

# NINETY-NINE News



Magazine of  
**The Ninety-Nines Inc..**  
International Women Pilots,  
April 1992

**CREW COORDINATION  
and  
A SHORT FIELD CLINIC**



## PRESIDENT'S MESSAGE

## WHO IS WATCHING?



by Marie Christensen

Who is watching over aviation in the USA? Anybody? Originally the Federal Aviation Administration was charged with the responsibility to promote aviation and safety in our skies. Under the guidance of the Department of Transportation, today it actually thwarts the growth of aviation. It hinders the development of future pilots while trying to reduce the ranks of existing pilots.

Evidently pilots cannot be trusted, because the DOT and FAA have recently developed some "snitch" programs. First of all, they want you to snitch on yourself through the revised application for airman medical certification. That application now requires you to divulge every visit you have ever had with a "health professional" whether or not you ever received any treatment. Have you ever gone to see a doctor or "health professional" because of a condition you "thought" might be serious, only to find out it was nothing? Is it really necessary for the FAA to know about that visit? I doubt it!!

On that same form, they want to know all about your driving habits. Perhaps they are planning to pave the sky with four-lane highways. Otherwise, what pertinence does a driving record have? It is possible to understand aerodynamics; the airspace system; complex avionics, excel in airmanship and still get a violation filed against

you in an automobile while involved in a fender-bender accident or a speeding ticket for doing 40 mph in a 35 mph zone. Does that diminish your ability to fly? Are you guilty until proven innocent?

Evidently the DOT and FAA are a little concerned about the pilot reaction to their "snitch" form. On February 21, the Federal Air Surgeon, Jon L. Jordan, issued a report to airmen meant to reassure us of their good and pure intentions in devising the form. He also states you may be subject to FAA enforcement action for falsifying even earlier applications made by you. He concludes with this statement, "Remember that our goal is an aviation system that is accessible yet as safe as possible from the risks of human failure." Safe from human failure? Who does he think flies airplanes, robots? Or is that the point? Perhaps the FAA and DOT would prefer all airplanes be assembled with a mechanical drone already in place.

Why does the FAA want all this information? Or is it the FAA that wants it? Do they share this information with other governmental agencies such as the NTSB; IRS; DEA (Drug Enforcement Agency); FBI; CIA; Congressional Committees? Who else has access to this information? Who is watching and why do they need so much information that has nothing to do with our flying skills?

The newest "snitch" program involves Designated Pilot Examiners and students. It is quaintly called a "Pairing Program" and it allows the FAA to ASSIGN applicants for ALL check rides—to DPEs and/or FAA Inspectors on a rotational basis. According to the FAA, the DPEs don't have enough Failures and the implementation of this "snitch" program will allow them to check up on the DPEs. This is a test program in only three FSDOs: Anchorage, AK; Jackson, MS and Long Beach, CA. (However, the Chicago FSDO is also trying to implement it.) It is destined to be nationwide if successful (by FAA standards).

The FAA provides the DPEs with test standards in the Pilot Examiner's Handbook. Most DPEs conduct extremely com-

prehensive check rides according to these standards. Most DPEs also have a great deal of experience in many types of aircraft and have been a part of general aviation, airline or military operations throughout their careers. We have made great strides in improving the accident rate in the past ten years partly because of the dedication and experience of the DPEs. A majority of the FAA Inspectors must rely on the knowledge of flight they received at the FAA Academy. As a group they are inexperienced.

The pass/fail rate of the DPEs has been a nearly consistent 10% since 1984. From 1984 to 1988 the FAA Inspectors had the same rate. In 1988 the Inspectors suddenly experienced a failure rate of 32.5%. Today the DPEs still have the same standards and still have the same pass/fail rate of 10% but the FAA Inspectors now are failing 57% of Private Pilot applicants.

In 1988 when the FAA attempted to conduct all initial CFI tests, flight test scheduling was backlogged as much as six months and in some FSDOs the failure rate attained 90%. How do they think they could handle the increased workload of this program any better today than they did in 1988?

We, Americans, need to be concerned about what is happening to those governmental agencies that control our future (and present). How many ill-conceived programs can we tolerate? Remember the Microwave Landing System; Mode S transponders and TCAS? None of those programs have been successful and neither will these attempted "snitch" programs be a success. Is anybody in charge of either DOT or FAA? Does anybody know or care about what is happening? Who is watching?

My apologies to my many friends employed by DOT and FAA. There are a lot of wonderful people employed by both agencies but most do not have any control over the programs they must administer. You all have my sympathies for the way things are going. It is up to the rest of us to change things for the BETTER.





## YOUR LETTERS

From Shauna Megill, Montreal Chapter:

I could not believe the negative letter from Maria Faber on Operation Skywatch (*Ninety-Nine News*, January 1992). If anything can help to allay resentment of our wasteful, polluting form of recreation it is the performance of a public service while we are up there. Individuals who expose environmental violations incur resentment only from those who would poison our planet with impunity. Personally, I would wear the resentment of such people as a badge of honor. Canadian Ninety-Nines have run a flourishing Operation Skywatch in Ontario for many years, and their activities have earned them gratitude, not resentment.

Contrary to what Ms. Faber believes, those who are accused of environmental crimes are not threatened with bankruptcy, "regardless of guilt." In reality, guilty polluters generally have the money and influence to buy themselves immunity from environmental law enforcement. We all suffer as a result. The consequences of "environmental outrages" are not confined to the "private property" of the offender, but show up in our air, water and food. Furthermore, polluters often truck their poisons away under cover of darkness and dump them on someone else's land. Our Skywatch pilots have discovered many such illegal dumps. Do you really think that the pilot who finds, reports and leads to the removal of such toxic materials is going to incur the resentment of the landowner? I doubt it.

I fail to see how reporting environmental crimes will sully the good name of the Ninety-Nines. It is more likely to enhance our image, to counteract the impression of waste and self-indulgence and replace it with that of good citizens willing to place their special resources at the service of the wider community. Refusal to lend our aid to the common cause of cleaning up our planet is far more likely to brand us as heedless, irresponsible, self-centered, wasteful and unnecessary and to give fuel to anyone in the future who would seek to curb our "precious" right to fly.

From Merce Marti Inglada, Barcelona, Spain:

I am thrilled to be a member of the Ninety-Nines. I am a young woman from Barcelona and was in the United States (in

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## COVER:

**John and Martha King admit that a concept of Crew Coordination helps a pair of pilots to co-operate in the cockpit. "Before we tried this," said John, "sometimes we'd land and smoke would be coming from our ears!"**



Oklahoma City) in 1989 studying English. In March of 1990 I attended Bolivar Aviation (TN) where I received my Commercial and IFR Multi-engine rating in November of '90. I returned to Europe upon completion of my courses in the U.S. in order to begin working toward achieving my Spanish license. In Spain the American license is not recognized.

After one year and a half (and many hours of learning and practice) I finally received my Spanish Commercial and IFR Multi-engine rating in February 1992.

My future goals include to obtain the CFI and CII until I reach the ATP. I plan to do these in United States at Bolivar Aviation where I am so glad to have many friends. My decision to conclude my studies and certificates of aviation in the States, rather than Spain, has a lot to do with there being many more positive and possible opportunities; larger airports, good General Aviation, the size of the country and because it three times less expensive (for example, one hour of C-152 is \$120), in general, a more notable awareness where aviation is concerned.

I have only been a member of your asso-

ciation for 8 months and I thoroughly enjoy receiving the *Ninety-Nine News*. It has been an inspiration to me and my flying during this time in Spain. Thank you so much for that support.

Waiting anxiously to enroll in either the Memphis or Oklahoma Chapter upon my return to the States.

*Letters to the Editor are welcome. The deadline for publication in the Ninety-Nine News is the first of every month at which time the subsequent month's issue is being prepared. Letters should pertain to information pertinent to the Ninety-Nine News. They may be edited for space.*

Ann Cooper, Editor  
*Ninety-Nine News*



## NEW CERTIFICATES, RATINGS, and AWARDS

Ann Besley	Colorado	Commercial, ME
Patricia Jimenez	Colorado	Commercial, ME
Sheila McLeod	Colorado	Multiengine
Trine Jorgensen	Colorado	CFII, AMEL, MELI, Colorado State Patrol Trooper
Kennie R. Patterson	High Country	IFR
Phyl Howard	Oklahoma	AGI
Michelle Marceau	Oklahoma	Commercial
Debbie Cool	San Antonio	CFI
Beth Janssen	Space City	CFI
Mahaley Norris	Space City	Private, ME
Johnnie Eastman	Texas Dogwood	IFR
Sheri Marsh	Bay Cities	IFR
Patti Martin	Mid Columbia	Commercial
Linda Morrison	Greater Seattle	Commercial
Diana Stevens	Montana	Commercial
Karen Foster	Arkansas	Commercial
Pat Ditsch	Arkansas	Commercial
Jerry Cross	Arkansas	Commercial, ME

### WINGS Program

Mary Alice Tidwell	Purple Sage	Phase IV
Margaret Cosby	San Antonio	Phase IV
Sheila Drayster	San Gabriel Valley	Phase II
Kay Anderson	San Gabriel Valley	Phase I

**Our sincere apologies: In the Feb/Mar issue, 99 News, the photos of Harriet Fuller and June Leach were inadvertently reversed. We regret the error.**

