

NINETY-NINE News



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

**WOMEN IN AVIATION, the 3rd
Annual Conference is A Big Success
OLIVE ANN BEECH, A Legend
EMMY HALL, A Dynamic 99
THEY'LL RACE AROUND WORLD!**



PRESIDENT'S MESSAGE



by Marie Christensen

The arrival of Spring is usually associated with such things as the return of red robins, baseball, daffodils, and thoughts of love and new beginnings. It also has another meaning to the members of our organization; it is election time. It is a time to evaluate the past and make plans for the future. Every two years we elect new officers and two members of the Board of Directors at the International level. It is a very IMPORTANT time for all of us interested in the future of the Ninety-Nines, Inc. The election this year may be one of the most critical in our history.

Our organization has been going through some difficult changes the past few years. Although it has not always been easy, it should not have been unexpected. Most organizations that reach 50 or 60 years of age experience the same thing. The members who founded this organization while in their "twenties" are now in their "eighties." Their goals are different from people who are NOW in their twenties.

We want our organization to suit ALL women pilots regardless of age, color or creed so we must find a way to blend these varied interests. Some of our members feel we are rushing "pell-mell" into the twenty-first century and want to return to a slower, more caring time. Others think we are "dragging our heels" and need to revise all of our programs to be able to meet the future. They believe that "caring" is reflected in helping each other attain aviation jobs and succeeding. Most of us are somewhere in between; both in age and in our thinking.

It is not easy to govern 7000 women pilots with such varied ideas and interests, but the Board of Directors each year tries its very best to accomplish just that. I would like to review for you some of the accomplishments of past Boards:

- A permanent Headquarters was established in Oklahoma City and was recently modernized with the latest computer and FAX equipment.

- Two beautiful buildings have been built on six acres of land at Will Rogers World Airport.

- A Resource Center, Museum and Library were established on the premises containing invaluable memorabilia and oral history tapes.

- We obtained a 501(c)(3) tax exempt status from the U.S. Internal Revenue Service allowing us to receive tax deductible contributions.

- International conventions were established on an annual basis and expanded to include educational seminars attracting world-wide speakers.

- A magazine, *The Ninety-Nine News*, was initiated containing news and articles from members around the globe.

- The Amelia Earhart/99 Scholarship Fund was established and continues to award thousands of dollars in scholarships annually.

- An Air Marking Program was provided after WW II to help pilots identify airports and continues today.

- We became national and regional judges for the NIFA, USPFT and the World Precision Flying Championships and provided awards at all those events.

- We became the owners of the Amelia Earhart Birthplace in Atchison, KS, with plans to restore it to a full-fledged museum to honor our first President and other early female aviation pioneers.

- We recently became active in Operation Skywatch, an environmental watch program in Canada and the U.S.A.

- We earned the respect of our peers and now have members serving on the Boards of several other major aviation organizations world-wide.

- We have helped change the course of aviation by our response to safety-related issues on all continents.

- We have assisted our governments with safety education programs and established working relationships with them. We are

currently exploring a new program with the FAA in the U.S.A.

- We have helped to establish charitable programs that benefit society beyond the world of aviation.

- We have helped establish programs to benefit new pilots and their flying companions.

- We have helped Young Astronauts get a start and encouraged our members who have had an opportunity to explore space.

- The Air Bear Program to acquaint youngsters with aviation was initiated on a national basis in cooperation with Federal and State governments in the U.S.A..

There are probably many more things that the past Boards of Directors have accomplished, but from this list you can see that it requires a great deal of imagination, skill and patience to serve as a member of the International Board of Directors with many, many demands being made on an individual's time—time that is DONATED to the organization.

Board members, too, are as varied in size, shape, personality and vision as all our other members. It is important to get to KNOW as many of the candidates as possible. Don't accept rumors and gossip or innuendoes when making your evaluation of a candidate; give each candidate a chance to be heard. Listen with an open mind. Find out about their experience for each position sought. Really think about what type of leaders you want for our organization, then support the candidates of your choice.

This organization needs leaders who are not only willing to donate their time, but are also capable of leading us into the next century with optimism. We CANNOT go back in time; we must go forward! We MUST forget any bickering of the past and work together to build an even more viable organization for the future. The young people in our organization today are tomorrow's leaders and we need to tailor our programs to their needs and nurture them. Without them, we have no future.

Popular elections by their very nature are divisive. Yet, our strength is in our unity so we cannot afford to allow our elections an opportunity to create long-lasting rifts within our organization. Vote wisely and support the new officers and directors during their terms. Working together, we CAN build a better tomorrow for all of us.



LETTERS

From Diana Nichols, San Fernando Valley Chapter: I think 99 HDQ missed a big opportunity to add to our organization by not having an exhibit at the Women In Aviation Conference. Yes, there were many 99s there, but there were also many women pilots there who are not 99s. I believe that we might have been able to add 50-100 members if we had had an exhibit and maybe a session about the 99s.

The Embry-Riddle/Prescott Chapter did have a luncheon and there were over 250 who attended. Members of that chapter are to be commended for having something concerned with the 99s at the WIAC. The only other attempt I saw to add new members was at the SKY GEMS booth where the membership folders were displayed.

