlotte Lindner were seen at the Super Safety Seminar.

Phoenix Chapter welcomes new members June Barnes, Marian Kelly, Jackie Whitford and Marlyn Griffith. Local radio talk show host, Preston Westmorland, was the speaker in September to the Phoenix Chapter and his topic was aircraft campgrounds for Arizona. A Flying Companion Seminar has been postponed until March 1992. **Phoenix Chapter** members, who served refreshments at the quarterly FAA Safety Seminar, plan a joint airlift with the **Arizona Sundance Chapter** members.

Member Ruby Sheldon and Arizona Sundance member, Marge Thayer, placed third at the ARC. Phoenix member Martie Pearce and former member, Shirley Rogers, placed tenth. K.T. Vermeyen showed up at the annual Picnic in the Pines and is now a new 66. Twenty-three showed up in Prescott for the successful event.

A summer meeting of the **Placer Gold Chapter**

members was held at Wings with an outdoor potluck. The speaker was Gerry Sebastian, Regional Aviation Safety Manager for the U.S. Forest Service, Region 5. As one of the hosting chapters of the recent Southwest Section Meeting, the members of **Placer Gold** were pleased with the outcome: 278 attendees with several 49 1/2s and 44 fly-ins. Placer Gold's Poker Flight was held at Auburn Airport. A total of 36 hands were sold and first place netted \$90. The 1st Annual Auburn Air Fair was a success. Several local lady pilots were invited to the next Placer Gold Chapter meeting. 5 members participated in the Gold Country Parade on September 8 and won a first place trophy in the International Division. The chapter won another trophy: the



Southwest Section Meeting Chairman, Lynn Meadows, at Tahoe. Photo by Verna West.

are in order for some **Mount Diablo** members. Check the *New Certificates and Ratings*.

Congratulations are in order. SuAnn Prigmore and Lois Van Zelf of the **Mt. Shasta Chapter** were the 1st place winners in the Palms to Pines Race. **Mt. Shasta's** Diana Ward and Candace Murphy won the Best Time for First-Time Racers. A Mystery Flying Poker Run was set by members of the Mt. Shasta Chapter for October and an oral history seminar was to be held the same month at Hillside Aviation.

Members of the **Palomar Chapter** planned a Pancake Breakfast at Aircrafters with a Preflight Contest at the Palomar Airport. The Air Tour was finally a go. After fighting fog and clouds, 60 people bought tickets for

SECTION NEWS, continued

Golden Spike Award on a plaque from Lynn Meadows for all the work on the Section Meeting. Each of the seven hosting chapters received one. Two members helped to airmark Truckee and Barbara Hall helped at Auburn. Marge Clinton and 49 1/2, Richard, took to the skies of the Los Angeles basin in their stealth Aeronca. (*Tell us about this. You've piqued our curiosity. Ed.*)

The **Redwood Coast Flyers** scheduled an airplane wash/potluck at Murray Field in October. Airport Day at Murray Field was October 26 and 27.

A date needs to be set for an evening fly-in of the members of **Redwood Empire Chapter** for their Willows fish fry. Sue Adler gave a presentation to members of **Redwood Empire** on AirLifeLine, a national benevolent organization of volunteer pilots who are dedicated to serving the community by providing FREE transportation on private aircraft to needy people with health care problems. The volunteers also deliver blood, donor organs, corneas and skin tissue to various health care agencies.

In October, members of the **Sacramento Valley Chapter** heard Mr. Minkler speak on the Challenger Learning Center. **Sacramento Valley** members listened to Sgt. John Alexander, Chief Airplane Pilot for the California Highway Patrol in November. He discussed the coordination of air and ground officers. A Christmas Party is planned for the Bull Market.

Stan Lokken and "Chappy" Czapiewski were the guest speakers at the September meeting of the **San Fernando Valley Chapter**. They discussed an air museum at the Burbank Airport. **San Fernando Valley** members are helping to sponsor a pancake breakfast at Airtel and a Poker Flight as well. The weather for the Agua Dulce Fly-In in September was perfect. Bunny Newman was recognized as the Member of

the Month for September for the DRI flight and October Members of the Month were Shirley Thom for the table at Section and Mary Glassman for the Poker Flight. The October Fly-In was combined with the Poker Flight and a flight to Rosamond was planned for November. October's speaker was Wayne Yentis who discussed hang gliding. San Fernando Valley Chapter members welcome new members: Tonya Campos, Golda Newman, Diane Abato and Fatiha Wafdi.

San Joaquin Valley Chapter members, Annette Baker, Mavis Saul and new 66, Barbara Cowles, deserve kudos for the timing of the Palms to Pines Races. Thank yous also go to Jean Murray and her sister for the

Airport and Gift Shop in Vacaville, the available selection of aviation books alone could give you weight and balance problems for your departure. Ed.) **Santa Clara Valley** members, Barb Murren, Pat Lowers, Peggy Ewert, Judy Williams, Martha Shriner, and Mayetta Behringer, visited the Bay Area Tower and San Jose FSDO. They brought cookies, fruit plates, brownies and cakes to everyone as a gesture of appreciation. Santa Clara Valley members welcome Mary Ellen Carlin and Nancy Cleveland as the newest members and Sue Dunn, Terry Townsend, Martha Shriner, and Jeanne Gerritsen as new 66s. The Awards Night was a brilliant evening.

Fran Grant was named to the Forest of Friendship, Kathy Gardella was awarded a Marion Barnick Memorial Scholarship, Marcie Smith was named Pilot of the Year and Liz Daffin was named Professional Pilot of the Year. The Service Award went to Pat Lowers. Regrettably, Patty Saxton moved to New Horizons. An early woman tower operator, she once owned and operated



Fran Grant, Forest of Friendship honoree by Santa Clara Valley. Photo by Verna West.

lunch set up. **San Joaquin Valley** member, Helen Wagner, has been honored as the Woman of the Year by the Livermore Rotary.

Karen Kahn, **Santa Barbara Chapter**, was the September speaker and she presented an informative program on VOR procedures. Priscilla Summerhill is a new member of the **Santa Barbara Chapter** and Candace Starkweather is a new 66. A 1930's Barnstorming Fly-In was held in September in Chino, CA.

Ralph Huey, A & P from Livermore, was scheduled to speak to the **Santa Clara Valley Chapter** members. A Shop Till You Drop Fly In to the Nut Tree Outlet was planned for October. (*For those unlucky enough to have never flown to the Nut Tree*

ated an airport in Cincinnati.

Nancy Haugarth planned to give a presentation on what it's like to be a Designated Flight Examiner at a meeting of the **Sierra Foothills Chapter**. Due to poor visibility, the Half Moon Bay flyout was routed to the alternate of South County Airport with lunch at the Flying Lady Airport.

Meta Politi, reporter for the **New England Section**, wrote to say that the New England Section meeting was a success. 22 New England Air Rally crews came with the intention of competition. The fall foliage was at its peak and everyone was ready for a great race on Saturday. Unfortunately, the New England weather was up to its tricks—300-foot ceilings and a mile

SECTION NEWS, continued

of visibility. It didn't improve by noon, so the rally was canceled.

Allegra Osborne, a designated examiner, offered a written exam for Private Pilot and the high scorers received David Clark headsets and/or Northstar updates. A business meeting was conducted by Marie Christensen (who had planned to fly in the rally) and the meeting was followed by a dinner at the Hotel Northhampton. Arlene Feldman, the guest speaker at the dinner, spoke to 70 **New England** members and guests. The highest ranking woman with the FAA, Arlene spoke of her relationship with the 99s and how that relationship has helped her in her career. Everyone enjoyed Arlene's talk and also the slide show presented by Billie Downing—glimpses of past New England Section events.

Joanne Soucy received a score of 100 on her written examination for her instrument rating. Kudos to her and to New England's Evelyn Kropp, awarded the New England Section Woman of the Year. She has served the Ninety-Nines for 21 years—Governor, Vice-Governor, Section Chairman, Safety and Education Committee Member, and as the NE Section AE Scholarship Chairman! Thanks, too, to members of **Western New England Chapter**, the hosts of the Section Meeting. They left big shoes to fill for **Northern New England Chapter**, hosts for the Spring Section Meeting which is planned for Pease.

Linda Ross, **North Georgia Chapter**, has written that many of the chapter members participated in the second induction ceremony of the Georgia Aviation Museum Hall of Fame at Warner Robins, Georgia. Susan Shropshire led the invocation by reading, "The Ninety-Nines' Prayer." Members of **North Georgia Chapter** distributed membership information and sold raffle tickets at DeKalb-Peachtree's Neighbor Day. The chapter members participated in a summer fly-in to Cartersville, GA, to a pancake breakfast and barbecue lunch. Linda wrote, "Sixteen members showed up to eat and tour the Air Acres Museum and then eat again! Food always brings out the flyers!" A fly-out for food was the October activity, too—to the Rome, GA, Open House and Camp-Out, an event which spotlighted their new terminal building. Holiday luncheon festivities are being planned for December.