### FROM your Editor, Ann Cooper

Ninety-Nines, please note: All news accepted for use in the Section News will be compiled from information sent by your Section News Reporters. Please have important data sent to your specific representatives by the third week of the month so that each reporter can meet the *Ninety-Nine News*' deadline of the first day of each month. The names of Section News Reporters submitted to me from Headquarters are as follows:

**NE:** Meta Wright Politi, 69 Flax Rd, Fairfield, CT 06430.

**NY-NJ:** Deborah Demcak, 8 Harman Rd, Edison, NJ 08837.

**ME:** Joan Niles, 1000 Shelburne Rd, Belair, MD 21014.

**SE:** Julia Hall, 118 Wimbish Way, PO Box 1274, Perry, GA 31069.

**NC:** Myrna Stephens, 30 Forest Gate Dr, Iowa City, IA 52240.

**SC:** Margaret Cosby, PO Box 141, Boerne, TX 78006.

**NW:** Anita Taylor, 7036-12th Ave NW, Seattle, WA 98117.

**SW:** Kathleen Browne, 5240 W Country Gables, Glendale, AZ 85306.

**Western Canada:** Barbara Meredith, Box 2354, Hope B.C. Canada V0X 1L0.

**Eastern Canada:** Nancy O'Neil Holden, RR #2, Essex Ontario, Canada N8CM 2X6.

## 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.

**ARROWOOD 6 Dana Estates Dr. Parlin, NJ 08859**



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## THE CREW COORDINATION CONCEPT

by Ann Cooper

Pilots John and Martha King decided, when their trucking business failed, to teach two-day aviation ground schools. Martha's idea was to try their luck at something that would be *fun* until a real career came their way. They are still having that fun!

Martha said, "Almost 20 years ago, we held certificates for Single- and Multi-engine land with instrument ratings. Within a period of two *months*, we added Commercial, CFI, CFI&I, Advanced and Instrument Ground Instructor and Multi-engine CFI in preparation and anticipation of the ground school business."

Familiar to most VCR owners and thousands who have pursued a course of home study via King videos, John and Martha King have become part of many pilots' lives. Prior to getting the videos taped, however, the Kings flew together for ten years of actual classroom teaching; conducting ground schools in a hectic schedule that placed them in 50 different cities in 50 weekends—multiplied by ten! They flew fifty round-trips alone between San Diego, CA and Fairbanks, AK!

"We were in a different city every weekend, lecturing in front of classes," Martha explained, "—commuters!"

"We set an exhausting pace and began to find it increasingly difficult to enjoy one another's company in the cockpit of our airplane," admitted John.

Pilots, and especially those who live together and fly together, are you listening? If you have felt some tensions and found flying together aggravating, you are NOT alone.

Sometimes it isn't *what* is said, it is *how* it is said. Sometimes it isn't what is *said*, it is what is *heard*.

A pilot and wife once asked for some instruction. "My husband criticizes my flying," she told me.

"I merely asked her, 'What are you doing?'" said the husband.

The wife, pilot in command at the time, *heard*, "What in the h\_\_\_ are you doing?" and felt intimidated.

Another woman, practicing cross-country techniques in preparation for her Commercial check, climbed away from the airport at Bemidji, MN, and became distracted by Minnesota lakes—in *every* direction. Her husband, professional pilot and right-seater at the moment, barked, "Where are you going? You're off course. Turn left 15 degrees." She started toward the left, struggling with the minor problem in mathematics and the major problem of intimidation and he growled, "Dammit! I said 15 degrees, not 50!"

She'd drawn a blank. She couldn't subtract 15 degrees from the heading. She couldn't even *remember* the heading!

It happens. There can be difficulties with two pilots sharing the front seat of the same airplane. Competition, irritation and intimidation CAN occur. Any of them can cause serious problems in communication. Occasionally, any of them can cause serious problems in piloting as well as in the relationship. The Kings found one solution.

"When both are pilots and both flight instructors," said John, "there is a great tendency for one to teach the other, despite who happens to be doing the flying at the moment. We honestly believe that the person in the right seat, not responsible as PIC

*continued next page*



## THE CREW COORDINATION CONCEPT, *continued*



*John and Martha King share the cockpit, filming for the King Accelerated Ground School Programs. They practice a crew coordination concept to enhance cockpit efficiency ... and their relationship.*

at the time, has an I.Q. that is about 50 points higher than the one in the left seat."

"The person in the right seat," added Martha, "can see every mistake about 30 seconds before the person in the left seat (who's carrying a greater load of responsibility) picks it up. It can be very frustrating to the left seater."

"With us," said John, "it was happening both ways. Both of us were correcting each other. Our goal was a fifty-fifty partnership in our business and in our flying, but we often ended our flights with smoke coming out of our ears. We admitted to a friend that sometimes we'd park the airplane and drive home without speaking to one another."

Their friend had recently obtained a type rating and had been taught the concept of Crew Coordination. He suggested that they practice the use of standardization: standard call-outs, standard procedures and standard terminology.

"Whenever Martha was low on the glide slope," said John, "I *used* to say, 'Martha, you're too darned low.' Now I say, 'Captain, sink four hundred feet below glide path.' We established a rule. When addressing the person in the left seat, we consistently use one word first—Captain."

"Acknowledging the authority of the other person comes first," explained Martha. "Then it is time to put in facts, not opinions. Facts are accepted as assistance in flying the craft, not as criticism. With advice or

opinions, the left seater gets focused on the criticism rather than on the remedy for what is actually happening. With the authority of the pilot-in-command readily acknowledged, a fact can be acted upon with no loss of ego, face, or whatever you want to call it."

The crew coordination concept doesn't pertain solely to instrument pilots or a cockpit that requires two crew members. It can include the intricacies of an instrument approach in something as sophisticated as the King's Citation jet or it can deal with fuel management, headings, altitudes, airspeeds, radio transmissions, navigation, weather information, scanning for other aircraft—any and every aspect of the simplest pleasure flight.

"Use standard procedures," said John, "and agree in a prior briefing—that a call out will be offered if PIC gets 300 feet from the glide slope, for example—so that call outs won't be misconstrued as criticism. After having bought our Citation, our real satisfaction has come from achieving teamwork. Much of what we have learned, when an aircraft requires a pilot and co-pilot, is crew coordination and we gain satisfaction in becoming a well-oiled team. *Anyone*, as a flight instructor, can reduce another to point zero I.Q. and *anyone* can be reduced to a babbling idiot by someone else intimidating them in an airplane. It is sad."

It is unnecessary and it is counter-productive to safety and perhaps to sanity! John King admitted, "As a flight instructor, one of the things I had to learn was *NOT* to intimidate people. My personality tends to do that and I have to work very hard to limit it. I wasn't getting desirable results when I came on strong—not with a flight student, not with my wife."

The Kings have learned to share the cockpit. Can we all say the same? John said that one of the things they find special about teaching aviation is that they are working with people who are focused on flying, it is what they are *doing* with their lives at the time. He agreed that flying selects special people: goal oriented, capable, caring, motivated people.

He might have added, competitive people. Can competition be curtailed? Give the concept of crew coordination a try.





# CELEBRATE THE LIFE OF EDNA GARDNER WHYTE

by Ann Cooper

Edna Marvel Gardner was born in Blue Earth County, Minnesota, November 2, 1902, the year before Orville and Wilbur Wright made their celebrated powered flight. Little could her parents, Walter and Myrtle Gardner, anticipate the fervor with which their baby daughter would one day take to the sky.

Born to a "man's world," discrimination sparked Edna's determination. It wasn't until she was 18 years old that women in the U.S. finally earned the right to vote. Imbued with more than her share of competitive spirit, Edna formed a lifelong desire to prove unequivocally that a woman should be entitled to every opportunity and advantage accorded a man. Inspired by newspaper articles that described the exploits of courageous Katherine and Marjorie Stinson, pilots and flight instructors for the male aviators of World War I, Edna yearned to similarly prove her worth and the worth of women.

Edna Gardner Whyte obtained her Private Pilot certificate in 1931. During her lifetime, she counted thousands of flight hours and, as a CFI, taught a host of flight students, among them the men that would fly for the military in World War II and the men and women who would pilot commercial airlines that she had hoped to fly. With indomitable spirit, she managed three airports, won over 126 trophies in more than 300 air races, was elected to four Halls of Fame and received countless awards. Honored with the Charles Lindbergh Lifetime Achievement Award, Edna was selected as an Honorary Member of the Order of Daedalians, received the prestigious Godfrey L. Cabot Award from the Aero Club of New England, and was a past International President of the Ninety-Nines. A member of the OX-5, the United Flying Octogenarians and the International Women's Air and Space Museum,

Edna was the 10th woman in the free world to solo a helicopter and a Charter member of the Whirly Girls. She held single- and multi-engine ratings for fixed-wing aircraft and was certificated in gliders and seaplanes. In June 1992, she was to have been one of the select, an "Eagle" at the annual Gathering of Eagles, Air Command and Staff College, Montgomery, Alabama.



The walls of her home bear silver, pewter, gold and wooden trophies that attest to her piloting—primarily racing—expertise. Mountains of newspaper and magazine clippings and an extensive list of speaking engagements attest to her experience and popularity. Sought as a flight instructor, Edna continued to teach students until she lost her medical at age 87. She taught flying, racing, and aerobatics to the grandchildren of her first students.