This inactivity by HDQ to go out and spread the word about the 99s is the main reason we only have about 25% of all women pilots in the USA as 99s. When the organization was founded, 66% of the women pilots in the USA were members. The idea that the chapters should be the major recruiters is on the "lame" side. Most chapters do not have the funds or personnel to go on aggressive recruiting campaigns.

International 99s should not have missed this opportunity to spread the word to military, airline and private pilots. Our dues should be going toward increasing our membership. If we had 12,000 members paying \$45, wouldn't that make more sense and allow us to really do some good for women in aviation? As I see it now, our dues are just barely enough to support HDQ and the magazine.

Perhaps every 99 should read the purpose of the 99s on page 3 of the International Directory. As I see it, we have failed in the intended purpose of the 99s. The WIAC did an outstanding job of promoting aeronautical science through education and scientific activities. We should take a lesson from this conference and get back on track.

I would like to suggest that every 99 attend the next WIAC and learn something about how to work together to achieve our purpose of promoting and assisting women in aviation. If HDQ does not have an exhibit or sponsor the next WIAC, they will again be "missing the boat."

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COVER:

Major Eileen Collins, USAF, was selected by NASA as the first woman qualified for assignment as a pilot on future Space Shuttle flight crews! Our heartiest congratulations!

See: Women In Aviation Conference, page 16.



From Gene Nora Jessen, Immediate Past President, Ninety-Nines: I applaud Linda Alexander's erudite explanation of the use and misuse of the designation "Pilot Certificate." The use of "pilot's license" has become so common that most pilots, other than flight instructors, believe it is correct. Actually, pilots aren't licensed to do anything; however, they are certificated to fly. A minor point, perhaps, but certificaste is the correct terminology.

I was equally interested in Nancy Lawless' questioning the term "to vent one's spleen." This phrase is in common use and widely utilized in modern literature. The earliest use of which I'm aware was in Egypt in 1885, "He vented his spleen on the Jews by renewed attacks and oppressions," Rawlinson (things don't change much in 100 years). Shakespeare also used the expression in Richard III. The spleen was thought to be the seat of emotions, especially of low spirits, bad temper, spite and anger. Used as an adjective, spleenful or splenetic, it means irritable, peevish, rancorous or ill-tempered. Any good thesaurus

will show that to vent one's spleen is to let out or express freely one's rage or anger or grief.

I humbly offer the Ninety-Nines News' English history lesson for the day!

(Ed. Note: Thanks, Gene Nora. Vent your spleen in such a wise manner anytime!)



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

Connie Clapper	Florida Gulf Stream	IFR and SE Seaplane
Robin Harris	Florida Gulf Stream	IFR
Sue Pitcher	Florida Suncoast	ATP
Anna Bernhardt	Florida Suncoast	IFR
Kim Eggert	Memphis	Commercial
Dynell Johnson	Memphis	IFR
Sandra Simmons	Dallas	Captain, Alaska Airlines
Michelle Marceau	Oklahoma	IFR
Julie Schmitt	Top of Texas	135 Qualified, CFI, Charter Pilot/ West Air
Donna Stevens	Indiana Dunes	IFR
Donna Hanson	Minnesota	CFI
Janet Anderson	Michigan	MEI and ATP

WINGS PROGRAM

Poochie Rotzinger	Oklahoma	Phase VIII
Judy Lester	Florida Suncoast	Phase III

*Eastern New
England Ninety-
Nines prior to the
New England Air
Rally.*



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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OLIVE ANN BEECH, A Legend In Her Time

Story and photos by Ann Cooper



Olive Ann Beech at her home in Wichita, KS

Olive Ann Beech said, in September 1991, "No, now that Beechcraft is the place of my former employ, I don't inquire into the business end of it. That's not a good idea."

Once the reins of management were handed over, this gracious First Lady of Beech Aircraft Corporation, a Raytheon Company, has retired. She continues to live in her lovely brick Wichita, Kansas, home. She continues to enjoy the company of her two daughters, Suzanne and Mary Lynn, and their families, and to be held in the highest esteem by those interested in aviation and those appreciative of her outstanding leadership in business.

Olive Ann Mellor, who had been the highly-successful and efficient office manager and secretary to Walter Beech's presidency of Travel Air from 1925 to 1929, became his wife in 1930. As she had once applied her sharp financial acumen to Travel Air, she then transferred her talents to co-found Beech Aircraft Company with her husband in 1932. The pair struggled through the years of the Depression, setting a firm foundation in ethics and values that have continued as a basis of company policy to this day.

Writer Peter Lert stressed the innovative tactics of Walter and Olive Ann Beech in his article, *Those Great V-Tails*.

He wrote, "...some interesting facts. One is how rapid progress was during the early years of general aviation; let us not forget, Dear Reader, that only fifteen short years elapsed between the founding of Beech Aircraft in 1932 and the introduction of the Bonanza in 1947 (and it had been flying for two years already at that point!). When Walter Beech went into business on his

own, the hot item had been the Travel Air biplane—wood, wires, struts, fabric, open cockpits, and all. Barely fifteen years later, he was marketing an all-metal airplane with retractable tri-cycle gear, a controllable pitch propeller, indoor seating for four, and roughly twice the Travel Air's performance on similar power. What provided the impetus for such rapid development? Obviously, World War Two had a lot to do with it, but at first, few other than Beech had the acuity to translate the advances into general aviation. Until the advent of the Bonanza, the best-performing, single-engine, private plane was probably Beech's own 'Staggerwing'—a wonderful machine, but still a wood-and-fabric biplane. All of a sudden, here was the Bonanza, while most other manufacturers' products were, if not fabric-covered, at least fixed-gear taildraggers."