Southeast Section officers were named. Florida Goldcoast's Constance P. Wilds, Governor; Florida Suncoast's Nancy L. Wright, Vice-Governor; Deep South's Judy Hall, Secretary; and Florida Spaceport's Vicki Sherman, Treasurer. **Suncoast Chapter** members and **Spaceport Chapter** members planned to paint a compass rose at Lakeland, Florida, in November. Southeast Section contributed \$1000 to the building fund to see that a permanent building will be erected at Lakeland's Sun 'n Fun for the Ninety-Nines, the first of its kind. Barbara Sierchio is spearheading the drive. (See the information about the building project for the 99s elsewhere in this issue. Ed.)

The **Florida Goldcoast Chapter** members congratulate Beth Schoppaul. She obtained her Private Pilot License in October. **Florida Goldcoast Chapter** members welcome Carol Clayton, Lannette Crosby, Suzanne Reese (66) and Beth Schoppaul as new members.

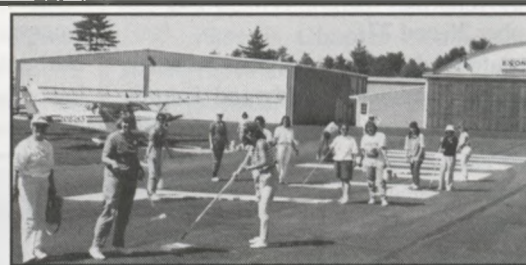
Anita Hapka Taylor, reporter for the **Northwest Section**, has written to say that the **Alaska Chapter** members have already selected a planning committee that is hard at work on the planned 1993 Northwest Section Meeting. Fairbanks is the selected site and Judith Foster and Judy Lanning will co-chair the planning committee. **Alaska Chapter** member, Patti Wagstaff, triumphed at the U.S. Aerobatic Championships in Denison, TX. Other members of the Alaska Chapter and the rest of the Ninety-Nines wish her luck as she represents the United States at the World Aerobatic Championships for the 4th year in a row. (See our cover story, this issue. Ed.)

Mid Columbia Chapter members planned two fly-in meetings to Lake Chelan and to Omak which were hosted by Sally Brecht. Marjy Leggett and Anne English participated in the Palms-to-Pines Races and, on Labor Day, the members of **Mid Columbia Chapter** assisted with aircraft parking at the Prosser Fly-In and rented chairs to raise scholarship money at the Tri-Cities Air Show.

Three Fly-In meetings were held by members of the **Rainier Chapter**. The

destinations were Ocean Shores, Western Airpark, and Friday Harbor. Sue Barber, member of **Rainier Chapter**, is now working for the FAA and four members will be serving on the Northwest Section Board during the next two years.

The September meeting of the **North Dakota Chapter** was held in Huron, South Dakota, as a joint venture with members of chapters from **South Dakota** and **Minnesota**. **North Dakota** members airmarked



After a spot landing contest, East New England Chapter members went to work with paint and rollers to airmark Hopedale, MA, Airport.

Rolette, ND, and served as ground support for the ARC.

A member of the **Greater Seattle Chapter**, Fanny Dell Hendricks, talented sculptress and pilot/owner of a Thorp T-18, has been included as a biographee in the current "Who's Who In the West." Congratulations, Fanny Dell. (On Page 16, we feature a photograph of her remarkable lost wax process sculpture of Amelia Earhart, Ed.)

Congratulations, too, to **Greater Seattle's** Vanecia Adderson. She received the Section Achievement Award and travelled to the Forest of Friendship celebration to view her name in Memory Lane.

The **Columbia Cascade Chapter** members assisted with security at the Portland Rose Festival Airshow. **Columbia Cascade** members also provided registration and aircraft parking assistance at the Troutdale Aerofair. Mary Ann Odenthal was able to do some flying on a recent trip to Germany and, back at home, several members hosted children from an Oregon hospital and helped them to "pretend fly" in their airplanes.

Western Washington Chapter's Mary Mitte Raymond and her 49 1/2, Bud, each landed at 25 airports in Washington State during 1991. They will receive pins from

continued on Page 16



99s!

Sun 'n Fun

EAA Fly In, 2nd

largest in the nation, has offered a permanent site on the grounds at Lakeland, FL. The Suncoast Chapter 99s invite you to become a part of the challenge to raise \$10,000 for a building fund.

At this season of giving,
send your
gifts today.

Send your check made payable to The Ninety-Nines, Sun 'n Fun Building Fund. Donate: \$100—Name engraved on brass plaque, patch and certificate; \$50—patch and certificate; \$25—certificate; or Other (donors mentioned on keepsake grand opening program.) TO: Barbara Sierchio, 8052 13th Ave., St. Petersburg, FL 33707. Telephone: 813-347-8045

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SECTION NEWS, continued

the Paine Field Chapter of the Washington Pilot's Association. Congratulations are in order for **Western Washington** member, Marilyn Moody, who retired in September and gets to fly all the time now. Western



Sculpture by Fanny Dell Hendricks

Washington's October meeting at Harvey Field included a preflight contest at which the participants found several more "squawks" than the organizers had arranged! The "Dirty Hands" Workshop was informative for owners and renters alike.

Eastern Pennsylvania Chapter members had an opportunity to admire the handiwork of the Delaware Chapter's painted compass rose at Newcastle County Airport. They had a meeting at Newcastle and agreed the rose was a "beautiful piece of work." Delaware Chapter Chairman, Marilyn Alderman, joined 15 East Pennsylvania members and the ramp was well-filled with lady-flown aircraft. Chairman Mary Wunder called the meeting to order and time was spent in the discussion of fund raising. Kathy Wilson told those gathered about the Wings of Warmth—held at Kutztown Airport in November at which blankets, canned food, warm clothes and new toys are donated and then delivered to deserving families in time for Christmas. Gayl Henze reported on the New York-New Jersey Section Meeting to which she flew, taking Kate Macario and Nancy Kyle with her. **Eastern Pennsylvania Chapter** members have a new airmarking chair—Terri Morse—and hopes to cooperate with **Garden State Chapter** members for some joint airmarking projects. Lunch with the

Bunch at Trenton-Robbinsville Airport, New Jersey, occurred on a day when the vis was minimal and the temps too high—attendance was poor. But Diana Dade of Garden State joined the members of Eastern Pennsylvania and a tour with Steve Pitcairn (*of autogyro fame, Ed.*) of his two hangars filled with antique and unusual airplanes was a rare privilege. In addition, a beautifully-maintained Spartan Exec doing "circuits and bumps" enhanced the day. 18 members and guests attended Mary Wunder's tour of the Philadelphia tower and radar room. Evidently the result was an extremely interesting evening. The knowledge of the participants was increased and perspectives of the controller were offered which should make future contacts more productive.

El Paso Chapter's Bernadette Cooney will be leaving in January for basic training at Fort Jackson, South Carolina. During the 8 weeks of basic, she will be an E-3 in the Army. At the completion of basic, she will be assigned to Fort Rucker, Alabama, for Warrant Officer Cadet School for 6 weeks and then to Warrant Officer Flight Training for approximately a year. Upon completion of WOFT, she will be commissioned as a Warrant Officer and receive her wings. Good luck, Bernie. Perhaps you can find some Alabama Ninety-Nines while you are in training.

Members of the **Coyote Country Chapter** held a Sedona, Arizona, Fly-In. Five planes attended: Emily Ives, solo in her C-150; Vivian and Dick Steer in a Debonair, and Terri and Walt Brubaker flew a C-152 and a Warrior with passengers. Three members from the **Long Beach Ninety-Nines** attended flying in a C-172; Margaret Calloway, Mary Pinkney, and Lucille Fernandez and 49 1/2 Sam. A cold front came through on Sunday, so everyone was held for an extra night. They were graciously entertained by **Sedona Red Rockette 99**, Barbara Vickers.

In a full color, full page spread, the *Bozeman Daily Chronicle*, Bozeman, Montana, printed an article this past summer that was entitled, "Feminine Flight."

The author, Scott McMillion, opened his article with, "Look! Up in the sky! It's a bird! It's a plane! It's MOM! Actually, there's a fairly good chance that when you see a small plane in the skies around here, it just may be Mom at the controls. Not your mom, maybe, but somebody's. And if mom

is a pilot, there's a good chance that she's a member of the 99s, the International Organization of Women Pilots, a group that includes nearly 7,000 members around the world, 26 in Montana and about 8 in Gallatin and Park counties.

"Some are housewives, some are aviation professionals, and others are aiming to become professionals. The oldest member of the Montana chapter is a woman who, now in her eighties, still manages the Jordan airport. The youngest is Diana Stevenson, 27, of Springhill, now working on her commercial pilots license. But they all have one thing in common: they love to fly."

From Canada comes word that the **British Columbia Coast Chapter** Poker Run was highly successful. Nine airports were used: Abbotsford, Boundary Bay, Chilliwack, Delta, Gibsons/Sechelt, Langley, Nanaimo, Victoria and Pitt Meadows, with the terminus at Boundary Bay. 279 hands were sold to 105 people.