Featured in Charles Planck's *Women With Wings*, in Charles Kuralt's *On the Road With Charles Kuralt*, her autobiography, *RISING ABOVE IT*, as told to Ann Cooper, was published in October 1991. Edna had a few months in which to savor the attention it generated, an adulation that she rightfully deserved.

Among the messages received from

her many associates, relatives and former students were messages from those Edna held in high esteem.

Anne Morrow Lindbergh wrote, "The story of a courageous and adventurous pilot—an inspiration to all women."

Bobbi Trout said, "So happy you are authoring the life history and fabulous accomplishments of my longtime friend, Edna Whyte."

From Jeana Yeager, "Many thanks to you, Edna, for your courage and determination that opened the World of Aviation for so many. You stand as an inspiration to others who share the Love of Flying."

H. Ross Perot, Jr., wrote, "Edna Gardner Whyte's spirit, determination and courage are a model for anyone who isn't afraid to work hard to turn dreams into reality."

Cliff Robertson said, "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 an eagle."

Edna Gardner Whyte died February 15, 1992, after a prolonged illness. If desired, contributions can be made to the American Cancer Society, the American Heart Association, The Ninety-Nines, Inc., or the International Women's Air and Space Museum in her memory.

It was fitting and touching that a Missing Comrade Formation was flown in her honor. Her pink Cherokee pulled up and away from a formation that included two Stinsons and a Cessna 185 in a final salute to Edna Gardner Whyte.

To live life fully and to look forward to each day is to celebrate her life.





## NEW HORIZONS

### ALMA GALLAGHER SMITH

Alma lost her long battle with cancer in October 1991 and flew on to new horizons. Alma, editor and publisher of the *Laconia Citizen*, was a charter member of the Northern New England Chapter, past Chapter Chairman and New England Governor. She served on the New England Air Race Board and was active in the Aviation Association of New Hampshire and community affairs. She was a flight instructor and taught Naval Air students in the WTS during World War II. As a newspaperwoman, Alma traveled extensively with the Strategic Air Command covering their global operations. She combined her interest in aviation with her newspaper work and did much to promote the Ninety-Nines, aviation, and the local airport. Her gentle ways and loyal support are missed by all. *Submitted by Jean Batchelder.*

### BARBARA DAUFEL

On January 18, 1991, the Ninety-Nines, aviation, and the Columbia Cascade Chapter lost a very dear friend, Barbara Daufel. Her dedication to aviation, if not widely known, was known to those close to her. She loved flying and never missed an opportunity to go aloft. Each Section meeting she attended was filled with laughter, sharing memories, and making new friends. She will be missed. *Submitted by Anita Hapka Taylor.*



*The Aviation Art of Steve Kidd.  
Steve Kidd can be reached at 36  
Logan Drive, Princeton, NJ 08540*

## NOTAMS

The Grievance Committee has finalized the rules and guidelines under which it will operate. The rules have been sent to all Governors and Chapter Chairmen. If you wish more information, please contact your Chapter Chair, your Governor, or International Headquarters.

Jayne Snook heads a World Contest Fund for Cecilia Aragon, P.O. Box 8582, Berkeley, CA 94707-8582. Jayne reported that in September, Golden West Chapter Ninety-Nine, Cecilia Aragon, won a place on the U.S. Aerobatic Team, headed for Le Havre, France. Team members are expected to pay a large portion of the cost of transporting their aircraft to Europe and, Jayne said, "The plain truth is that Cecilia cannot afford this additional expense and needs your help. As an aerobatic competitor, Cecilia has been working two jobs to pay for her practice time and aircraft. She is struggling to finance the two to three months of intense training and time away from work required to participate in the World Aerobatic Contest. We have formed the World Contest Fund for Cecilia Aragon to help send Cecilia to France to represent the U.S. at the World Contest. Won't you please consider helping us?" \$50 = Two cases of oil; \$100 = Avgas for five practice flights; \$200 = One month hangar rent; \$500 = Handheld radio for airplane. Jayne Snook can be reached at 415-751-4746 (home) or 510-987-2456 (work).



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

## NOTAMS, *continued*

Mrs. Retha McCulloh Crittenden, Charter Member of the Ninety-Nines, is currently in a nursing home at CAMLU CARE CENTER, Room #107B, 1802 S. 31st Street, Temple, TX 76504. She would love to hear from the Ninety-Nines!

Members of Coachella Valley and Imperial So-Lo Chapters are hosting the Southwest Section Meeting, May 29-30-31. Concerned that those interested in attending might miss the news that the hotel has changed its name and telephone number, the co-hosts have issued this NOTAM. The hotel is the Palm Springs Riviera, 1600 N. Indian Canyon, Palm Springs, CA. The telephone numbers are: 619-327-8311 and/or 800-444-8311.

**NEW AE COMMEMORATIVE AIRMAIL COVER AVAILABLE.** Honoring Harriet Quimby, 1st licensed American woman pilot and, 80 years ago, the 1st woman to fly the English Channel, the 99s' AE cover is the original 1963 8¢ AE airmail first day cover with the beautiful 50¢ Harriet Quimby airmail stamp added. Available as \$20 tax deductible donation to AEMSF. Send check and stamped envelope to: Alice Hammond, 15 Oakdale, Millville, NJ 08332-2438.



**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, NJ 07970-0024.

\$19.95 + \$2 for shipping.

## North Central Section News

Reporter Myrna Stephens wrote that the **Chicago Area Chapter** members are involved with Air Bear. Nancy Haraldson, Mary Lou Mueller and Barb Muehlhausen presented the program at several schools. Beverly Blietz toured Waukegan Airport with Girl Scouts and Beverly Greenhill gives tours of the Palwaukee Airport. The **Chicago Area Chapter's** IFR-VFR Safety Seminar attracted over 455 pilots, 50 companions and 17 exhibitors and vendors. Congratulations to Chairperson Madeleine Monaco and all involved. Chicago Area Chapter members welcome Kim Harms who has a Commercial license with instrument and multiengine ratings and Lisa LaScola, a new pilot. A special mention of the Chicago Area's generosity at Christmas: members brought toys and clothing to be donated to underprivileged children to a party hosted by Mary Krautkramer and, at another hosted by Mary Lou and Ted Mueller, Christmas trees and wreaths donated by Norma and Art Freier were sold.

**Indiana Chapter** members will assist in the American Cancer Society Daffodil Days, distributing flowers around the state from Lafayette to Indianapolis to Evansville. **Indiana** members are proud of the membership booklets completed and distributed by Nancy Warren and their nominees for **North Central Section** Governor's Awards include Betty Nicholas for Service and Dick Kennard for the 49 1/2 Service awards.

**Southwest Section** Reporter Kathleen Browne wrote that the **Aloha Chapter** members heard Roy Matsuda, a National Weather Service forecaster and Tony Press, officer in charge of Barber's Point high altitude chamber. Contacted for aviation mentors for the Annual Girl Scout Conference, Tweet Coleman, Carol Read and Mimi Tompkins handled the aviation phase of career planning. **Aloha Chapter** members planned a helicopter demo ride for the March fly-in and a repainting of the compass rose at Dillingham was also on the agenda. Aloha's Nona Meinen, Anna



## SECTION NEWS, continued

Esser, Lois Luehring, Kathy O'Brien, Nelwyn Choy, Caroline Takahashi-Kang, Teri Soine, Lindy Boyes, Lois Russell, Sue Hillerman, Bev Haid and Dotty Kelsey from Oahu participated in the annual "Cookie Caper." Participants from the rest of the islands were Janet Baldwin, Sara Hayer, Terry Rowe and Carol Read. The Aerospace Museum in the Honolulu International Airport terminal was officially blessed December 6th. Docents for the occasion were Lindy Boyes, Nelwyn Choy, Vivian Fagan, Lois Luehring, Sara Mayer, Nona Meinen, Lois Russell and Marion Smith, who all favorably impressed the managers of the Aerospace Museum. Chapter member Terry Edwards has resigned her Army commission and is heading with husband Steve to Long Island where she will be the anesthesiologist at a small hospital. (Are you listening, Long Island Chapter members??!!)

A Poker Run and a Flying Companion Seminar are on tap for members of the **Antelope Valley Chapter**. An overnight

fly-in was scheduled by members of **Antelope Valley**. The destination? Solvang. Also on tap is an airmarking for Inyokern Airport. The speaker at the January Chapter meeting was Pat Carey.

**Arizona Sundance Chapter** members will hold the 9th Annual Shamrock Air Derby on April 25th. New member, Linda Blair, is welcomed. She flies a Stinson Voyager, 1946 vintage. A joint airlift with **Arizona Sundance** and **Phoenix Chapter** members was planned to commemorate the Chapter's 10th anniversary.

Despite fog, the Tower Tour of the members of **Bakersfield Chapter** went well. Mary Lou Romagno, Joan Paynter, Pat Church and Jody Hisaw met to distribute goodies to the tower and flight service station attendants. A thank you plaque was presented to Coffee Brewing Service for their support and donations to 99s' events. **Bakersfield** members planned to serve refreshments at an FAA Safety Seminar.