From the start, Beech Aircraft Company offered integrity in business, quality in products, service to their customers and the exemplary foundation that serves as a model for other companies, aviation or non-aviation related. Until his death in 1950, Walter Beech presided over the aircraft company that

continued next page

OLIVE ANN BEECH, *continued*

bears his name. At that time, 1950, Olive Ann Beech was elected president and CEO. She continued to be as innovative and intuitive with the postwar aviation industry. She earned one accolade after another.

To name a *few* of the honors bestowed upon this great lady, she was named: Woman of the Year in Aviation and Kansan of the Year. She was named Chairman of the Kansas Governor's Advisory Commission on Aviation; and appointed by President Eisenhower to the International Development Advisory Board; by President Lyndon Johnson to the President's Commission on White House Fellows; and by President Nixon to the Smithsonian National Air & Space Museum Advisory Board. She received the National Angel Flight Award and the National Business Association of America's highest honor: The Award for Meritorious Service.

In an auspicious series of **FIRSTS**, Olive Ann Beech was the first woman elected to the U.S. Chamber of Commerce Board of Directors; first woman member of the Flight Safety Foundation Awards Board, and the first woman to receive the ADMA Award of Merit from the Aviation Distributors and Manufacturers Association.

Having been named as one of the ten most successful women in American business, she was an honored guest at an International Women's Year banquet and was selected by *Fortune* at the head of its list of Ten Highest Ranking Women In Big Business.

Beech Aircraft became a subsidiary of the Raytheon Company in 1980 and Olive Ann, celebrating 55 years in the aviation business, was elected to Raytheon's Board of Directors. In keeping with her amazing intuition and innovation, she had been at the helm of an industry that had grown from building wood and fabric biplanes to the highly technological space program that started in 1954, four years after the death of

Walter Beech.

Olive Ann accepted the posthumous awarding of the Gold Medal to Walter Beech from the Aviation Hall of Fame. She was named the "First Lady of Aviation" at the Olive Ann Beech Gallery and Chapel which was dedicated at the Staggerwing Museum and, like her husband, was inducted into the Aviation Hall of Fame on her own right.

A grand and gracious lady, winner of the Kitty Hawk Sands of Time Award and the Wright Brothers Memorial Trophy, Olive Ann was also presented by the Ninety-Nines with the Amelia Earhart medallion, certificate and plaque and the Award of Merit. Enrolled in the International Forest of Friendship, she is truly an aviation GREAT and we salute her.

In more than a half century of distinguished service, this fine lady has achieved a deserved pinnacle of success and is a mentor extraordinaire to all aspiring young career women and female CEOs of the future.

Thank you, Olive Ann. We are in your debt.



Above, a portrait of Olive Ann Beech; her lovely Wichita home; and, below, some memorabilia—note the lower right photo with famed Jimmy Doolittle.



UP ALL NIGHT ...or is that UPS?

by Terri Donner

(Editor's Note: Terri Donner, First Officer UPS B-727, is one of two members of the Kentucky Chapter, Ninety-Nines who are employed by UPS. Kathy Osborne, the second, is a first officer on the B-757. See September Ninety-Nine News, 1990.)

We picked a mighty cold night for a tour of the "tightest ship in the shipping business," headquarters, United Parcel Service, Louisville, KY. The mercury dipped to 20 degrees by the time the Kentucky Blue Grass 99s called it a "morning" at 3:20 A.M. and concluded their mission.

The evening began at 8 P.M. when the group of 49 Ninety-Nines, husbands, and guests gathered at the Bowman Field Aero Club for a feast of hotdogs and homemade chili. We needed a place to loiter and convince each other that staying up most of the night would be a small price to pay for viewing 65 B-727s, B-747s, B-757s and DC-8s arrive in Louisville, sort their cargo, and depart to make their Next Day Air Service commitment.

The best time to see the UPS operation is during the middle of the night. Monday through Friday most of the UPS fleet of jets depart major cities all over the U.S. for Louisville's main hub and sort facility. They are all in by 1 A.M. where an average 320,000 next day air pieces are sorted for their destination cities. UPS employs thousands of college students to park the planes, unload the containers from the aircraft, and sort the packages and letters. The planes are reloaded by 4 A.M. and lined up for takeoff.

The group boarded a bus at 10:30 P.M. for transport to the UPS Training Facility for a tour. Three able guides met us there and we divided into 3 groups to spread out and view every aspect from classrooms to simulators. UPS recently completed a new building to house their state of the art simulators. They are the most advanced in

the industry. The FAA recently certified them to qualify for not only emergency and flight training but also for the required takeoffs and landings necessary before initial training is complete. Before this certification, pilots had to go out in an aircraft and do several takeoffs and landings. The new simulators are so sophisticated in their feel and visual display that they qualify for the real thing. After completion of simulator training, pilots immediately begin their initial operating experience on revenue flights and are soon checked out on the aircraft.

At 1 A.M. we were back on the bus making our way to the National Air Service Center (NASC) for viewing of the aircraft and sort facility. Inside NASC there is a full service cafeteria and a sleeping room where over a hundred pilots can catch a short nap. Our tour guides pointed out the recently-completed maintenance hangar that will hold 4 large jets at once. Before its completion, the mechanics had to brave the cold and the elements to service the aircraft. The building really is an awesome, dwarfing site.