The **Canadian Rockies Chapter** members welcomed a new member, Allison Major, and elected officials: Chairperson, Sonja Wilford; Vice Chairperson, June Mills; Secretary/Treasurer, Angelee Keeley; Membership, Jeannine Sprague; and Aerospace Education, Allison Major. The Vancouver newspaper announced the death of Tosca Trasolini who died in Thousand Palms, California. Born in Vancouver in 1910, she was an active sportswoman who held many records in track and field and one of the few women in Canada who held a pilot's license in the '30s. In addition, members of the **Canadian Rockies Chapter** attended the memorial service for Ann Bauer, a Ninety-Nine who had been very active in aviation. Canadian Rockies' members donated \$100 to the Ann and Rudy Bauer Scholarship Fund through British Columbia Aviation council to further the career of a young flyer.

The first Canadian conference for women in aviation was held at Trinity Western College in Langley in late summer. The Ninety-Nines assisted with registration and some attended the available seminars. Females—Pilots, a WW II pilot, an Air traffic Controller, a CFI, and members of Transport Canada—were the featured speakers.

Members of the **Vancouver Island Chapter** have been approached by the B.C. Ministry of the Environment to become involved in an Operation Skywatch Pro-

SECTION NEWS, continued



Pam Mahonchak, Pikes Peak Chapter and Southwest Section Meeting Banquet Speaker. Pam is a United Airlines Pilot.

Photo: Verna West

gram and voted in favor of investigating further the feasibility of the project. After receiving information from the **East Canada Section**, they were to plan further.

The members of **Saskatchewan Chapter** welcomed two new members: Lorna Giroux of Regina, president and chief pilot for Flagship Air Corporation, a partner in a Piper Arrow, and newly-elected as vice chairperson; and Shari Granley of Moose Jaw, married to one of the Snowbirds. She met her husband at an air show where she was towing banners. She is the new membership chairperson. Members of Saskatchewan Chapter have been raising money for the Women in Aviation display at the Western Canadian Aviation Museum in Winnipeg. They were raffling a balloon ride, a framed autographed picture of the Snowbirds and possibly a ride in a Tiger Moth. Saskatchewan's Sharon Spence was planning the American Yankee Association (Grumman) International Convention which was to be held for the first time ever in Canada. Saskatchewan's Noreen Proudlove was instructing a 6-week course in airframe to the Watrous Air Cadet Squadron and received a certificate and a squadron jacket for outstanding service. Angela Spitz was active in promoting the Saskatchewan Chapter of the Ninety-Nines at Regina Flying Club's Open House and the Yorkton Air Show.

Dr. Karen Bailey, pilot and Ninety-Nine of Calgary, attended a **Greater Winnipeg Chapter** meeting and was the featured (and enthusiastic) speaker. **Winnipeg Ninety-Nines** and Western Canada Aviation Museum joined forces to recognize the 75th Anniversary of Manitoba Women receiving the vote. Displaying "Women in Aviation" from early times to the present, were Linda Stoesz and Lou Milhousen, Winnipeg Ninety-Nines, and Captain Jane Foster, a T-33 pilot from Cold Lake, Alberta, who flew

in for the day. The Western Canada Aviation Museum's permanent Women in Aviation display will have a permanent plaque to recognize the financial help the Western Canada Section 99s have provided over the years.

Bozeman, Montana, was the site of the 1991 **Northwest Section** Convention, reports Northwest Section News Reporter, Anita Hapka Taylor. Convention Chairperson Linda Marshall and her hardworking committees from the **Montana, North Dakota and Wyoming Chapters** did a great job with everything from organization and programming to those little extras that make Section Conventions such a memorable experience for all. The theme was "Pterodactyls to Ptaildraggers," and activities included a Pioneer Aviators' Luncheon, a Museum of the Rockies Tour, and Seminars with topics ranging from Digging Dinosaurs to Soaring. The organized activities such as the Flight over Yellowstone and Madison River tubing let attendees experience the beautiful scenery of Montana. The Cowboy Poet's unique charm made the Montana Steak Fry a truly enjoyable evening. At the General Business Meeting, Carolyn Carpp, Western Washington Chapter, was installed as the new Northwest Section Governor. Her theme for the 1991-1993 term is "Commitment, Communication, and Caring. (*It is interesting to notice "C.Carpp's Three C's!!" My husband, Charlie Cooper, put forth Five C's for his area of responsibility as the Commander of the New York Air National Guard. To Carolyn's first two he adds: Competence, Courage, and Change. It would seem the C's have it!! Ed.*) The new Board Members look forward to the challenges and opportunities for the Ninety-Nines during the next 2 years.

Ten members of the **North Dakota Chapter** attended the Northwest Sectional meeting at Bozeman, MT, in August. The September meeting was held at Huron, South

Dakota. It was hosted by Dolly Dennert of Westport, SD, a member of the **North Dakota Chapter**. Thirteen members and guests from both of the Dakotas and Minnesota were present. An approaching cold front with strong winds, lowering ceilings and possible thunderstorms and rain showers caused an abrupt end to the meeting.

The **Montana Chapter** members anticipated implementing their new Chapter Scholarship and airmarking Glasgow Airport. Chairperson Linda Marshall recalled her experiences as this year's NW Section Convention Chair. She said, "I felt like a queen bee with all my workers running around doing all the work and people telling me what a great job I did. I just had a couple of ideas and the chapter members are the ones who deserve all the credit."

Columbia Gorge Chapter's Helen Fargher reported that the planter boxes planted by members Jeanne Hillis and Dora May Pizzolato at The Dalles Airport are looking beautiful and are a big improvement.

Members of the **Western Washington Chapter** planned to airmark Jefferson County Airport and their October Chapter meeting featured a "Dirty Hands" maintenance program. In looking ahead to the 1993 International Convention, Jan Liberty has been named the local chair. Priscilla Cook's 49 1/2, Bill, has written a book entitled, *Road To The 707*.

Those who did not attend the 50th Anniversary Party of the **Eastern Pennsylvania Chapter** Ninety-Nines at Lynne Forbes' home missed a pleasant time. Lynne, Nina McKissock and Marge Bryant were the hostesses and Marge produced a beautiful cake with the 99 compass rose and Golden anniversary decorating it. **Eastern Pennsylvania's** Kate Macario found a scrapbook dating to the 1930s which proved to be quite popular. Kate attended the EAA East Coast Fly-In at Rainbow's End. She reported many fascinating kitplanes, experimentals, classics, antiques, and warbirds. Fly-bys, demos, food and distinguished guests including Paul Poberezny were some of the attractions. In the newsletter of the Eastern Pennsylvania Chapter were, among other things, two good news reports from **AOPA DIRECT**: (1) A long-awaited legal opin-

Section News, cont.

ion by the EPA clarifies that aircraft engines were NOT intended to be included in a 1992 ban on the manufacture of engines burning leaded fuels. (2) AOPA applauded the decision that exempts operators conducting student instruction, ferry or training flights and aerial work operations from the FAA's drug testing requirements. The latter is good news for the nation's 60,000 flight instructors who, in the words of AOPA DIRECT, "boast an excellent safety record and should not be subject to drug testing."



Southeast Section Meeting, October 1991. Seated, l to r: Ursula Davidson, FL Goldcoast and Mina Elschner, FL Gulf Stream. Standing l to r: Tamra Sheffman, FL Goldcoast, Alexis Ewanchew, Lee Leger-Miller and Dianne Johnston, FL Gulf Stream members.

Below, North Central Section Registration Wing Ding: l to r: Mary Pan, Cynthia Madsen. Front row: Bev Blietz, Flower Whipple, and Marlene Winters



The NCS had the banquet at Tommy Guns Garage. "Da Molls" of the Roaring '20s are Ruth Rockcastle and Nancy Haraldson.



DON'T TELL KAREN MYERS, "YOU CAN'T!"

One doesn't say, "You Can't!" to Karen Myers. She CAN!!

Karen wrote, "The 99s I've talked to said they would like to read about this special trip in a small 2-seat aircraft."

One 99 asked, "What's your next adventure?"

Karen said, "Maybe the Caribbean."

Her reply? "You can't fly to the Caribbean in a Cessna 150!"

Karen said, "I sure can! I just flew to Alaska and back!"

According to the Owatonna News, the hometown paper for Karen and her husband, Don Myers, "Don and Karen Myers don't follow tradition when it comes to flying. Karen got her pilot's certificate in January of 1989 and Don got his in January of 1991. In June this adventurous couple flew their Cessna from Owatonna to Fairbanks, Alaska, and back."



In a minimum amount of space, the Myers' toughest problem was to equip their C-150 as required by Canadian and Alaskan officials. They carried 20 pounds of clothes and 8 pounds of books and charts. In addition, they were required to carry an axe with a 21-inch handle, a 30-foot long snare, a flexible saw blade, gill net, first aid kit, flare gun, shotgun, portable compass, emergency food with 10,000 calories per person, signaling mirror, mosquito headnet, insect repellent, knife, cooking utensils, tent, two sleeping bags, fishing tackle and fresh water—all that plus two attractive people bound for the longest trip of their lives!

After a great deal of planning, they selected June 15th for their departure. Inclement weather kept them grounded until afternoon when they departed for their first stop: Jamestown, ND. The headwinds slowed their ground speed to

85 mph and, fortunately, died down the second day. Karen and Don went through Customs at Regina. They had been told never to leave their airplane until told to. They taxied to a stop, waited, and waited. The Customs Official stood there and waited, too. They finally asked her if they were to get out. Don said, "She told us it would be nice if we would. We had a big laugh out of it."