Eight **Bay Cities Chapter** members

airmarked the airstrip at Schellville, CA. Fione Smith painted a small 99 logo with her deft fingers, a small paintbrush wasn't available. **Bay Cities Chapter's** activities director Gerda Ruhe prepared a visit to the Bay TRACON Center with twelve members in attendance. The Annual Right Seat Seminar featured 8 classes: Pat Chan, Marilyn Schuyler, Gerda Ruhe, Shari Marsh, Joyce Wells, Carole Regan and Catherine McMahon conducted the classes and 33 students received certificates of attendance.

Twenty-one attended the Flying Companion Seminar hosted by **Cameron Park Chapter** members with kudos to Pat Collins, Nancy Martino and Betty Kohler and thank yous to Marion and Bob Tanger of Mr. Aircraft for the use of their facilities. Bud Anderson planned to offer "Take Off Performance and the Stabilized Approach" and the FAA planned to present a film on "Uncontrolled Airport Operations." Jeannette Bell has moved to Crescent City, CA, just south of the Oregon border.

Elect

DORIS ABBATE



DIRECTOR



*"Address issues  
Activate talents  
Appreciate efforts"*

— DORIS ABBATE

**Democracy with decorum**

**Activates non-USA constituents**

**Sensitive to individual 99s**

**Concerned, accountable, impartial**

**Commitment to 99s and Directorship**

*Long Island Chapter, New York-New Jersey Section enthusiastic. Charter Member Doris Abbate. Doris is for the organization, not herself. We feel confident that the majority of members will believe as we do. Doris has the extraordinary ability to lead us toward our continued worldwide growth.*

International: 1988-1990 Secretary, Date Coordinator \* Standing Rules Chair \* Nominating Committee \* Initiator International Section Meetings  
Read & Condense Minutes Chair \* USPFT National Coordinator/Council \* WPFC World Precision Flight Championships Steward \* USPFT Finalist  
Honoree Forest of Friendship \* Life Member joined 1961 \* Corp. Experience \* Comm/Inst ASEL  
NY-NJ Section: Governor \* Vice Governor \* Secretary \* Treasurer \* Revise Bylaws Chair \* AE Scholarship Chair  
Member of National Association of Parliamentarians (NAP) \* American Institute of Parliamentarians (AIP)



**SECTION NEWS, continued**

Borrego Springs was a scheduled fly-in destination for members of **Coyote Country Chapter**. Terri Brubaker spoke on "Flying to Santa Monica Airport" as part of the preparation for a future fly-in to Santa Monica for a visit to the Museum of Flying. Betty Gillies, Charter 99, is to be the guest of **Coyote Country Chapter** in May.

Mark Conley presented "Operation Sunbreak" to members of El Cajon Chapter. Conley is an air traffic controller at Gillespie and the presentation was developed to improve pilot skills and increase safety at the field. Those in attendance included Doris Ritchey, Susan Vukelich, Charlie Cordell, Jan Gammell, Dottie Sanders, Bob Davis, January Riddle and Friend Bill, Frankie Clemens, Brenda Moore, Bill Moorg, and Noreen Crane.

**Fullerton Chapter** members planned to paint trash cans at the Fullerton Airport as a community service project. SAC held the annual Southern California Invitational Safecon with approximately

20 aircraft from 6 colleges. **Fullerton Chapter** members Jan Nievesky, Annette Smith, Evelyn Craik, Kim Ernst, Muriel Unruh, Pat Savage and Denise Jennings assisted with the judging. The "Barrels of Fun" project at Fullerton Airport was a success. Articles and photos appeared in the *Fullerton News Tribune* and the *Star Progress*. Thank yous to Sylvia Paoli, Muriel Unruh, Winnie Houston, Jan Nievesky, Annette Smith, Pat Savage, Anne Kocherhans and Denise Jennings. Fullerton's Anne Kocherhans conducted a workshop at the Annual Girl Scout Troop Leader Training Seminar and gave a presentation describing the monthly Girl Scout Airport Tour. In January, Jan Nievesky, Sylvia Paoli, Annette Smith, Lynne Hsia, Kim Ernst and Denise Jennings visited the Planes of Fame Museum. On tap was: a pancake breakfast at the FAA Safety Seminar and Fullerton Airport Day at which airplane rides were planned. A guest speaker was Bill Griggs, owner of the AFI FBO at Fullerton Airport.

**Imperial So-Lo Chapter** members note that San Felipe is becoming a popular Airport of Entry. A joint meeting with **Coachella Valley Chapter** members was scheduled. **Imperial So-Lo** members decorated a multi-purpose room for a Blue Angels Appreciation Luncheon.

Members of the **Hi-Desert Chapter** anticipate Apple Valley High School Career Fair. They plan to share the love of aviation and encourage students to consider aviation careers.

**Long Beach Chapter** member Jean Schiffmann is moving to Washington state. She will remain a chapter member and will visit when able. Ginger Graham has been appointed treasurer for the remainder of the term. **Long Beach** members Mary MacDonald, Mary Pinkney, and Jacquie Sprague attended the winter Board meeting. An IFR Refresher Seminar with Rod Machado was planned. Nikki Tennant has the task of Airmarking Chair. Laurel Romm just acquired her California teaching

## Take the ? out of "What are the Ninety-Nines?"



# Margaret Cosby

for International Director

She wants *everyone* to know who we are by developing:

- A Public Relations Program—for Headquarters, Sections and Chapters.
- Short- and Long-Range Plans—*spelled out*.
- Professionalism—all areas of the Corporation.
- Resource Material for Chapters—to support purposes and programs.
- Sub-Committees to Develop Material for—Clubs, Schools, Radio and TV.
- Concerted Legislative Effort.
- Greater Rapport between U.S. and Overseas members.
- Utilization of Council of Governors

## VOTE: MARGARET COSBY

FOR PROFESSIONALISM, DIGNITY, PROGRESS





## SECTION NEWS, continued

credentials for secondary schools in math and sciences. A fly-in was planned to Stove-Pipe Wells in Death Valley.

**Los Angeles Chapter** members planned a fly-in to Lake Havasu. Mark Bender gave a video presentation of his ferry flight to England, a talk about navigation and the story of a group flight of Long-EZs to Mexico. **Los Angeles** members celebrated the chapter's 60th birthday, March 10, at Magic Castle.

**Marin County Chapter** members discussed a proficiency air race and an IFR Refresher Seminar. Airmarking was on the agenda for Yuba County Airport with 108,000 square feet that required paint! **Marin County** member Phyllis Manning is recovering from a bicycle accident that required an air rescue from Tilden Park. Our best to Phyllis. Cindy Pickett and Rosemarie Vanusa are welcomed as new members. Welcomed, too, is 66 Brooke Austin, now a 99.

**Mount Diablo Chapter** members participated in a Christmas donation program for the Battered Women

Alternatives. A fly-in was planned for Booneville.

**Monterey Bay Chapter** members planned a fly-in to Columbia. An open house is planned at SNS Airport and the chapter will be working with EAA and SOPA on this project, which includes FSS and Tower tours and airplane rides. A WVI fly-in is planned for May and the chapter members will have a booth with a strawberry menu. A Membership Drive was kicked off in March. Looking ahead, **Monterey Bay** members will co-sponsor the Great Pumpkin Classic in October.

An open house with a panel on women in aviation was planned for March by members of the **Mount Diablo Chapter**. Elaine Yearly and Kristi Mansel presented an Eagle/Air Bear program at the Wren Elementary School in January. Despite efforts of the **Mount Diablo** members, the FAA approved construction of a discount store at the approach end of 32 Left.

New 66s at the **Mount Shasta Chapter** are Molly Balcolm, Tammy Richens,

Billie Jo Robuck, and Judy Hall who soloed in January. The airport director for Redding Airports, Doyle Ruff, was the speaker at a **Mount Shasta** meeting. Ruff is a former Thunderbird pilot. Compass rose airmarking was planned for Benton.

**Orange County Chapter** membership has been changing: Allison Edwards, Christina Evanson and Gretchen Lindelof are new members. Beverly Niquette and Kathi Anderson moved to Idaho and Anne Stephens (Malone) married and moved to Bakersfield. Jan Peterson (Pederson) and Linda Eldridge (Barker) were married. **Orange County's** Chris Stulik, Jan Pederson, Beverly Allen, Cynthia Shofer, Eleanor Todd, Marianne Sotiell have been giving tours of the John Wayne Airport on behalf of the Airport Arts Commission. The groups range from school children to adults. Orange County's Charlene Hengesh made her Beech Starship available for tours; Lynn Carlson gave a presentation on her transAtlantic flight in a Rockwell from

### Sky-writing an open letter to you... from Diane Cozzi, candidate for Vice President



**Diane Cozzi**

Current International Director  
Dedicated 99 for almost 20 years

*"My goals are to promote the Ninety-Nines world-wide, and to carry out the wishes of the membership. I believe in totally open communication between membership and headquarters. I believe a position of leadership should be one of guidance, where ultimate decisions are in the members' hands. I believe we should recognize the achievements of our professional members, including flight instructors who are promoting aviation every day. Yet we must not forget the contributions of the grass roots members that make up this organization."*

*"Flying and friendship started the Ninety-Nines... and though we have grown and progressed in extraordinary ways, let's not forget that we draw our basic strengths from knowing each other."*



**SECTION NEWS, continued**

Gander, Newfoundland to Guernsey, England, via the Azores.