Everyone wanted to see where the actual packages and letters are sorted. Whatever ideas we each may have had were blown away at the first sight of the belts, rollers, containers, hundreds of college students, supervisors, etc., that were moving in every direction of the maze that was called the "sort." It seemed to be operating at full capacity but it was hard to believe that during the holiday "peak" the volume would swell to over a million pieces a day!

The real treat was the opportunity to board a B-747 jumbo jet and wander around the gutted-out inte-

rior. No one passed up the chance to climb the stairs to the flight deck to peer at the instruments and cockpit.

By now it was 2:45 A.M. and most of the group was weary-eyed. From our perch 3 stories high, we could see all three ramps that UPS occupies during the sort. The growth of the company has been so rapid in the past few years that even the aisles are filled with planes, creating a last in-first out procedure mandatory. We could see the famous "gantry," one of only 3 in existence, to de-ice the aircraft by spraying thousands of gallons of de-icing fluid as they taxi through. Only the 747 is too large to fit through and must be de-iced by special de-icing trucks—the old-fashioned way!

As we looked over at the taxiway to the main departure runway, aircraft were beginning to line up slowly for takeoff to the furthest destination west coast cities. Next would be time-critical east coast cities, followed by the midwest ones. Nearing 3 A.M., our group was losing its zip. With new respect for the job held by overnight pilots, our meeting was adjourned and all agreed it beat the regular business meeting!



Below, Greater New York Chapter Chair Nina Claremont, center, presents the Ninety-Nines Award certificate to Doris Renninger Brell, second from left, for her many years of dedicated service to the organization. From L to r; Julie Rinaldini, Doris Brell, Nina, Denise Richards and Bonnie Huber.



The Light Aircraft Manufacturers Association (LAMA) and the Annual Outstanding Individual Manufacturers Award.

Continued from a previous issue.

LAMA's award, the first of an annual "Outstanding Individual" award, was 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, and maker of the RV line of aircraft. In the conclusion of his acceptance,

VanGrunsvan said, "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. Watching Oshkosh '91 and the wonderful spirit of flying exhibited here, it is easy to believe that private flying is alive and well and that everything is OK. Alive, yes—but I'm not sure it is well and that everything will remain OK. Homebuilt kit aircraft have largely replaced production private aircraft and that is a credit to the kit manufacturers and to the individual builders. But, consider the following: Did you know that the combined gross incomes of the three leading kit manufacturers last year was less than the sale price of a single Gulfstream IV corporate jet?"

"We may represent the highest of ideals and individual achievement, but we do not represent numbers which are significant in the business world. The rate at which we are completing new private (homebuilt) aircraft is only a token number compared to what the lightplane industry produced at its zenith. In a sense, we are just treading water, in hopes that something better will come along. Is it possible to once again produce lightplanes in the numbers necessary to resurrect and broaden private flying? I hope so.

"What will it take to bring this about? Realistic product liability legislation? Simplified certification procedures for new basic airplanes? Lower cost engines and accessories? Probably all of the above and more. I don't believe that there is a simple, single solution. Even if all the elements were in place to produce good, affordable lightplanes, who would buy them and where would they fly them? We would need more small airports and flight schools, preferably located nearby all cities and communities in the country. I like to think in terms of friendly airports without chainlink fences and security gates—airports where one would like to take friends to introduce them to the joys of private flying and where people could go just to watch the airplanes.

*"To get such airports we need the support of the general public; that public which now seems to view private flying as a nuisance at the least and a menace at the worst. **We need a massive PR effort on the part of every pilot and aviation enthusiast to bring about a change in the way the public perceives us.***

"Let me cite an example: For the past few years, the first grade class of North Plains elementary school, as part of a field trip, has visited our small factory and the hangar where we keep our demonstrator kitplanes. They are genuinely inquisitive and enthusiastic about our airplanes. As I look into their bright little faces and answer their simple yet intelligent questions, I can't help but realize that in about 20 years these same wonderful little kids will be adults and will probably be anti rather than pro private aviation. Where are we losing them? Adverse media coverage of aviation, lack of continuing aviation education and exposure, or all of the above? We in private flying cannot exist in isolation. We must find ways to better co-exist with the non-flying public who will realistically always be the vast majority. To do so we will have to improve our safety record, our flying machines, and our image.

"Nearly everyone in general aviation seems to agree that we have a poor image in the eye of the public; that of irresponsible, poorly trained 'fat cats' whose 'fun planes' endanger private citizens and legitimate air transportation. Since we all know that this is a mistaken image, we can all help improve it. How? First just by the example you set as a competent, responsible pilot. Also by stepping forward and presenting talks and slide/video presentations to all sorts of civic groups and organizations. And, on a group basis, by working to get more positive general aviation coverage in newspapers and magazines and on broadcast and cable TV. If the public needs to be educated about private flying, then it is up to every one of us to become an educator.

"I feel that all concerned organizations: EAA, AOPA, GAMA, FAA, SAMA, etc., must convene to define goals and plan a grand strategy for revitalizing private aviation. We need to begin immediately to organize and implement programs on all fronts, and then to work simultaneously and cooperatively to achieve our common objective of bettering private flying. Emphasis should be placed on the need for and the importance of getting individual pilots and enthusiasts actively involved in this effort.