The Myers had carefully preflighted and, though they dodged thunderstorms on their way across Canada, they approached Alaska on the third day of flying. They checked back through U.S. Customs, this time. When they touched

down at Fairbanks, they had logged 3200 miles and 27 hours of flying time.

The return trip was slower—more thunderstorm dodging and a two and a half day grounding at Fort Nelson, British Columbia due to heavy

forest fire smoke and low ceilings.

Preparation and planning were the key elements to the couple's safe trip. Karen was quoted as having said, "If you are careful and plan ahead, you can go anywhere. One thing you always remember—don't push the weather. It can kill you."

Don said, "We undoubtedly will fly the Caribbean trip. Karen has a mind of her own and, when she wants something, she usually gets it. We've already taken one of the longest trips we could do. It makes everything else possible."

Evidently, the Myers have a larger than normal aircraft engine in their C-150. We would like to hear about that. Will you write a sequel to your story, Karen, and clue us in to the mods and performance of your "Mighty Mite?" Oh, and have a great flight to the Caribbean. You are an inspiration!

NEW HORIZONS

GARNETT HASTINGS NANCE



Kansas Ninety-Nine, Garnett Hastings Nance, died suddenly of a heart attack in Wichita. Personal memories overflow as I remember Garnett's secretarial appointment in 1962 to Beech Aircraft's two women pilots, Joyce Case and Gene Nora Stumbough (Jessen) and her adoption of us as surrogate daughters. She was thrilled at our every assignment and went right out and learned to fly and became a Ninety-Nine. She influenced her own children to fly. Garnett flew the Powder Puff Derby with Marilyn Copeland and Bonanza'd with Pat McEwen. She always worked behind the scenes on any chore for the Ninety-Nines and was an ever-loyal and dear friend to many Beechcrafters and 99s. I envision her right now freed from physical restraints, with a big grin on her face, flying a Bonanza and mother-henning some young pilots, most certainly in pilots' heaven. Bon Voyage, Garnett. *Submitted by Gene Nora Jessen.*

LEE ANNE KAISER

Lee Anne Kaiser, a member of the Fullerton Chapter, died in a plane crash on June 28, 1991. Also killed in the crash was her good friend, Francisco "Kit" Garcia. Lee, a registered nurse, lived in Yorba Linda, CA, where she is survived by her three children, Daneta, Deena and Tony. She worked in Emergency Nursing for 26 years where she held a supervisory position for the past 14. It was while working at Pioneer Hospital in Artesia that she met a paramedic and part-time flight instructor who introduced her to flying. A woman of many talents, Lee was always ready for new adventure. She had designed her own home; did interior decorating for herself and friends; sold window shutters; managed a clothing outlet and was starting her own business in medical supplies. In her spare time, Lee learned to play the banjo, sail, fly and parachute from airplanes. She always opened her beautiful home to family and friends. She and Kit will be missed.

MILDRED DOREMUS

A charter member of Eastern New England Chapter, it was with great sadness that members of the ENE Chapter learned of "Millie's" death on August 30, 1991. One of the New England Section's most loved and respected members, she had given many years of unselfish service to The Ninety-Nines. She worked diligently at both Chapter and Section levels for the benefit and betterment of General Aviation and support of the Ninety-Nines, having served as Chapter Chairman and in the Section offices of Treasurer, Vice Governor, and Governor. She received "The Aviation Honor Award" in 1983. She is survived by her husband, Richard (Bud) Doremus, and four sons. Millie was a truly remarkable person. She will be sorely missed by all. *Submitted by Martha Dunbar, ENE Chairman.*

LAURA MAY "JOHNNY" MAXEY BRUNTON

Following a long and valiant struggle against cancer, "Johnny" Brunton, of Tucson, AZ and Bozeman, MT, died on September 10, 1991. She was an accomplished pioneer aviatrix, inventor, equestrian, artist, investor, jewelry designer, author and loving mother during her lifetime. She was especially proud of several achievements which include her election as one of the earliest governors of the New York-New Jersey Chapter of the Ninety-Nines, the International Organization of Women Pilots. In 1937, she was Women's National Soaring Champion, a feat she accomplished despite having lost a leg in an airplane crash two years earlier. In 1939, she was honored as Woman of the Year in Seattle by the University of Washington/Women in Communications. She was awarded a certificate honoring her as a "Belligerent" by General Hoyt Vandenberg for her service to the country as a pilot during WWII. By 1949, she had earned her Commercial, Instrument, Multi-engine land, Single-engine land, and sea, Flight Instructor and Glider ratings. She is survived by her son, Jack, of Tucson.

Tax deductible memorials may be sent in her name to TROT, Inc., P.O. Box 30584, Tucson, AZ, 85751. TROT is a non-profit volunteer organization that provides horsemanship and therapeutic riding for the handicapped.

Submitted by Betty Gillies.

WAYNE AARON MCNAMEE

A 49 1/2 and beloved husband of Edith Geneva McNamee of the Bakersfield Chapter 99s, Wayne's spirit flew to the Lord on September 8, 1991. He and Geneva loved flying their Cessna Cardinal and were over half finished building the

Please turn the page

Avid Flyer Airplane kit that Geneva won last year. Wayne loved golfing and was a faithful supporter of the 99s. He will be missed by all of us. *Submitted by Mary Lou Romagno.*

THELMA GIESIN

Born in Baltimore, the former Thelma Elliott, a Charter Member of the Ninety-Nines, learned to fly in 1928. She obtained her Private Pilot's certificate in 1929 and a Limited Commercial certificate in 1930. Thelma set an altitude record in an open cockpit plane in 1930 and was named to the Maryland State Aviation Commission in 1940. A violinist who studied at the Peabody Institute and played with several orchestras, Thelma was a registered representative for a stock brokerage firm. *Article submitted from Baltimore Morning Sun.*

RITA BUHL

On September 14, 1991, Rita Buhl, with daughter, Eileen, and son, Tommy, on board, flew her Cessna 210 for the last time. On take off from Long Beach Airport, she lost an engine and I lost a very dear friend. With great skill and courage, Rita tried to recover and land the sick airplane. It was not to be.

Rita was a loving wife, the mother of ten children, and an accomplished pilot dedicated to air safety. She was a Long Beach 99 and had joined in 1981 when she got her pilot's certificate. Rita became an avid air racer after taking first place with her daughter in their Cessna 152. She raced the Palms to Pines, Shirts & Skirts, Back to Basics, and the Air Race Classic with several trophies to one of her daughters, Mary Jo or Eileen, Munger (LGB 99) and four times we Rita was a great partner and competitor.

Rita was born in Wisconsin where California, she worked at Huntington among others. She met Dr. Thomas Milwaukee. Thomas had his pilot's certificate in the '70s. In the '80s, they bought a C-learn to fly. Rita became chief pilot and ranch in Montana, to Ramona and anywas a great outdoors woman. The heart mother. Her family was her first love.



her credit. She usually raced with but her first race was with Mary were partners. Shy and soft spoken,

she attended nursing school. In Hospital and Good Samaritan, Buhl and they were married in tificate and they got their C-210 in 152 so that Rita and the kids could flew on all their hunting trips, to the where else they wanted to go. She of her family, she was a #1 wife and

A member of the Women's Heart League for 20 years and Past Officer of the St. Mary Medical Center Women's Auxiliary, Rita kept busy raising money for research and education for the American Heart Association. She also had just returned to nursing.

Just for herself and for the thrill that it brought, Rita really loved to fly. Realizing that the C-210 was not competitive to race with its handicap and that the C-152 eliminated her from many of the races, Rita bought her C-172 for racing. The challenge of air racing was something she loved and the friendships that developed over the years. She will be missed!

The loss of Rita, Eileen, a bright and shining star, and dear Tommy (all three pilots) has left an insurmountable void in the Buhl family. We shared our dreams and adventures, Rita and I, and those are close to my heart. She was a special friend to me. *Submitted by Jacquie Sprague*

The Long Beach Ninety-Nines are planning The Buhl Family Memorial Scholarship for Continuing Education in Aviation. Anyone who wishes to contribute to this fund may send checks to: Connie Farmer, 7329 Luxor Street, Downey, CA 90241. Please make checks to the LGB 99s, earmarked for the Buhl Family Fund.

In the *Los Angeles Times*, September 1991, was the following Letter to the Editor: "Pilot's Heroism. My family read the article about the small plane that crashed at Long Beach Airport on Sept. 14. We were dismayed that there was no mention about the pilot's heroics.

"There were six members of my family at the scene. We are convinced that if we (and about 40 other spectators) were not in the field directly underneath her when her engine cut out that the pilot could have 'belly-landed' the plane and possibly survived. We believe that she averted us and tried to return to the runway, but couldn't.

"We truly feel we escaped with our lives because of her actions. We would very much like to have this brave woman's actions not be in vain by having our side be known." Jill Golden, Mission Viejo, CA.

Glenn Buffington, Air Race Historian, adds: "Rita was a perennial Air Race Classic participant and finished in the top fifteen in five of the last seven races. She and her daughter, Mary Jo Volk, won the 1983 Pacific Air Race and placed second in the 1987 PAR. Our heartfelt sympathy goes to Dr. Thomas Buhl and the remainder of the family."