A tour of the Aerospace Museum for high school and college students was planned by **Palomar Chapter** members. Thank yous are extended to Marti Show, Carolee Sansone, Ami Erickson, 49 1/2s Ivan Show and Russ Erickson, Patty Haley, Dolores McComas and Charlotte Lindner for a January Air Tour. The speaker for March was from the EAA. **Palomar's** Anne Sandall received her commercial license and she and her charter company are just about ready to fly. Robin Gartman, Anne Sandall, Carolee Sansone and Charlotte Lindner were among the 160 pilots at the AOPA Weather Seminar. Charlotte Lindner has taken the big step and is now the proud owner of N1477F.

A Scavenger Hunt Poker Rally was planned by **Phoenix Chapter** members. Cynthia Lawson of Embry-Riddle Aeronautical University, Sky Harbor Campus, spoke at a **Phoenix** meeting. Nancy Nay is doing her annual Climb the

Mountain for cancer research. Two new 49 1/2s were inducted: Wes Griffith and Faver Eaton. There are 4 applicants for the chapter scholarship from Arizona State University.

Jeannette Bell has transferred to the **Redwood Coast Flyers Chapter**. The fund-raising raffle of the framed print *Then and Now* made \$100 for the scholarship fund. The new **Redwood Coast Flyers Chapter** logo is available for putting on clothing. A fly-in to Covelo is being planned for May 16th.

Melissa Snyder, **Redwood Empire Chapter** member, passed her instrument checkride. Cinda Weber was scheduled for her IFR check, also.

**Sacramento Valley Chapter's** Miriam Burcham donated a signed and numbered print of Amelia Earhart and her airplane's last flight. The proceeds of the raffle go toward the financing of the spring 1993 section meeting. A fly-in was planned to Petaluma and another to Feather River Inn. A joint meeting with the Zontas was planned by members of **Sacramento**

**Valley Chapter** with the guest speaker a woman pilot on active duty during Desert Shield and Desert Storm. May 2nd is the Executive Air Fair. 99s hope to offer flying education, cookie sales and videos.

**San Fernando Valley Chapter** members toured Abel Aircraft and Abel Avionics at Whiteman and learned about aircraft maintenance. Helen Pillars has earned her "wings." **San Fernando** members will be involved with the Pomona Valley Air Fair; a Mystery Fly In, and, at the 40th Anniversary Party of the Chapter, Verna West presented her slide history of the Ninety-Nines. 21 attended the "Cookies to the Tower" run. New members are welcomed: Barbara Holowaty, Teresa Howell, Myrna Megdal, and Helen Pillars. Mary Yarnell has transferred to Atlantic Coast Airlines and is also a first officer on a Brasilia. A Flying Companion Seminar is planned and a Salute to Youth that will be held at Palmdale Airport on April 25. The Valley Air Derby is in



**Lois A. Erickson**

*Elect*



**Lois A. Erickson**

*International Secretary*

◆ **FULLY QUALIFIED**

- 22 years veteran of The Ninety-Nines, Inc.
- 21 years experience in office - Chapter & Section
- Southwest Section Governor, Vice Governor, Treasurer, Secretary
- Degrees: BSN, MBA
- Member - International Flying Nurses

Private / Instrument Rated Pilot • Experience: Chapter Secretary on Chapter level in both North Central and Southwest Section. Secretary, Southwest Section. Member: International Council of Governors, International Grievance Committee, Council of Governors Correspondent to the Board of Directors.

**" UNITY IN DIVERSITY "**

**Lois's Goal** - *To recognize, elevate and encourage the participation of all members in the governing affairs and policies of the organization.*



**SECTION NEWS, continued**

September. A Fly-in to Santa Paula with plans for a joint scavenger hunt on the airport with Santa Paula 99s was scheduled.

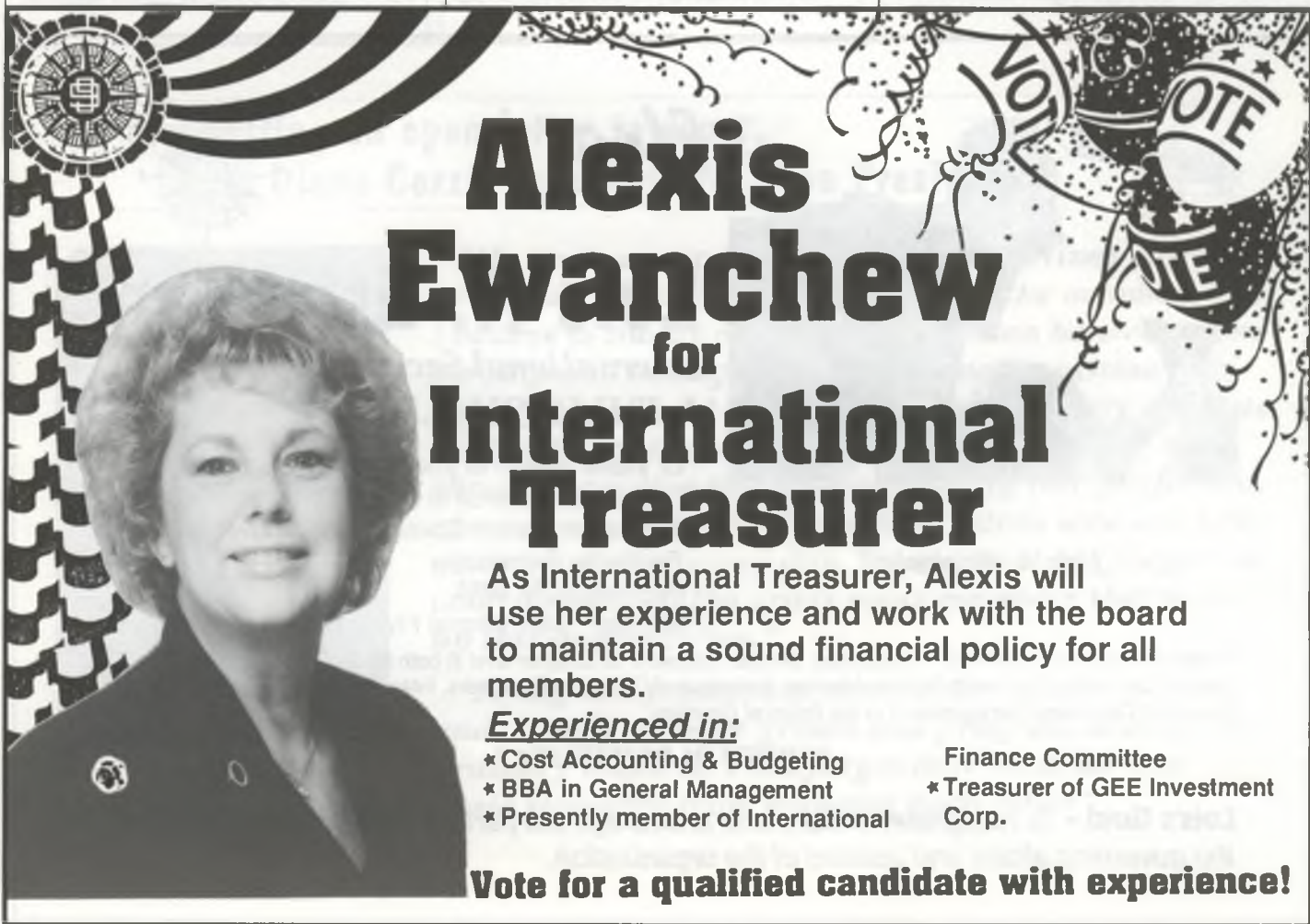
Kudos to **San Gabriel Valley Chapter** members Jean Bustos and her daughter Lisa, Helen Blanchard, Sheryl and Bob Sandhagen, Isela Rios, Sheila Drayster and Kay Anderson and all the chapter members who distributed the flyers for the Poker Run—a tremendous success. Thank yous to Joe Spillane and Chuck Bender at Apple Valley, Mark Oune and Chris Reiger at El Monte, Maureen Oster and Ruben Campos at Brackett and to COMARCO and project manager Bobbi Thompson for the barbecue. **San Gabriel's** Colleen Campbell has been taking aerobatic lessons at John Wayne. The Chapter sponsored a "Greasy Thumb Day" in March. San Gabriel members had a booth at the Cable Air Show and hosted Bill Lishman, contemporary Canadian wildlife sculptor and flier. A fly-in was planned for Peppermill Resort and Casino

in Mesquite, NV.

**San Luis Obispo County Chapter** members are expecting to be called upon to assist at the fly-in at Paso Robles sponsored by the Confederate Air Force and the Airport Day at San Luis Obispo Airport in May. An airmarking of the Paso Robles Airport was planned as was a Flying Companion Seminar. **San Luis Obispo County** members are trying to locate all former members for the 25th anniversary reunion in 1994.