"The time to think about the future of private flying is passed. It is now time to act, and to act confidently, aggressively, and positively. The next few years will no doubt be pivotal ones in which the future of private aviation will be determined. I look forward to playing an active role in working for positive change. I challenge all of you to become a positive force in bringing about a brighter future for private aviation. Thank you."

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

NOTAMS

Northrop Corporation, the B-2 Industry Team and the USAF have been named as the winners of the 1991 Collier Trophy, it was announced by a press release of the National Aeronautic Association (NAA). The Collier Trophy is awarded annually by NAA for "the greatest achievement in aeronautics or astronautics in America demonstrated by actual use in the previous year." The B-2 was selected by a committee of more than 30 national aviation leaders.

International Ninety-Nine President, Marie Christensen, was elected to serve a three year term on the National Aeronautic Association Board of Directors at their annual meeting in November 1991. The NAA is the National Aero Club of the U.S. and seeks the advancement of the art, sport, and science of aviation and space flight. Congratulations, Marie.

The Arkansas Chapter, Ninety-Nines, recently convened at Ruston, LA. The first out-of-state meeting was organized by Karen Foster, the chapter scholarship recipient who will soon receive her Bachelor of Science in Professional Aviation from Louisiana Tech. She was also the recipient of the AE Scholarship from the Shreveport Chapter of Zonta.



*A pen and ink drawing
by aviation artist
Stephen Kidd.
Kidd can be reached at
36 Logan Drive
Princeton, NJ 08540.*

From Myrna Stephens, **North Central Section**: The Michigan Aeronautics Commission is concerned about General Aviation in the state and the loss of airports. The Commission has formed a General Aviation Committee as well as a Public Awareness Committee and an Education Committee. All four **Michigan 99 Chapters** are represented on the committees by Nancy Walters and Anne Esposito (**Michigan**), Maisie Steers (**Lake Michigan**), Kathy Herschelman and Pat Schroder and Commission member Alice Gustafson (**Renaissance**), Colleen London and Gini Sutherland (**Greater Detroit**). This has been coordinated by **Lake Michigan Chapter** member Mary Creason, a Commission member.

The **Chicago Area Chapter** Air Bear program has been presented by Nancy Haraldson, Mary Lou Mueller, Ginney Coughlan and Barb Muehlhausen at several schools in the Chicago area. The program was praised by one of the school principals for exposing children to many different careers in one presentation. New member, Joyce Weber, is welcomed to the **Chicago Area Chapter**.

Kansas City Chapter's Mary McBurney is president of the Professional Woman Controllers Association. Congratulations, Mary. Members of **Kansas City Chapter** are proud of their new members Shannon Jepson and Darla Gerlach. Shannon has become a flight engineer for UPS flying the 727 and Darla received a promotion within

SECTION NEWS, continued

the FAA and has been transferred to Anchorage, AK. Congratulations, Shannon and Darla.

Phyllis Webb spoke of her experiences in the 1991 Air Race Classic at the February meeting of the **Indiana Dunes Chapter**. The meeting was held at the home of Chris Murdock. Chris recently had a helicopter ride she would rather have missed—she was airlifted from a mountain side in Switzerland after breaking her leg while skiing. Loretta Collins and her husband Bob presented a lovely 4 by 6 banner with the logo of the Ninety-Nines to the **Indiana Dunes Chapter**. A presentation, History of Women In Aviation, included a number of Indiana Dunes' members who dressed in costume and told their stories in the first person. The original research was done by Loretta Collins. Newest 66 to Indiana Dunes is Desiree Robertson, a 16-year-old who also likes to ski and race horses.

Krysta Leigh Strom, a student at St. Cloud State College, has joined the **Minnesota Chapter**.

Iowa Chapter member Martha Matthews and her husband Alan are parents of a new baby girl, Emily Lynn Matthews, born on Valentine's Day. **Iowa Chapter** members flew to Waterloo for their March meeting. Shirley and Dale Nelson presented a video program on their flight to Alaska.

From Kathleen Browne, **Southwest Section**: The March meeting of the **Aloha Chapter** featured a team from the FAA presenting information on DUAT and the fly-in featured a helicopter demo ride. Members of the **Aloha Chapter** are offering 2 scholarships to women in Hawaii with at least a Private certifi-

cate. Contact Vivian Fagan for more information. Aloha's Terry Soine, Mariann Smith, Pam Rydall and hubby, Lois Russell, Lois Luehring, and Melani Deer participated in painting a compass rose at Dillingham. Sara Maher gave her orientation tour of West Maui Tower to a troop of Girl Scouts. She is close to adding commercial and multi-engine and has issued an open invitation to join her in the Tower for whale watching.

When weather caused the cancellation of a fly-out, grounded members of **Antelope Valley Chapter** spent time on the display case at Fox Field instead. Wilma Poage moved to the area from Santa Maria.

Arizona Sundance Chapter members looked forward to a Shamrock Air Derby on April 25th. Karen Maish chaired the event.

The speaker to the **Bakersfield Chapter** members was Anne Santer, Math and Science Consultant from the Kern County Superintendent of Schools Office. **Bakersfield** members planned to have a sales booth at the "Warbirds" Airshow in late April.

Cameron Park Chapter members greeted a rep of Angel Flight at the March meeting. They also planned a fly-in to Carson City Airport for an EAA pancake breakfast.