Gisela Volkner uses the radio for members of her Flying Club.



General aviation's struggle for survival remains an ever-growing challenge. We in the U.S. are not alone. When I visited Germany this summer, I found out how our German counterparts have made progress. The largest of them is the cost of fuel which sells for DM 2.10 per ltr. which translates into \$4.20 per gal. Insurances, annuals, the scarcity of parts, upgrading of airframe and avionics for largely foreign production machines all take a financial toll on private owners. The high landing fees at controlled airports vary from \$50 (DM 85) at Berlin to \$20 (DM 33) at Bremen. In addition, takeoff fees are in the planning stages and are already in effect at Stuttgart.

Private pilots formed Flying Clubs to reduce costs. To learn more about their approach, I visited Gisela Volkner, one of our members-at-large and frequent attendant at the 99 conventions. Gisela also belongs to the "Vereinigung Deutscher Pilotinnen" (Union of German Women Pilots) and is a member of the Uelzen Flying Club. She and her husband, Olaf, converted their Cessna 172 into a Reims Rocket with 210 HP and a constant speed prop. Gisela invited me for a demonstration flight, but warned me on the way to Uelzen airstrip, "We always fly against the weather." An 800-foot ceiling and light rain proved her point and we took to hangar flying.

Flying Clubs in Germany budget their costs on basic annual membership fees and a set amount of working hours per year. Gisela explained, "We charge a minimum fee of \$215 (DM 365), are required to donate 35 hours of work and are credited

Dawn or Dusk for General Aviation? Germany's Fight for Survival *by Sigrid Ramelli*

for \$8.70 per hour (DM 15) which adds up to \$520 (DM 885) per member annually. We have the choice to work in the club's administration, weekend landing advisories, maintenance of the facilities, food supplies, news announcements, accounting, etc. or of paying the balance up to \$520."

Visitors from other clubs pay a \$5 (DM 8) landing fee and sign in at the Uelzen landing log. In addition to Cessnas, the Club owns a Remorqueur 400 which is used to tow gliders, nine in all.

"Over most of Germany the first 1500 feet AGL are military training areas from Monday through Friday," Gisela continued. "Only major airport control areas are exceptions. You could face a Tornado, an Alpha jet, or

trips and a quick forecast, Germany is divided into 84 local areas using four coded weather descriptions and forecast conditions for 2, 4, and 6 hours in advance. These symbols are O, D, M and X. Gisela explained, "With XXX around the North Sea Islands, we would head for MDO in the Harz mountains for a fly-in that weekend."

Another hurdle was the ADIZ, the airspace 50km from the East German border, known as the "Iron Curtain." Everyone planning to enter that airspace had to file a flight plan one hour in advance. Flying into it by mistake was like climbing the Berlin Wall in those days! This problem was solved on October 3, 1990, when the "Iron Curtain" was lifted and Germany re-

united. General aviation had not existed for 50 years in the East. The stage was bare and only commercial airways and crop duster routes were identified. The Russian airbases had not publicized their military zones which were still very much in existence. We thought a cat and mouse game began when adventurous flyers followed a zig-zag pattern of crop dusters into Leipzig, Dresden and Berlin to avoid the unknown MiG air routes. They discovered a 10,000-foot runway built as a potential base during the days of the Cold War and still hidden below several meters of sand south of Berlin.

Gisela said, "One sunny Sunday, 19 aircraft gathered for an exploratory flight to Heringsdorf, a deserted strip on the Baltic Sea one mile from the Polish border. It had been used by INTERFLUG, an East German commuter line. A former East German controller was asked to work the radio. The flock of small aircraft descending from the skies put him into a state of astonishment and disbelief."

The "Vereinigung Deutscher Pilotinnen," with its 140 members, has helped to conquer the challenges of airspace availability, rapid weather changes and the exorbitant cost of flying. Intense efforts kept them in the air, but an underlying fear of eventual extinction seems to be international.



Gisela Volkner, 99 and a member of Vereinigung Deutscher Pilotinnen, is one of their few pilots who has earned her IFR rating

an F-4 heading toward you at 12 o'clock almost any time on weekdays." Courageous pilots who are willing to break into the MOAs during the week are required to announce their arrivals prior to landing at Uelzen and a volunteer comes out for check-in procedures.

Gisela is one of their few pilots who has earned her IFR rating and qualifies for night flying. She prefers, however, to congregate on weekends with the group to focus on VFR conditions. This has made her an expert in FAX weather reports received from automated weather stations. She also checks weather on her TV screen through the European BTX system, similar to our Compuserve or Jepplink computer information. For short



SHE'S THE WORLD'S 1st WOMAN F-16 COMBAT PILOT

From *CODE ONE*, the Publication of General Dynamics Fort Worth Division. Taken from *Who Will Make The Coffee?*

by E. Hehs

Lieutenant Manja Blok of the Royal Netherlands Air Force is the world's first female F-16 combat pilot, assigned to the 322nd Squadron at Leeuwarden! According to the article, she was not aware that she would be the first until she had already completed much of her training. She was not the first female in the Royal Netherlands Air Force to get through fighter pilot selection, but she was the first to get through the F-5 training and into an F-16 cockpit. She tends to downplay her achievement, preferring that she be treated the same as her fellow pilots.

When asked, "Has being a woman made it more difficult for you?" Lt. Blok answered, "In flying planes, no. ...A lot of people have the idea that women are not strong enough to pull Gs, but strength is not the most important factor. It is how well you perform the straining maneuver. Pulling Gs is difficult for everyone. But I am always having to prove myself when I go somewhere new. Once we start flying and get to know each other, we begin to respect each other as pilots. Things have always worked out well."

Lt. Blok worked at a variety of jobs and took night courses at school before filling out an application form for the air force. "About ten out of every 1000 applicants make it into an RNLAf operational cockpit," the article stated. "Blok said not knowing that much about flying helped her in the training; she was not burdened by preconceptions. Her fascination with speed and a keen interest in technology may have also helped her get through the training."

When she was a teenager, she owned a motorcycle. She not only "was wild on that bike—got the most out of the gear selections," she also did all of the repairs herself.

She never intended to be a role model for other women, but now that she is, she hopes to set a good example for the others that will follow. She advises, "Never give up. It's easy to get discouraged early on. But once you start flying, other pilots will start to accept you as one of their own. It's just a matter for them of getting through the initial shock."

In addition to the story, *CODE ONE* presented the

following sidebar: "I will recommend to the secretary that a gender-neutral assignment policy be used to fill all positions, including combat aircraft, with the best-qualified man or woman selected to each position according to a single set of standards." General Merrill McPeak, Air Force Chief of Staff, speaking before a Congressional hearing on how he would react to the repeal of the combat exclusionary law.

Blok's achievement may soon be repeated by female pilots in the United States. In early August, the US Senate voted to overturn the 1948 combat exclusionary law—the law that bars the Air Force, Navy, and Marines from assigning women to aircraft and ships engaged in combat.

Senior pilots in the Air Force and Navy have said they expect women to be flying fighter jets within a year."

OUR CONGRATULATIONS TO LT. MANJA BLOK AND OUR APPRECIATION FOR THE PRECEDENT THAT SHE HAS SET. SOME OF US WILL BE EAGER TO FOLLOW IN HER FOOTSTEPS. (SOME OF US WILL BE INTERESTED TO READ OF HER CAREER AND THE CAREERS OF THOSE THAT FOLLOW!)





FIRST RECREATIONAL PILOT IN CLEVELAND, OHIO *by Connie McConnell*

Grace Tompos from Wooster, OH, received the Cleveland district's first Recreational Pilot's license in September, 1991. Grace, a former 66 in the All-Ohio Chapter, is now a Ninety-Nine. She is the Executive Director of Development at the College of Wooster and wanted to add something challenging to her life.

JoAnn Stype, shown above left in the photo with Grace and a long-time member of the All-Ohio Ninety-Nines, was Grace's flight instructor. JoAnn became a Private Pilot in 1963 and has been a flight instructor since 1967.

Grace and JoAnn enjoyed working together to meet Grace's goal of becoming a pilot. Martha Tenan, Cleveland FSDO, is the first examiner in the area to issue the Recreational Pilot's License.

The Aerospace Education Foundation Offers \$5000 to Scholarship Winners

The AEF announced its second class of Dr. Theodore von Karman Graduate Scholarship winners. Each recipient is awarded \$5000 for graduate-level academic work in aerospace-related fields. The scholarships commemorate Dr. Theodore von Karman, science advisor to the Army Air Forces in WW II. Von Karman, at the urging of General J.J. "Hap" Arnold, organized and chaired what was later to become the U.S. Air Force Scientific Advisory Board.

The winners—two women and eight men—were chosen by a selection committee. The competition is open to Air Force ROTC graduates pursuing advanced degrees in science, mathematics, engineering and physics. The Foundation funds the program with proceeds from an initial sum placed in a scholarship fund and builds the endowment with contributions from AFA members, states, chapters, and corporate supporters. 1991 donors include the Iron Gate, Central Florida, Gen. E.W. Rawlings Chapters; Mr. and Mrs. Charles Crawford of Ecuador, and the Daedalian Flight 79 from Riyadh, Saudi Arabia.