Jean Potter Chelnov, author of *The Flying North*, a book on early Alaskan bush flying, was the guest speaker at the **Santa Clara Valley Chapter** meeting. Marcie Smith spoke on careers in aviation and aerospace, banner towing and astronauts to middle school students. A segment on Airborne Scientific North and South Polar Regions was offered in January. Joey Connell spoke on behalf of the 99s at the testimony of General Aviation contributions to the San Jose General Aviation Task Force. Welcome

to new members: Ann Sweeney, Marla Parker and Christina Johnson. **Santa Clara Valley** members will also be participating in the Whale Watch. Members are looking for items that can be used at a raffle for the San Jose State Flying Team. Annual Pasta Night was held in March and a Flying Companion Seminar held at San Jose State Aeronautics Department is on tap for April. Santa Clara Valley members Lois Letzring, Judy Owen, Marcia Patten, Debby Cunningham, Peggy Ewert form the Marion Barnick Memorial Scholarship Committee for 1992. Debby Cunningham helped to escort a class of 5th graders on an airport and tower tour. Santa Clara's Mardo Crane is *not* moving to Oregon. Seventeen 99s in 5 planes made a return trip to Frazier Lake to remark the taxiway. A barbecue was provided by Susan and Walt Windus and painters included Mayetta Behringer, Joey and Gene Connell, Jeanne McElhatton, Martha Shriner, Kirsten Nelson and



# Alexis Ewanchew

for

## International Treasurer

As International Treasurer, Alexis will use her experience and work with the board to maintain a sound financial policy for all members.

**Experienced in:**

- ★ Cost Accounting & Budgeting
- ★ BBA in General Management
- ★ Presently member of International Finance Committee
- ★ Treasurer of GEE Investment Corp.

**Vote for a qualified candidate with experience!**



**SECTION NEWS, continued**

friend Betty Patterson, Nancy Rodgers, Lois Letzring, Lisa Sensmaier, Judy Williams, Penny Hunter, Susan Windus and Barb Murren. A very similar slate of Santa Clara Valley members showed up at the Prescott fly-in: Mayetta Behringer, Grace Campbell and friend Chris, Michelle Eshow, Peggy Ewert, Betty Patterson, Nancy Rodgers, Martha Schriener, Marcy Smith, Judy Williams and Nancy Sliwa. A campus tour included the wind tunnel with a demonstration of air flow experiments and the library which houses over 4,000 scale model airplanes.

**Santa Rosa Chapter's** Anne Shelton, an attorney with a local firm, is the newest member. A recent meeting of **Santa Rosa** members focused on the Chapter Scholarship Program. Featured at a meeting was Major George Hightower, stationed for two years in China with the Flying Tigers.

**Sierra Foothills Chapter** members held a fly-out to Pine Mountain Lake. 66 Elaine Pecci and her husband Ted and 99 Kay Underwood and her 49 1/2 Jim constructed a new locked "shelter" for the aluminum can barrel. The monies collected from redemption of the cans provided income for the **Sierra Foothills'** chapter scholarship. Joseph Corning, new owner of the flight school at Placerville Airport was a speaker at a meeting and, at another meeting, Angel Flight was explained—for the transportation of non-emergency needy medical patients to diagnostic or treatment facilities.

Allen Reese spoke to members of the **Utah Chapter** on "RCs," remote control aircraft. **Utah** members Wilma Nichols, Jean Coffman, Linda Anderson and Judy Davidson have submitted APT forms. A scrapbook and hangar flying session was planned and an airmarking possibility for Mesquite, NV.

Margaret Cosby reported from the **South Central Section** that "Governor Pat Ward convened the Second Annual Mid-Winter Section Meeting in Oklahoma City with 19 of the 35 SCS Chapters represented with an average meeting attendance of 34. As always, 'the Guv' ran a marathon meeting with some

**CALENDAR of EVENTS****APRIL 1992**

- |          |   |  |
|----------|---|--|
| 3-5      | Cincinnati, OH  | North Central Section                              |
| 4-5      | Oneida, NY  | NY-NJ Section                                      |
| 5-11     | Sun 'n Fun, Contact: Barbara Sierchio   |  |
| 11       | Shreveport, LA  | Holiday and Dixie Airshow and Open House           |
|          | Contact: Sandra Shaw: (wk) 318-868-5375 or (hm) 318-865-0640  |  |
| 10-12    | Board Of Directors  | International Headquarters                         |
|          | Oklahoma City, OK. Contact: 405-685-7969  |  |
| 11-12    | Treasure Cay, Bahamas   | Columbus 500 Quincentennial International Air Race |
|          | Contact: 813-251-1115, FAX 813-251-4669 or  |  |
|          | BTO Pilot Briefing Center 800-327-7678  |  |
| 15-17    | Ann Arbor, MI   | Pinch Hitter Course                                |
|          | Sponsored by Greater Detroit Area Chapter. Contact: Susan Siporin, 313-661-4610   |  |
| 24-25    | Kings Dominion, VA  | Middle East Section                                |
| 24-26    | Wilmington, NC  | Southeast Section                                  |
| 24-26    | Edmonton, Alberta   | All Canada Sections                                |
| 24-27    | Dallas, TX  | South Central Section                              |
| 26-May 2 | Monroe, Louisiana   | NIFA   |
| 28-May 2 | 8th Annual Great Southern Air Race  |  |
|          | Sponsored by Florida Race Pilots Association, Merv Griffin's Paradise Island and the Bahamas Ministry of Tourism. Call 813-442-0995 |  |

**MAY 1992**

- |       |                  |  |
|-------|------------------|--|
| 2-3   | Pease AFB        | New England Section                                |
| 13-17 | Orlando, FL      | Annual Reunion P-47 Thunderbolt Pilots Association |
| 15-17 | Palm Springs, CA | Southwest Section                                  |

**JUNE 1992**

- |       |                             |                                    |
|-------|-----------------------------|------------------------------------|
| 15-21 | Berlin Brandenburg, Germany | International Aerospace Exhibition |
| 19-20 | Forest of Friendship        |                                    |
| 26-29 | Air Race Classic            |                                    |

**JULY 1992**

- |             |  |  |
|-------------|--|--|
| 8-12        | Kansas City, MO  | International Convention, Ninety-Nines |
| 31-August 6 | "Oshkosh" EAA Convention, WI                             |  |
|             | EAA Convention and Fly-In. For information: 414-426-4800 |  |

**AUGUST 1992**

- |       |           |                   |
|-------|-----------|-------------------|
| 20-23 | Salem, OR | Northwest Section |
|-------|-----------|-------------------|

**SEPTEMBER 1992**

- |       |               |                       |
|-------|---------------|-----------------------|
| 11-13 | Ann Arbor, MI | North Central Section |
|-------|---------------|-----------------------|

**OCTOBER 1992**

- |     |   |  |
|-----|---|--|
| 1-4 | Albuquerque, NM                             | Southwest and South Central Sections     |
| 4-7 | Las Vegas, NV                               | 344th Bomb Group Reunion, B-26 Marauders |
|     | B-26 Marauder Personnel sought for reunion. |  |
|     | Contact Carl Christ, 516-689-1689           |  |

**INDIA SECTION MEMBERS:**

*L-R, standing: Prem Mathur and Captain Saudamini Deshmukh; seated: Chanda Budhabhatti, Mohini Shroff, Dr. Bhagwati Oza, Priyanka Johri, Rabia Futehally.*

*Please turn the page*



## SECTION NEWS, continued

50 items discussed plus some chairs reporting and covering everything from the SCS-SWS Joint Meeting in Albuquerque to the 1996 World Precision Flight Team Competition. A highlight of the weekend was a visit to International Headquarters for which Loretta Gragg graciously opened on Saturday afternoon. Many members had never had an opportunity for a prior visit and everyone was impressed with the displays, equipment and improvements. After reviewing the memorabilia, skimming the scrapbooks and making purchases at the gift mart, the meeting was reconvened with International Secretary Lu Hollander presiding at the round table in the spacious Board Room. The meetings were ambitious and amiable and a feeling of unity prevailed.

The **Albuquerque Chapter** members are in the midst of master-minding a joint meeting of the **Southwest and South Central Sections** in combination with the annual Balloon Festival. Anna Taylor, at the SCS Midwinter meeting,

gave a mind-boggling rundown on the logistics. Without the assistance of Elaine Roderick, Chris Fisher, Jean Shepardson, Debra Falcon, Dave Adams, Casey Jones, Kevin Murphy, Albuquerque Chair Vickie Cox, Don Finn, John Daugherty, Jim Guthrie, Marilyn Seddon, Janice Jones, Joan Granger and Joanna Conrardy, **Albuquerque Chapter's** Pennies-A-Pound wouldn't have been the success that it was.

New members are welcomed into the **Colorado Chapter**: Louise Engblom who transferred from Nevada, Bonnie Weiss, Jennie Barclay, Lorraine Green and Denise Hixon. **Colorado Chapter** members plan to assist the Metro State Aviation Fraternity, Alpha Eta Rho, in their Spring Food Life. Members will collect non-perishable food and assist with the flight delivery to rural areas where there are no food banks. Lu Purdy, Membership Chair, has organized 8 Satellite Meetings of the Chapter (small, more personal meetings of those 139 Colorado Chapter members who live near

one another) that will substitute for the March general membership meeting.

**Dallas Redbirds** are gearing up to give a WOW of a Section meeting. A tour of American Airlines' Flight Training Academy, seminars on aviation careers, Civil Air Patrol Search and Rescue, Aerospace Education, the FAA Wings program, and 747 Captain Verne Jobst as the banquet speaker are some of the planned enticements.