Coyote Country Chapter members heard 2 ATC controllers, Betty Heron and Joyce Ashley from Riverside Tower. Tom Huntington, Assistant Air Traffic Manager from San Diego TRACON was to speak in March. **Coyote Country** members will be sponsoring a CFI Refresher Clinic in association with the Aviation Business Services.

Best wishes to the newest mem-

ber of **El Cajon Chapter**, Noreen Crane. She was awarded a plaque for the Gillespie Field Achievement Award. Bob Fronuis, an early glider pilot, hang glider and ultralight pilot, spoke to members of **El Cajon Chapter** in March. He also has a *Gossamer Albatross*.

Rod Machado will conduct a seminar for "Handling Inflight Emergencies" that is sponsored by members of the **Fullerton Chapter**. Fullerton Airport celebrated Airport Day with Dick Rutan and Jeana Yeager, the 3rd Marine Air Wind Band, Commander Chuck, the Goodyear Airship, parachute jumpers and a collection of rare airplanes. **Fullerton** members had an information booth and offered airplane rides. Fullerton's Jan Nievesky, Annette Smith, Muriel Unruh, Pat Savage, Sue McNutt, Denise Jennings, Anne Kocherans, Sylvia Paoli, Sue Smith and June Leach assisted by adding a pancake breakfast to a FAA Safety Seminar. Thanks also to Bill Griggs, Sr., for his donation toward supplies. Several members met with special guest Avery Grey to videotape the history of Fullerton Chapter.

U.S. Customs, according to a report from members of **Imperial So-Lo Chapter**, is spot-checking aircraft before they leave the U.S. to enter a foreign country. If this should happen to you, notify AOPA. They are working on the legality of the procedure.

Long Beach Chapter members sponsored an IFR Refresher Seminar. Thanks to **Long Beach** members: Ginette Aelony, Ann Armstrong, Dee Bowers, Margaret Callaway, Nancy Clinton, Amy Ellsworth, Connie Farmer, Lucille Fernandez, Ginger Graham,

SECTION NEWS, continued

Madeline Kurrasch, Mary MacDonald, Mary Jane McNeil, Vickie Norton, Lori Papp, Shelia Papayans, Mary Pinkney, Jacquie Sprague, Barbara Standing, Mary Wenholz, and Georgia Vogel. A Flying Companion Seminar is on tap for June.

Howard Manning of the FAA Oakland office presented a discussion and video on Vertigo at a meeting of the **Marin County Chapter**. **Marin County** members planned to airmark Yuba County Airport in April.

Trina Kokenge of **Mission Bay Chapter** has her CFI and multiengine instructor ratings. She is moving to Washington with an ultimate goal of flying the 747-400 aircraft. **Mission Bay's** Anna Bledsoe shared her flying experiences through a photo album and colorful talk at a meeting of Chapter members. Each member is sharing her experiences and compiling a history for Section and International at the same time. Mission Bay members received a thank-you letter from St. Germanine Auxiliary for their donations of toys for hospitalized children.

Monterey Bay Chapter members held a Brunch-For-New-Members in Watsonville, CA, and set aside May 3rd as Aviation Education Day. The Half Moon Bay fly-in brought Marilee Vernazza, Wanda Collins, Sandra Ward, Nancy Stewart, Mary Lou Jones, Carol Adams, Carolyn Dugger, Theresa Levandoski, Louise Minniear, Sally and Dick Holifield, Diana and Dick Peterson, Karen Tanaka, Marmagee and Sally Farlow into the air. **Monterey Bay** members held a "Who Are The Ninety-Nines?" at

Santa Cruz Aviation's hangar and welcomed Pat York, Mary Magee, Sandra Ward, Paula Thompson, Theresa Levandoski, Kay Harmon, Nancy Stewart, Karen Tanaka, Laura Barnett, Kim Taylor, Sally Farlow, Louise Minniear, Carolyn Dugger, Sally Holifield, Cheryl Webster, Sandy Dikerson, Judy Miles, Diana Peterson and Diana Galvan.

Members of **Mount Diablo Chapter** held an annual Open House and featured a panel of women from different fields of aviation: Sue Clark, a pilot for American Eagle Commuter Airlines and a CFI; Tracy Williams, an assistant airport manager; and Cecilia Aragon, co-owner of a FBO who teaches aerobatic and spin training. Cecilia has been chosen to represent the U.S. on the Aerobatic Team. **Mount Diablo** members planned a fly-in to Petaluma and then on to Candy Whitfield's to assemble gust locks for Chapter fundraising events.

Mt. Shasta Chapter members heard Doyle Ruff, Redding Airport Director. With a video to illustrate some of the maneuvers, he explained the training required to be on a selection list for the Thunderbirds, the USAF Aerobatic Demonstration Team. **Mt. Shasta** members anticipate a Poker Run and BBQ in May.

Albert Bresnik, Amelia Earhart's official photographer, spoke to the members of **Nevada High Sierra Chapter**. Angel Flight was planned for the April meeting and a fly-in breakfast is on tap for May.

Palomar Chapter members are considering a rafting trip, a "Greasy Thumb" Clinic, and heard John Lambert of the EAA and San Diego EZ Squadron.