The two female winners for 1991 are Kristen M. Gledhill and Renee L. Mong. Gledhill, Chepachet, R.I., holds a BS in mechanical engineering, Cornell University. Kristen's graduate goal: MS, aerospace engineering, Stanford University. Mong, Poulsbo, WA, has a BS in astronautical engineering, Massachusetts Institute of Technology. Renee's graduate goal: MS, astronautical engineering, MIT. Best wishes from The Ninety-Nines!



Worst Moments for Pioneer 99, Mary Reid Jensen—Safety Expert & Bear

from an article in the General Aviation News & Flyer by Cliff Cernick

Ask Mary Reid Jensen, longtime Alaska pilot, what caused her absolute worst moments in more than 30 years of flying and she will tell you: a safety expert and bears. In that order. Jensen managed to get through 33 years as a Civil Air Patrol member with a virtually unblemished flying record. What spoiled it terribly was a man who came north to preach safety. He was one of 93 flight safety experts dispatched to Alaska in the early '60s to teach Alaska bush pilots to fly right. The guy assigned to Jensen was far from the pick of the lot.

"Like most of the others, he had not been up here before and had never flown here," Jensen said. "So, of course he knew all about Alaska flying. He climbed into my Cessna loaded down with camera and wearing a know-it-all expression. "We flew to Talkeetna, where I managed to set the plane down on the runway next to Don Sheldon's hangar, a runway so short I decided for takeoff I had better use the gravel road leading into the village. When it was time to go, Talkeetna townspeople cleared dog sleds and snow machines from a long, straight stretch of road and assigned one citizen to keep surface traffic away during takeoff.

"I planned to taxi about 600 feet past some power lines before climbing straight out," Jensen said, "but I wasn't reckoning with the mind of my passenger. I applied power and we shot down the road with gravel pellets drumming like machine-gun bullets against the plane's metal fuselage. Just when I was ready to move under the power lines and take off, my passenger

continued on the next page

Mary R. Jensen, *continued*

suddenly dropped his still camera and in one swift and totally unexpected move, he reach over and pulled full flaps.

"I felt start terror. The 180 headed almost straight upward. The next thing I knew, purple lightning was shooting in all directions from the four high-voltage steel power cables the plane had severed. Heat from the power was so intense it scorched ragged patches in the plane's wing. I would have sworn we were going in, but somehow the plane continued to climb and I was able to get it levelled off.

"My terror turned to rage. 'Look,' I told him, 'you're the bleeping expert here. You fly it home yourself.' I kept yelling at him and I was shaking so badly that I felt incapable of continuing to fly the plane. But, he insisted that I carry on.

"When we landed at Merrill Field, a whole bunch of CAP members were gathered outside the CAP building, cheering and yelling as we rolled past. They had been preparing to head out on a search for us because witnesses of our collision with the power cables were certain we must have crashed. After an investigation, the co-called instructor lost his license. My insurance company paid for repairing the severed Talkeetna power cables. I had to pay \$50 to get dents hammered out of the spinner of my prop."

That was bad, of course, but Mary Jensen's next-worst experience in Alaska was almost as dramatic. She had asked Cathy, a longtime friend who was not far from becoming a mother, to join her on an afternoon jaunt to Lake Creek, a stream teeming with rainbow trout.

They caught several big ones and were headed back to the plane when they ran into a bear on the creekside path. Though Jensen shrieked away at a whistle guaranteed to frighten bears and yelled up a storm, the creature kept coming. When that bear was joined by another, Cathy began having labor pains.

"Our pilot was a real cheechako and he figured he had to run back to protect his plane. Since the bears were almost upon us, I had to do something. I tossed them two of the big rainbows we had just caught. That preoccupied them long enough to let us get the heck out of there. Cathy's baby was

born that night at Providence Hospital."

During the years, Jensen has dedicated herself to serving aviation through two of the organizations she has belonged to for more than a quarter of a century—the Civil Air Patrol and the Ninety-Nines.

For more than half of the CAP's 50-year history, she has been one of only a few women pilots who assisted in Alaska search and rescue missions, helping bring aid to pilots in countless emergencies. Right now she is doing all she can to help call public attention to the year-long celebration of the CAP's 50th Anniversary.

A lot of water has flowed down Alaska rivers since that day back in the late '50s when Jensen bought her first aircraft in Anchorage. It was a radio-less two-place, fabric-covered Taylorcraft on floats. In those days, it was routine for her to leave work, drive to Lake Hood, and fly across the Turnagain Arm to her favorite fishing spot and make it home by 6:30 to cook the trout.

Though she no longer flies, Mary Jensen can look back proudly on a career dedicated to aviation and aviation safety. "I was always chicken about the weather and taking chances," she said. "When I first started flying, I would take off from Lake Hood, get up to about 2,500 feet and, if I couldn't see Mount McKinley, I would go right back down and land."

A descendent of Benjamin West, who fought in the Revolutionary War, and Mary Trail West, Jensen recently concluded a speech to the Daughters of the American Revolution with these words: "All my years of flying in Alaska have enriched my life and brought me many friends. I am especially proud of the work I did, along with many, many others, in CAP and 99s." [99]

“My terror turned to rage. ‘Look,’ I told him, ‘you’re the bleeping expert here. You fly it home yourself.’”



North Georgia's Linda Ross (l) and Joan Smith (R) in a B-25 at Air Acres Museum



Southern Louisiana Chapter's Aeronaut, Paula Griswold, airborne with her passenger, Bob Christ.

ALABAMA AVIATION HALL OF FAME INDUCTS MELBA IRIS HARRIS, Known for her "Fantastic Flight" Program.

The 1991 Alabama Aviation Hall of Fame Banquet and Induction Ceremony was planned for November in Birmingham, AL. The speaker was Lt. General Charles A. Horner, architect of the air war during Operation Desert Storm. To provide official and public recognition to individuals living and deceased who have made extraordinary contributions to aviation in Alabama, notable individuals are named. Three aviation greats were selected by the AAHF Board of Directors for induction this year: Charles Alfred "Chief" Anderson of Tuskegee; Melba Iris Harris, a native of Fort Payne, AL; and the late Ira Lee Gray of Gadsden.

Chief Anderson, the first black to hold an Air Transport License, was recruited to start the Civilian Pilot Training Program at Tuskegee University. Anderson's CPTP and its military follow-on, which he also directed, were responsible for training pilots who became the famed Tuskegee Airmen of WW II.

Ira Lee Gray was the first commercial pilot in Gadsden where he opened his first flying school. In addition to training pilots early in WW II, he served overseas in China-Burma-India where he flew more than fifty missions over the "Hump." Gray trained pilots during the Korean conflict and initiated flight training at Gadsden State Junior College.

Melba Iris Harris, a pilot, spent two decades as a public elementary grade teacher in Fort Payne. She developed "Fantastic Flight," an aviation awareness program designed especially to stimulate and inspire elementary students. This unique dimension has been internationally recognized and has made Alabama a pioneer in early aerospace education. Her aerospace education efforts have earned her many prestigious awards including, *National Aerospace Educator of the Year*, *Christa McAuliffe Fellowship*, and the *FAA National Award for Excellence in Education*.

The Aerospace Education Foundation news release stated, "Alabama Educator Wins McAuliffe Award. Ms. Melba Iris Harris of Fort Payne, Alabama will receive the Aerospace Education Foundation's sixth annual Christa McAuliffe Memorial Award. She was nominated by the Mobile, Alabama, Air Force Association Chapter. Harris is a first grade teaching veteran of over 25 years. She's a licensed pilot and aircraft owner and the developer of the "Fantastic Flight" program, a multi-disciplinary motivational program that uses the fascination of flight to enhance core curricula.

Christa McAuliffe's untimely death in 1986 on the space shuttle Challenger focused attention on the valuable role educators play in guiding America's youth toward scientific/

aerospace endeavors. This contest recognizes an elementary, junior high, or high school teacher who emphasizes the connection between math/science and America's need for qualified individuals in aerospace careers. Nominations for this award are submitted by AFA Chapters worldwide.

Harris started using aviation in her curriculum while undergoing aviation ground school training. Others heard about her "homemade" curriculum and wanted their own copies. When the demand became overwhelming, Harris, through a grant from the State of Alabama, developed the program into a standard curriculum guide which was mandated and approved by the Alabama Department of Education for teaching in its schools. Since then, the FAA has reviewed the guide and now publishes it and makes it available to the public.

"Fantastic Flight" is now a model for schools nationwide and has been the subject of hundreds of lectures in over 36

states. "My goal is to show first graders that what they learn now will affect them in the future," Harris said. "Aviation can be comprised of many subjects, not just technical ones, and children and educators of all kinds can benefit from it."

Ms. Harris is the recipient of numerous awards and recognitions from the state of Alabama, the Air Force Association and the Experimental Aircraft Association. She is also a 1987 Crown Circle Award recipient, sponsored by NASA, FAA and the Civil Air Patrol (CAP); a 1987 A. Scott Crossfield Teacher of the Year and a 1989 Frank Brewer Award recipient, both sponsored by CAP.