**High Country Chapter** members gathered at Grand Junction Weather Service Station for a tour and highlights of new weather technology by Doug Crowley, meteorologist in charge. **High Country** members planned to fly to Farmington, NM, to meet with the **Albuquerque Ninety-Nines** and also planned an FAA Wings Program at Strand Aviation, Walker Field. Activities Chair Kennie Ruth Patterson is planning fly-ins for the summer. Andy Moffat, Larry Kempton and Tom Moore were inducted as 49 1/2s and new members were welcomed: Nancy Kelly, Ann



# FLY WITH A WINNER

## Pat Forbes for President

- Leadership
- Love of Flying
- A friend who can communicate
- Vice President '90 - '92
- 99 Treasurer and Finance Committee
- Member Cal Trans Ed Board
- Member Since 1969



"As Vice President, I have served as the Governor's liason, trade show coordinator, Board Representative to EAA, Product Sales Chair, and been a member of the Finance Committee; my experience has given me a good foundation for the presidency," PAT FORBES



### Position/Skills

- International Trade Show Director
- Product Sales Director
- SW Section Governor, Treasurer & Secretary
- Charter Member of Golden West Chapter
- Chairperson Powder Puff Derby Start - 1972
- Chairperson Mini Derby
- Chairperson SW Section Meeting
- Commercial License with Instrument
- Certified Flight and Ground Instructor
- Winner of the 1989 Pacific Air Race
- Member of Numerous Flight Organizations





**SECTION NEWS, continued**

Moffat, and Shirley Simpson, a transfer from Potomac, and her 49 1/2, Glenn.

Cheryl Sutton gave a program on Operation Skywatch to members of the **Kansas Sunflower Chapter**. Phyllis Blanton brought her quilt squares and everyone is pleased with the way it is developing and anticipates a showing before the '93 Section Meeting. Hays, KS, is one of the timing points of the ARC and **Kansas Sunflower** members look forward to assisting. Karin Cernik ferried a Robinson from the L.A. factory to Lubbock, TX in miserable weather all the way. Marilyn and Tommy George are headed to Sun 'n Fun in Florida in their Glasair and Marguerite Lawrence is headed to Sun 'n Fun via commercial airlines. Bonnie Johnson has been flying safety pilot for Julie Mathis while she builds some instrument time. Tuckers and Yoders spent a day flying out at Maize. Marty Benham is going to an Air Force Museum Seminar at Eglin AFB, FL. The Air National Guard is sending some of their people and have offered

transportation to Kansas Aviation Museum personnel attending the seminar.

Ruth Stafford, who has flown 52 solo flights across the Atlantic and whose husband holds seminars for those interested in ferrying planes, talked about her experiences with members of the **North-east Kansas Chapter**. Ruth, who started flying in 1954, has 6,000 hours and offered some exciting suspense-filled stories. **Northeast Kansas'** Sondra Ridgeway gave a talk to elementary school children in Topeka. She wore helmet, goggles, white shirt, dark pants and jacket and must have seemed to have stepped out of the pages of the book about Amelia Earhart that they had been studying, *Lost Star*. Later the teacher and 25 students bussed to Atchison to tour the Forest of Friendship, museum and home.

**Oklahoma Chapter** members are gearing toward a Flying Companion Seminar, Annual Membership Brunch, the National Congress on Aviation and Space Education, and are anticipating the terminus of the 1992 Air Race Classic at

Elk City. **Oklahoma** members will go all out to make it a grand finale. A welcome to Janis Lynn Murphree of Duncan, new member.

Congratulations to **Purple Sage Chapter** member, Isabelle DeBrower Blanchard and her hubby on the arrival of their baby boy. Jo Ann Bates and her husband returned from a third trip to China where they purchased several Yaks. Getting them shipped to Texas is evidently a real trick. Sabrehna Wyche tried some "trick" skiing and is now sporting a leg brace and crutches. A speedy recovery, Sabrehna. Condolences to Priscilla Barbee on the loss of her father and to Jo Ann Bates on the loss of her mother. A welcome to new 99s Sally Roberts and Debbie Brannon and to Mona Roberts who joins **Purple Sage Chapter** from the Lubbock Chapter. Mona is the instructor at the new Aviation Maintenance School at Midland College.

The **Shreveport Chapter** Ninety-Nines were guests of members of the

Candidate for  
**INTERNATIONAL BOARD OF DIRECTORS**

**Bonnie E. Gann****QUALIFIED**

- \* President and CEO of Computer Software Business
- \* Bachelor of Science in Business, MBA Candidate
- \* Business Consultant in Systems Training

**LEADERSHIP**

- \* 1991 International Ad Hoc Bylaws Committee Chairman
- \* Past Chief Judge ARC, NIFA Regionals, SC Air Rallye
- \* Headed numerous civic and aviation groups

**SKILLS**

- \* CFII, 4000+ hours, flies B55 for business, sport
- \* Competitor and past winner AWTAR, AWIAR, GSAR, GPAR
- \* Invited speaker at G/A seminars and presentations

**COMMITMENT**

- \* Member of the Florida Spaceport Chapter since 1974
- \* Three generations of women pilots in the family (so far)
- \* 99 "Very Important Member" VIM Award

**NEW LEADERSHIP****NEW SPIRIT****Bonnie Gann**



## SECTION NEWS, continued

**Arkansas Chapter** in Ruston, LA. Karen Foster, attending Louisiana Tech and majoring in Aviation on an Arkansas 99 Scholarship, hosted the meeting. Ray Hardey and Mary Jo Voss flew over in Ray's Grumman Tiger. Each attendee was presented with a pair of wings that the **Arkansas Chapter** members sell.

Welcome to **San Antonio Chapter's** new member, Marcia Wessen, who is working on her IFR. Maureen McMaster, who transferred from San Antonio, is now the Treasurer of the Kansas Sunflower 99s. Our best to her. Lena Kronk and Ginny McDaniel attended the San Antonio Zonta dinner honoring Amelia Earhart. **San Antonio Chapter** members visited the San Antonio Weather Station and learned about El Nino, jet streams, briefings and automated equipment. Debbie Cool earned her CFI and congratulations also go to Capt. Faye Makarsky on being promoted to CO of "D" Company, 149th Aviation, Texas Army National Guard, Martindale Army Airfield, Martindale, TX. Makarsky will be arranging some airfield tours for

Ninety-Nines. Chair Laura Richter and SCS Advisor Margaret Cosby attended the SCS Mid-Winter Meeting in Oklahoma City. Margaret Cosby was impressed at the Pima Air Museum with the wide variety of aircraft and memorabilia displayed. She had her picture taken with the first small aircraft she ever flew—the PT-19. The 3,000 mothballed aircraft in the graveyard across at Davis-Monthan AFB presented a sad image and she also visited Biosphere II, a comprehensive program which may someday be important to life in our space stations.

Teresa Stokes did 18 shows in 1991, a wing walker with Gene Soucy and his Ag Cat. Thousands saw her at the "Wings Over Houston" C.A.F. Air Show and Teresa, also a professional aviation artist, plans to give a presentation to **Space City Chapter** members on wing walking. **Space City's** Linda Godwin, an Astronaut, gave a presentation with films on her flight into space last April. We wish one of our fine astronauts the best! Members of **Space City Chapter** airmarked **Space City Airport** and flew to Montgomery County

**Airport** for a tour of the FSS. Dr. Judy Palmer renewed her currency. Debby Rihn will be representing the U.S. on the National Aerobatic Team in France at the World Championships later this year. She continues to run an FBO, to fly full time for Southwest Airlines and still finds time to practice her aerobatics. Best wishes from all of us, Debby!

Members of the **Texas Dogwood Chapter** painted another compass rose at Nacogdoches, TX and were mentioned on the front page of the Nacogdoches *Daily Sentinel*. **Texas Dogwood** members Jerry Anne Jurenka and Aina Hancock were judges at the Region IV NIFA Safecon in Killeen, TX. Cookies were delivered to the control towers at Tyler Pounds Field and Gregg County, six members attended the Soviet Space Exhibit in Fort Worth and a Gladewater pancake breakfast was a success as a joint Texas Dogwood 99-EAA effort. Caroline Geer, Aina and Foster Hancock, who were featured on the front page of the Longview *News-Journal* in an article about the 50th Anniversary of the CAP,



- International Secretary, four-year Board member.
- Editor of *The Ninety-Nine News* for five years.
- Edited, designed and produced the *History of The Ninety-Nines, Inc.*
- Oklahoma Air & Space Museum, member of the Board of Trustees.
- World Aerospace Education Organization
- Aircraft Owners & Pilots Association
- Women in Communications, Inc.

*Time for some real change...*

#### ✓ OPEN & EFFECTIVE COMMUNICATION:

Return to a member-sensitive organization by establishing better, more timely communications among all 99s.

#### ✓ IMPORTANCE OF INDIVIDUAL 99s:

Evaluate current programs and services - then implement policies as directed by the total membership.

#### ✓ INNOVATION, FLEXIBILITY & CREATIVITY:

Tap the talent and idea resources of the organization's diverse membership in order to share in planning and success.

#### ✓ RESPONSIBLE PLANNING:

Pursue establishing The 21st Century Fund or other means to facilitate long-term financial security.