A tour of Phoenix TRACON was on tap for **Phoenix Chapter** mem-

bers. America West Captain and new 99, Debra McCormick and Ann Newcombe represented the Phoenix Chapter for a presentation by the FAA on the fear of flying. Phoenix members are readying a new educational project, a VFR Refresher Seminar. Thanks to the following who made the **Phoenix/Arizona Sundance** airlift a success: Karen Prante, LouBelle and Frank Durand, Jan Johnston, Shirley White, Dottie Helgeson, Stacy Hamm, Kitty Pope, Toni and Paul Patino, Molly and Ed Gentry, Nancy Rogers and Richard LeMay, Mary Lou Brown, Ruby Sheldon, Debra McCormick, Lillian Brewer, Lois Eaton, Grace Moore, Terrie Ekin, Ray Reeves, Ann Newcombe, and Kathleen and Colin Browne and his friend, Brian. Julia Karena Francisco, a sophomore at Arizona State University, is the winner of the Phoenix Chapter 1992 scholarship. She is working on her instrument rating and a degree in Aircraft Flight Management. Newest members are Debra McCormick, Jan Johnston, and Gwen Ledbetter. 66 "KT" Vermeyen has taken her check ride and is now a legal eagle.

The **Redwood Coast Flyers** will be replacing tie down chains at several county owned airports. Mary Murphy is welcomed as a new member.

Cinda Weber of **Redwood Empire Chapter** has earned her IFR rating. A Flying Companion Seminar is set for June.

Reno Area Chapter's Pat Smithson earned her CFI and Sally Somerfield earned her ATP and took the FEX written tests. **Reno Area** members decided to offer a \$1000 scholarship this year.

SECTION NEWS, continued

A representative of Angel Flights will speak to members of the **Sacramento Valley Chapter**. Stephanie Lenea, Deborah Mansfield and Nancy Haugarth are newest members of **Sacramento Valley Chapter**. The Executive Air Fair will be May 2 and a Flying Companion Seminar will be held in conjunction with the Fair. There will be static displays, a tour of the Tower and a bake sale.

San Fernando Valley Chapter members Terri Komer, Golda Neuman, Alice Newman, and Nina Yates have earned WINGS from the FAA. Verna West was appreciated for her photos of past Section Governors at the **San Fernando Valley's** 40th Anniversary celebration. A mystery fly in, Journey to the Stars, was arranged by Virginia Rainwater and her crew to the Apple Valley Science and Technology Center. Twenty-six 99s and friends attended and were joined by members of the **Hi-Desert Chapter**. Felicia Hoppe received the February Rose of Achievement for passing the instrument flight test. Future Women Pilots plan a tower tour at VNY and lunch at Sue Skalla's.

San Gabriel Valley Chapter members plan a "Greasy Thumb" Seminar. **San Gabriel Valley's** Penny and Phil Moynihan received their Phase III WINGS certificates. Lyn Larsson's son, Leif, got his ticket from Margaret Lawson. Jeannette Frazier planned a program on photographing aircraft in flight.

Jacquelyn Hulsey from the airport manager's office will speak to members of **San Luis Obispo County Chapter** with Amanda Eagle, a Los Osos aviatrix who is into aerobatics. The chapter members will sell

ice cream at SLO Airport Days in May.

Proceeds of the Annual Pasta Night of **Santa Clara Valley Chapter** will go to the San Jose State Flying Team. The **ERAU Prescott 99s** finally connected with members of **Santa Clara Valley**—a successful joint fly-in. Chapter members heard Jean Potter Chelnov who autographed her book, *The Flying North*, and regaled members with her adventures. Bonnie Warner, a flight engineer for United Airlines, was also on the women's U.S. Luge team. See NOTAMS, this issue. Our best to Bonnie. Santa Clara's Amelia Reid is one of this year's recipients of the Crystal Eagle Award from the Aero Club of Northern California. She is a CFI who owns and operates her own FBO flight training facility at Reid-Hillview Airport. Congratulations to Amelia. A training flight held in February brought together: De Ramachandran, Nicole Crawford, Jessie Shilling, Marcie Smith, Chris McKay, Tom Meyer, Pat Cassen, Pat Lowers, Sparky Gregory, Lisa Sensmaier, Judy Williams and Dennis Stark, Peggy and John Ewert, Janet Ewert, Hand Ebertshausen, Nancy Rodgers, Lois Letzring, Willy Gardner, Marian Haviland, Judy Pantages, Emil Smith, Betty Patterson, Betsy Britten, Hans Nilson, Dottie Theurer, Fran Grant and Mayetta Behringer. The agenda included an ARSA, low altitude flight, congested heads-up alertness, team work, cockpit resource management, weather analysis, uncontrolled airport landings and whale watching.

Santa Rosa Chapter members are offering a \$1000 scholarship to any woman who holds at least a private

certificate, a current medical and BFR and who lives in Sonoma or Mendocino County. Linda Barnes and Martha Rust are coordinating airport tours. **Santa Rosa** members heard tower chief Walt Smith.

New members of the **Utah Chapter** are Judy Davis (a transfer from the Chicago Area), Lisa Waters, Marsha McCandless and Mary Santosusso (a transfer from the Coyote Country Chapter). Allen Reese demonstrated remote controlled aircraft to **Utah** members.