The Aerospace Education Foundation presented Harris with a trophy and \$1,000 at its annual awards luncheon in September held in conjunction with the Air Force Association's National Convention in Washington, DC. The funds are to augment her professional library and teaching facilities. Our sincere congratulations to this outstanding and giving teacher!



Melba Iris Harris, a devoted educator.



Melba Iris Harris, Hall of Famer, is the 1991 Christa McAuliffe Memorial Award Winner, an exceptional teacher.

MARDO C. CRANE, a Dynamic Ninety-Nine

by Ann Cooper

In a letter from Mardo Crane dated May 1975, her enthusiasm absolutely bubbles. This dynamic Ninety-Nine was the editor of a beautiful *Ninety-Nine News* and she was urging all FBOs, Managers, Owners, Co-Owners and Operators of airports who are also Ninety-Nines to respond. She planned a centerfold and today, 16 years later, I feel as enthusiastic as she. Why don't we do that again? Mardo edited a really slick mag—four-color separation on the front and back covers, more than 31 advertisements, and a stylish separation/continuum of Chapter News under appropriate Section headings—all printed on glossy paper. She may not have been the first nor the last to edit such a handsome magazine, but she should be justifiably proud of the role she played. I will continue to work to try to fit into the large shoes that she left.

But, back to that racy centerfold! Mardo collected, by state and county, the names, addresses, and chart locations of all Ninety-Nine-owned or operated airports. She published the written list and, in the centerfold in what she called *The Ninety-Nines Bicentennial Star Program*, placed stars at each airport location on a U.S. map. More importantly, it was able to be pulled out of the magazine to be *USED!* Just think of the fun of the cross country pilot, opting to make a fuel/pit/RON stop at an airport run by a Ninety-Nine, and having the available locations mapped.

So, in honor of the dynamic Ninety-Nine, Mardo Crane, let's send your name, address, and airport listing to *The Ninety-Nine News* and, when a sufficient number are collected, we'll publish a similar racy centerfold—a Mardo Crane special! The address is below and in the Masthead. Let us hear from YOU, 99s: FBOs, Managers, Owners, Co-Owners and Operators of Airports in the Contiguous United States, Canada and Alaska.

Mardo, who is newly-relocated to Oregon, first flew in a barnstormer's aircraft in 1924. She started flying at the suggestion of Amelia Earhart at Mines Field, Inglewood, CA—now more popularly known as LAX. Mardo (like your current editor—small world) taught flying in El Paso, Texas and she wrote and broadcasted for KROD.

A member of the WAFS in 1943, the Women Auxiliary Ferry Service, then the WASP, Mardo served 17 months until the Women Airforce Service Pilots program disbanded. She flew PT-19, BT-17, AT-6-7-13-11, UC-78, Douglas Dauntless, PQ-14, Martin Marauder B-26 and *then*, in her biography, she writes, “..ETC.” What an amazing woman and how fortunate we are to have her in the Ninety-Nines.

With the military, Mardo was a test pilot and tow target pilot. She flew ferry, strafing, searchlight and radar missions and performed administration flying. After deactivation, she was the editor of an Aviation newspaper. She founded the cross country air race in 1947—renamed after the All-women's Air Race of 1929 that Will Rogers labeled, “The Powder Puff Derby.” Mardo, born in Iowa in 1908, received a BA at UCLA, a Masters at Columbia University in New York, attended Pasadena Community Playhouse for Drama, and Mills College, CA for Radio Broadcasting. The first and only woman to receive the Barnstorm Pilot of the Year Trophy by the Flight Museum of Lancaster, CA. Mardo holds single and multi-engine ratings with a Commercial license. She wrote two novels, *FLY-DOWN OF THE WASP* and *LADIES! REV UP YOUR ENGINES!* and, to put the icing on the cake, was listed in Who's Who of American Women; Who's Who in Los Angeles County, and Who's Who in Aviation and Space. A school teacher, Mardo cherishes that she has been “planted” in the Forest of Friendship in Achison, KS and, if you write to her in longhand, know that she is a Master GraphoAnalyst—has been a handwriting expert for over a decade.

Please! Send your name, address and airport listing—those 99s who are FBOs, Managers, Owners, Co-Owners and Operators of Airports in the Contiguous United States, Canada and Alaska—to Ann Cooper, 131 Hillside Avenue, Berkeley Heights, New Jersey 07922.

We'll compile the list FOR all Ninety-Nines in HONOR of Mardo. And Mardo? Thanks!



Mardo, with movie actor, Robert Taylor

A REQUIEM FOR EAGLES

A Requiem For Eagles is a limited edition lithographic art print honoring Amelia Earhart and Charles Lindbergh. Featuring a hauntingly beautiful image by award-winning artist Bob Crofut, it is now available at a greatly discounted price to Ninety-Nines.

Write for a color photo and full details.

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Tina Thomas	Chicago Area	CFI
Michele Yarbrough	Mount Diablo	CFI-ME
Sheri Henderson	Mount Diablo	ME
Cathy Morshead	Marin County	IFR
Evie Ambrose	El Cajon	Commercial
Kimi Ishikawa	West Washington	Commercial
Patti Martin	Mid Columbia	IFR
Jeaneen Rogers	Rainier	IFR
Helene Eades	Rainier	Commercial
Edweena Hartley	Greater Seattle	IFR
Jan Liberty	West Washington	Commercial Sea
Shari Clabaugh	Alaska	Seaplane
Allison Major	Canadian Rockies	Commercial
Sonja Wilford	Canadian Rockies	Seaplane
Danielle Rehm	Vancouver Island	Class I Instructor Rating
Liz Wieben	Vancouver Island	Class I Instructor Rating



WINGS PROGRAM:

Ilene Helfand	Chicago Area	Phase VIII
Charlotte Lindner	Palomar	Phase III
Betty Salsedo	Mount Diablo	Phase II
Linda Potter	Antelope Valley	Phase II
Linda Regan	Mount Diablo	Phase I
Betty Schoenhardt	Virginia	Phase I

"Hazel is perhaps best remembered for her youthful enthusiasm and lifelong commitment to flying," HAZEL JONES HONORED BY AOPA

The late Hazel Jones, aviation educator and former international president of the Ninety-Nines, has been named the 1991 recipient of the AOPA prestigious Laurence P. Sharples Award. The Sharples Award, named for AOPA's founding chairman, is presented to individuals who have made unselfish contributions to general aviation.

"During her 46-year aviation career, Hazel Jones established herself as one of the finest and most accomplished women in general aviation," said Phil Boyer, president of AOPA.

Jones, who learned to fly at 18 with the hopes of serving in the WASPs during WWII, served as an FAA air traffic controller for 27 years. Widely known for her work with the NIFA, Jones was also an FAA written test examiner and safety consultant. The 85th woman in the free world to obtain her helicopter rating, Jones accumulated a total of 3,000 hours.

"Beyond these contributions, Hazel is perhaps best remembered for her youthful enthusiasm and lifelong commitment to flying," said Boyer.

Pat Forbes, vice president of the 99s, accepted the award at AOPA EXPO '91 in New Orleans in October. At AOPA EXPO '91, the 99s hosted an international booth staffed primarily with New Orleans Chapter 99s. At the booth, Margarita Neumann from Venezuela, an electrical engineer and an enthusiastic pilot, applied for membership to The Ninety-Nines and indicated that there are enough women pilots in her country to start a new Section. She was amply supplied with information.

Two 99s, Pat Forbes and Mimi Tompkins, gave seminars. Pat spoke on "Using your Sectional," and Mimi spoke about "Crew Resource Management," emphasizing the importance of the role it played on her flight when the top of the B-737 peeled back.

When the prestigious L.P. Sharples Award was posthumously given to Hazel Jones, the Ninety-Nines were also presented with a check for \$2000. toward a special scholarship in Hazel's name. AOPA intends to ask others in the aviation industry to match the funds.

The 1992 AOPA Convention will be held in Las Vegas in October.



KUDOS TO CAPTAINS, INDIAN AIRLINES!

by Chanda Budhabhatti

Members of the India Section of the Ninety-Nines are proud to announce that two women pilots of Indian Airlines were honored this year at the International Forest of Friendship, Atchison, KS. They are: Captain Saudamini Deshmukh, India's first woman captain of B-737 and first woman captain in the world to fly on IATA with an all-woman crew (November 1985); and Captain Nivedita Jain Bhasin, world's youngest woman captain of a B-737.

Saudamini, (Minoo), at the age of 12, wrote in her school essay that she would be a pilot some day and serve her country. In 1971 she graduated with a Bachelor of Science in Chemistry, Physics and Math and stood first in her college. She later received a degree of Bachelor of General Law. She received a Private Pilot's license in 1973 and could not continue due to a lack of funds. She started working as an officer with the Bank of India. She became a charter member of the India Section of the Ninety-Nines and a member of the Indian Women Pilots' Association.

In 1976, when a group of 99s visited India, three Californian 99s, Wally Funk, Margaret Callaway and Norma Futterman, impressed with young Minoo, invited her to the US and offered to help her obtain her commercial license. Minoo came to Los Angeles in 1977 and, within 6 months, logged 300

hours and obtained a Commercial license, an instrument rating, certified flight instructor rating, and advanced and instrument ground instructor ratings. Those wonderful three 99s wanted Minoo, in return, to give the same help she received to the women pilots of India.