*Lu Hollander*

**FOR INTERNATIONAL PRESIDENT**  
THE CANDIDATE OF THE MEMBERS



**SECTION NEWS, continued**

attended the first Civil Air Patrol International Aerospace Education Conference in Fort Worth. Cynthia and Jerry Pitts attended an EAA Fly-In at Reklaw, TX. Cynthia and the 99s received attention in a feature story about women pilots in the Nacogdoches *Daily Sentinel*. Jerry Anne Jurenka, Jan Maxwell, Stephanie Roberts and Aina Hancock attended the annual Zonta luncheon honoring AE. The speaker was **Space City Chapter's** Debby Rihn.

From Joan Niles, **Mid East Section** news reporter, comes news of a new chapter. Welcome to members of the **Chesapeake Bay Chapter**. A spring Section meeting has been planned for Hanover, PA, County Airport.

**Eastern Pennsylvania Chapter** members held a "Lunch with the Bunch" at the 94th Aero Squadron Restaurant at PNE. "Lunch with the Bunch" is open to any 99 who wants to join the members of the **Eastern Pennsylvania Chapter** for the fun. Caroline Boxmeyer attended a CFI revalidation course and attended two safety seminars. Other safety seminar

attendees are Eileen Hancock, Shelly Katz, Nancy Kyle, Kate Macario, Roz Snyder, and Barbara Strachan.

Two 49 1/2s were initiated into the **Maryland Chapter's** 491/2 Hall of Fame by John Jacobson, husband of Doris, charter member of the **Maryland Chapter**. Maryland members have been conducting Air Bear programs in local elementary schools with some supplies donated by USAir. Governor Bobbie McAdams has more details on the Air Bear programs.

**Carolinas Chapter** members flew to Colgate Darden's private airport near Columbia to view his collection of vintage aircraft. A 1937 Lockheed Electra brought to mind Amelia Earhart's daring but tragic flight and, also on hand were: 1939 Spartan Exec; a 1934 DC-2 with Royal Dutch Air Line lettered on its fuselage; a Meyers OTW (*which stands for Out To Win*); and an amphib, a Douglas Dolphin. All planes are flown at least once each week and Mr. Darden uses nearby Lake Murray for the amphibian. Nancy Wrenn reported, "The 'flight' into history was

followed by lunch and a business meeting as we continued with plans for the **Southeast Section Spring Convention** which we host in April."

Anita Hapka Taylor, **Northwest Section Reporter**, has submitted an excellent article from Judy Lanning of the **Alaska Chapter**. Anita wrote of Judy and her famed Short Field Landing Clinic, "We in the Northwest Section are proud of her achievements in promoting safety and I believe this would inspire other chapters to conduct similar clinics in their areas."

From Jeanne Allan of the **Greater Winnipeg Chapter** comes word that Janice Cannell has resumed flying and aerobatics. Janice has recovered from a foot and ankle injury suffered while skydiving. Linda Stoesz resigned from her job at Manitoba Air Services and is enrolled at the U. of Manitoba. Rani Tolton was accepted into the Faculty of Medicine at the U. of Manitoba. Her goal is Family Medicine. Newest **Greater Winnipeg Chapter** member is Kelly Copp, co-owner of a C-172 and

# MARY LOU WAITE



## For International Secretary



- International Board Member
- CFIAI
- Business Consultant
- Greater Pittsburgh Chapter
- Allegheny College Trustee
- Avid 99 since 1972
- Experienced Leader
- Aerobatic Pilot



**SECTION NEWS, concluded**

employed by Canada Safeway. Kelly is active in Air Search and Rescue. Lou Milhausen, who works for the Department of Indian and Northern Affairs, is doing part-time instructing at the Winnipeg Flying Club. She flies into many of the remote Indian reservations in the course of her job. **Minnesota 99s** have expressed an interest in meeting with **Canadian 99s** at International Falls.

Mohini Shroff, Vice Governor, has sent word of Avia India '91. India's first International Exhibition and Conference on Aviation and Airports was organized at Ashok Hotel, New Delhi. The exhibitors and participants came from various countries and the exhibit was inaugurated by India's Minister for Civil Aviation, Mr. Madhav Rao Scindia. The Ninety-Nines, **India Section**, were the very special invitees and were given a stall at the prestigious event. At the Seminar, members of **India Section** presented two papers. Chanda Budhabhatti, Governor, presented a paper on the history of Women in Aviation. Mohini Shroff, Vice Governor and Rabia Futehally, secretary, presented a paper on Women in Aerosports. Members flew into Delhi from Bombay, Baroda, and other places. The Ninety-Nines at the stall gave people a look at the unique organization of which even natives of the U.S.A. had not heard. The next Avia India is scheduled for December 1993 at Bangalore.



*Carolinas members and guests, Darden Airport. L to r, front: Ruth White, Patty Knecht, Nancy Wrenn, Reva Carpenter, Margaret Stewart, Debra Price, Cynthia Basamania. Standing: Jerrie Lisk, Kay Williams, Peggy Watkins, Wrenn Herman, Selina Wolf, Jeanne Stackhouse.*

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# A SHORT FIELD TAKEOFF AND LANDING CLINIC

## by Judy Lanning

The purpose of the proficiency clinic is to improve the participants' skills (in their planes) in landing on and taking off from short strips common to remote Alaska.

The proficiency clinic is offered free to the public and designed for the individual to practice and better his/her skills. Pilots are encouraged to fly their planes loaded as normally flown and it is stressed that this is not competitive but educational.

An informal ground session in a hangar begins at 11:00 A.M. with speaker and/or videos provided by the Alaska Aviation Safety Foundation. At 12:00 the group moves to the strip where practice begins, in groups of 4 airplanes. We use a 2000-

*"it is stressed that this is not competitive but educational"*

foot uncontrolled gravel strip, marked off in 100-foot increments. Participants have the option of having an instructor ride with them for technique assistance. Lunch is made available on the sidelines so that those who are not flying may eat and meet new friends. Traffic coordinators assure safety on the ground and in the pattern. At the sidelines, checkers with hand-held radios document takeoff and landing distances and an individual record is given to each participant, including weather conditions—temperature, wind direction and velocity.

The organization of the event requires a chairman for the coordination of all phases. Approximately 1 month prior to the date: posters are hung at local airports, FBOs, etc., and ads are placed in 3 local papers. Instructors are contacted and asked to volunteer to be available. Obtain volunteers for traffic coordination (preferably persons with ATC experience). Insurance application and fee sent to International. Arrange for someone with a motor home to bring it to use for a lunch set-up. Arrange for a ground session speaker (The Alaska Aviation Safety Foundation has some locally made videos demonstrating the

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## A Short Field T/O and Landing Clinic

correct techniques for landing on short or unimproved strips and beaches.) The airport manager is notified of the scheduled activity and the use of a hangar for ground session is obtained.

In the interim: Chapter members are solicited to volunteer help with setting up the runway, sidelines checking, pot luck lunch items and one person to coordinate food.

Date: At 10:00 A.M. approximately 6 people set up distance markers and starting line. When the flying portion begins at 12:00, checkers need to be spotted from 200 to 1000 feet along one side of the strip, at about 200-foot intervals. Five people will do, but more are better so that they can trade off for lunch and flying. They are advised to bring a lawn chair or stool and a hand-held radio if they have one. The food coordinator does the initial set-up for lunch with help from any free hands. Motor home is set up next to the strip so that people may watch while they eat, visit, hangar fly, etc.. We finish around 3:00 or 4:00 or when everyone finishes or the weather turns bad. Help is needed to pick up distance markers and generally return the strip to normal condition.

The cost is minimal because almost everything is volunteered. Initially, the number signs were made of 1 X 3-foot pieces of poster board with black felt marker used for the numbers; they are still in use after 3 summers. These are tied with string to the cones or runway edge markers on the strip. Posters are made by a member with a computer and photocopied for distribution. Measuring is done with 100-foot tapes borrowed from the Airmarking Chairman. A 3-lb. bag of flour makes the starting line. The cost of hot dogs, buns, paper plates, napkins, cups and the \$44 insurance fee is absorbed by the chapter.

*Summary:* Our response has been between 10 and 20 airplanes at each session held. People call to ask when the next one will be held and our volunteers ask to help again each year. That speaks for itself but the real satisfaction comes from watching

the takeoff and landing distances get shorter and more precise as the afternoon goes by.

(Note: This project is important. Alaska has 286 public or state operated runways of which only 30 are paved. The balance, gravel or dirt, can be as short as 500 feet!)

### PHOTOS:

*In picture perfect precision, (upper left), a Cessna straddles the floured takeoff line, (upper right), a Cub touches down and (in lower photo), the lunch is being set up between the motor home and the Blazer. Judy Lanning's plane, "Spunky," awaits a turn.*



*Below: Card presented to participants:*

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1. Clear your prop before starting engine.
2. Be particularly careful of your prop wash to avoid gravel hitting other aircraft (or people!)
3. Monitor 123.0 at all times.
4. Be alert for other airplanes that may appear without knowing what is going on.
5. Do not hesitate to go around.
6. Take-off position—main gear on line.
7. Landing roll will be to a full stop. Please make your turns so that your tail and prop wash point away from other airplanes and people.



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