Captain Saudamini (Minoo) Deshmukh has changed the face of Indian Aviation and gave a tremendous boost to the image of the Indian woman. She made the



name of the Ninety-Nines as a progressive and supportive international group of women pilots. In 1980, Minoo became the second woman pilot hired by Indian Airlines. She was the only female pilot among 200 applicants and stood second in the merit list. After intensive ground and flight training, Minoo became First Officer on Fokker Friendship F27, a 44 seater twin turbo prop aircraft, then Captain of F-27 in 1985 and, in 1987, the first Indian woman to be a check pilot. On November 29, 1985, she was the Captain on an historic flight of an all-woman crew, the first in the world on scheduled IATA airline, a flight on the F-27. In 1988, Minoo became the first Indian woman to be a jet Captain, B-737 and, in 1989, she again set a record: the first Captain in India and Asia of an all-woman flight crew on a jet, a B-737 flight from Bombay to Goa.

Dedicated to the cause of aviation, Saudamini today has 5900 hours as an airline pilot. As an avocation, she

has taken a special interest in yoga and teaches yoga at a Santacruz center.

Nivedita Jain Bhasin, at the age of 26, became the youngest woman captain in the world of a Boeing 737. A love of flying started at a very early age for Nivedita. In school, she started aero modeling and won a first prize in a national competition. In 1981, she received a scholarship from Bihar Government to complete her Commercial license and flight instructor's rating which she obtained in 1983.

At Indian Airlines, she was the youngest, (at 20) and the only girl among 14 who qualified for the pilot's job from the more than 200 that applied for the merit test. At the training center, in Hyderabad, she met pilot, Rohit, fell in love and got married. In 1985, Nivedita was First Officer to Captain Saudamini Deshmukh on the historic flight of the all-woman crew of Indian Airlines from Calcutta—the flight of the F-27. In 1988, she became the first "mother" pilot and formulated pregnancy rules for Indian Airlines. After a hiatus of seven months, she had no difficulty getting back to flying. When her son, Rohan, was two years old, she became the world's youngest woman Captain, Boeing 737. In 1989, on the first all woman-crew flight in India and Asia on a jet, a B-737 flight from Bombay to Goa, she again was First Officer to Captain Saudamini.

As a happy wife and mother and Captain of a B-737, Nivedita looks back and feels that she owes a lot to her family for their cooperation and for always standing by her. She wants to achieve a lot more and it will always be



CAPTAINS, INDIAN AIRLINES, continued

her endeavor to excel. A proud 99, Nivedita says, "I consider each flight a new experience and challenge." Nivedita has a flying family. Her husband is a Captain for Air India and her father-in-law, now retired, was

“Those wonderful three 99s wanted Minoo, in return, to give the same help she received to the women pilots of India.”

a Captain with Indian Airlines. One month after being honored at the International Forest of Friendship, Nivedita gave birth to a baby girl, Niharika—(a future 99?)

Today, Indian Airlines boasts 10 women pilots and 2 captains. The first, Durba Bannerjee, was employed in 1965 by IA and was also the first woman to be trained on an Indian Airlines' Airbus. Captain Durba Bannerjee retired from Indian Airlines in 1989.

**Interesting Statistics:****Thanks to Colorado Chapter for sending it on.**

- Airlines are predicting that between 52,000 and 62,000 new pilots will be hired in the next 10 years.
- Corporate aviation is growing between 3% and 5% a year.
- New pilots are also needed for the commuter and regional segments of aviation which are growing by 10% a year.
- More and more pilots with civilian backgrounds are being hired by the airlines. Commercial and ATP licenses and instrument ratings have increased dramatically in the past 3 years.
- The average income for corporate pilots is \$55,000 a year and for commercial pilots, \$90,000 a year.
- Women earned pilot certificates in 1990, many of them opting for commercials. The number of female licensed pilots is up 33% and the number of women with commercial licenses is up 27% in the past decade.
- Women and minority pilots are being recruited. Nearly 4% of all new airline pilots hired in 1989 were female.
- A 1989 national research study showed that people in 3.6 million households expressed interest and thought they had the ability to learn to fly.
- People who want information about careers in aviation can call: FAPA at 800-JET-JOBS or the AOPA at 800-USA-AOPA.

(Above info is from the Aviation & Space Education Newsletter.)



Ladybirds—The Untold Story of Women Pilots in America, by Henry M. Holden, with Captain Lori Griffith. This is a book on excellence and achievement and success and chronicles women in early aviation, but concentrates on today's women flying for the commercial airlines, military, and the private sector.

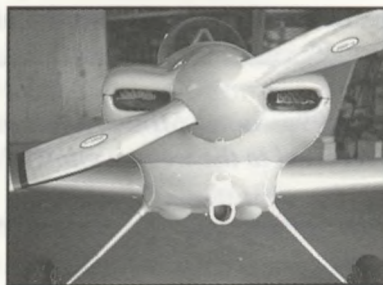
This book is for anyone looking for role models, inspiration, motivation, and proof that you can reach for your dreams and make them come true. *Ladybirds* will put wings on someone's dream.

Available from The Black Hawk Publishing Company, P.O. Box 24, Mt. Freedom N.J. 07970-0024. \$19.95 + \$2 for shipping.

The Chicago Area 99s, in cooperation with the Illinois Department of Transportation, will again sponsor a two-day Aviation Safety Seminar at Allgauer's Holiday Inn Crowne Plaza on Milwaukee Avenue in Northbrook, IL. The dates are Friday, January 17, 1992 at 7:30 PM and all day Saturday January 18th beginning at 9 AM. Come for the entire program or for any part. We are arranging for many interesting speakers. Advance registration for lunch is appreciated. Contact: Cindy Wenk at 708-234-8438. Transportation provided from Palwaukee Airport.

Submitted by Mary Lou Mueller.

The Light Aircraft Manufacturers Association (LAMA) and the Annual Outstanding Individual Manufacturers Award *Story and photos, Ann Cooper*



LAMA presented their award, the first of an annual "Outstanding Individual" award. It is intended to bring attention to Kit Aircraft Manufacturers who are considered by other kit manufacturers and builders to have brought business integrity, innovation, and high quality to the amateur-built aircraft community. Selected by nomination by other manufacturers and the members of various chapters and clubs in the USA, Canada, and overseas that build aircraft from the manufacturers' products, the prestigious award went to Dick VanGrunsvan, President of Van's Aircraft, North Plains, Oregon. VanGrunsvan, who produces the RV family of airplanes, was selected for "the sacrifice and dedication necessary to succeed in the kit aircraft market; for quietly going about the business of designing and selling kit aircraft that provide safety and excellent value; for exceptional builder support; and for delivering what is promised."

For almost twenty years, VanGrunsvan has been a steady and significant contributor to General Aviation and the Kit Aircraft Movement. He has avoided slick marketing schemes and has relied on customer satisfaction and word of mouth advertising as his primary marketing strategy. LAMA thanked Dave Martin, Editor of *KITPLANES*, and Tom Poberezny, President and

Ben Owen, Informational Services Director, EAA, for their support in this endeavor.

Dick VanGrunsvan delivered an acceptance speech at the Theater in the Woods during the EAA's famed "Oshkosh," the Fly-In and Convention 1991, Oshkosh, WI. He said, in part, "I am genuinely thrilled to be receiving this award, particularly because the selection was made by my peers, the kitplane designers of America, whose collective talents I respect immensely. I think we can all agree that the quality and diversity of the kitplanes now being offered demonstrates that good old Yankee ingenuity is alive and well and can succeed and prosper, if given a chance."

"...I feel that the one word which best summarizes the success of my company and its kitplanes is 'value.' Aircraft performance and handling qualities, customer service, and material worthy of the kit itself are all encompassed in this one word. It is a good word by which to evaluate all aspects of general aviation."

"The demise of the lightplane industry has been blamed primarily on the high cost of product liability claims and insurance. However, I feel that it was also due in large part to the decline in value of the product. Low performance airplanes at ever increasing costs do not represent a good value. Buyers eventually realized this and quit buying. We in

the kitplane industry should heed this lesson. We should always remember that our aircraft, whether they are sleek speed demons or simple puddle jumpers, must represent a tangible value to the customer or they will fail in the marketplace.

"The same applies to all other aviation products and services from flight training, to avgas, to avionics, and to airport tiedown fees and hangar rent. If they don't have an obvious utility in proportion to their cost, they don't represent a good value."

"...The same applies even to aviation journalism. If the written word is not thorough and accurate, it not only has no value, but can even be counterproductive. Aviation journalism plays such an important role in aviation education that we should not print or accept anything second rate."

"And, as for pilots, their ability to fly precisely and safely is of very real value to themselves, certainly to their passengers, to their fellow pilots, and also to the image and future of private flying."

"Reading between the lines, you can see what I think to be some of the problems of general aviation." Now for my ideas of what will be necessary to strengthen and improve it. ..."

Some solutions by Richard VanGrunsvan will be continued in our next issue—February 1992.

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