From Margaret Cosby, **South Central Section: Dallas Chapter** members welcome a new member, Talinka Braun, a Private Pilot who is working on the Commercial. Larry Allen and Brenda Moore, controllers at the Addison Tower, explained changes at DFW TCA at a recent meeting of **Dallas** members. Before flying in this area, be sure to check current charts for changes and expanded air space restrictions. Members will be helping Addison Airport celebrate its 35th Anniversary.

Members of **High Country Chapter** met at Montrose, Colorado, to hear a talk on Air Lifeline. Betsy Luce, Regional Coordinator, explained the network of pilots who donate their time and planes to carry critical cargo and patients to hospitals. Clancy Maloney and Phyllis Wells came from the **Pike's Peak Chapter** to present some helpful pointers on Companion Flyer Seminars.

A great idea from members of the **Kansas Chapter**: FAR-fetched Facts—a question and answer feature of the Kansas newsletter that helps members keep up with the FARs. Kansas' Cheryl Sutton presented seminars on Operation

SECTION NEWS, continued

Skywatch to the Texas Water Commission in Austin and gave a report at the SCS Mid-winter Board Meeting. Janice Yoder's trailer with Arlo Schroeder's scale model of the "Little Toot" Airplane on it was part of the St. Patrick's Day parade. Along the parade route, **Kansas** members handed out color pages of Amelia Earhart's Lockheed Vega airplane. Kay Alley ferried a Cessna Caravan to Thailand this winter and will report on her eventful trip. Marty Benham visited the Mobile and Pensacola Museums and thought Pensacola's was on a par with the Smithsonian National Air & Space Museum. Phyllis Blanton, Carol Lanning and Phyllis McCullom recruited eight men and painted the runway at Elkhart.

Oklahoma Chapter members greeted Ayesha Breaira of Berlin, Germany. Ayesha was in Oklahoma

City training for a helicopter rating. **Oklahoma** members are taking applications for the annual scholarship award of \$1000 to be given to a deserving person in pursuit of aviation goals. The Elk City, OK terminus for the Air Race Classic in June is on the agenda for **Oklahoma** members.

The **Top of Texas Chapter** members had an all-you-can-eat breakfast and served 120 guests. Five prize rides in Jim Wittenburg's Longranger and ten in Tom Hickman's Pitts Special were highlights of the day. Top of Texas members cosponsored a FAA Safety Meeting at Amarillo College and planned to give 66 pins to student pilots who attend three consecutive meetings.

Welcome to a new member of the **Memphis Chapter**, Martha Carpenter, WASP. **Suncoast and Spaceport Chapter** members painted a compass rose at Lakeland, Florida's

Sun 'n Fun section of the airport. Linda Braswell, a new member of the **Florida Suncoast**, won the chapter Spot Landing contest at Arcadia. New members welcomed to **Florida Gulfstream Chapter** are Nancy Swanner, Nicole Banks, Terry Stiles, and Lana Taft. **Alabama Chapter** members Marjorie Fields and Nadine Rose were married to, respectively, Fred Ashcraft and Jim Hamilton. Best wishes.

From **New York/New Jersey Section** comes word that Ida Van Smith was honored by the Schomberg Center for the Study of Black Culture, a research facility in Manhattan, NY. The Center is expanding its information about Ida and the Ida Van Smith Flying Club by including write-ups, pictures and personal recollections—archives that are available to the general public.

COMING SOON!**1992 INTERNATIONAL CONVENTION****KANSAS CITY, MISSOURI****JULY 8-12, 1992**

Included in the convention program is a growing list of fine speakers!

Among them are: Robert J. Gilliland, SR-71 test pilot; Astronaut Linda Godwin, Ph.D.; Arlene B. Feldman, Regional Administrator, New England Region of the Federal Aviation Administration; Nancy Stuke, Manager-Flight Officer Employment, United Airlines; Mary McBurney, Federal Aviation Administration and President, Professional Women Controllers; and Carolyn Kloth, Meteorologist, National Severe Storms Forecast Center.

PLEASE NOTE: The convention hotel has been changed to the Westin Crown Center.

This was required by a recently-scheduled renovation taking place at the original hotel.

The Westin Crown Center is connected to the Crown Center shopping area with its many shops and restaurants. The hotel is set into a natural limestone hillside with a guest tower rising 15 stories atop the hill. The lobby interior features a garden carved from the hill's limestone with tropical foliage, trees and a 60-foot waterfall.

The hotel has three restaurants, health club, swimming pool and jogging track.

SEE YOU IN KANSAS CITY!!

SECTION NEWS, continued

Long Island Chapter's Bozena Syska, Debora Bonnard, Jill Hopfenmuller, Nancy Weeks and Sue Mirabel attended the Zonta meeting honoring AE at Republic Airport. The 99s were presented with a bouquet and Channel 12 covered the fly-in. **Long Island** member Marjorie Gray was one of the women honored by the exhibit of Women in the U.S. Military—1941-1991 at the Museum at Stony Brook. Nine 99s and spouses attended the opening. The *Village Herald* printed a two-page article on Nancy Weeks, Dotti Campbell and Dot Lee. Marilyn McLaren was married to Adrian Smith in their C-195 over Deland, FL. Guests followed in their own aircraft, but the reception was held on the ground!

North Jersey Chapter members heard Pat Blum's presentation about the Corporate Angel Network (CAN) which the **North Jersey** members have supported for several years. Jessica Stearns presented a series of color slides of Warbirds set to music—nicely done and a great way to open a meeting.

Garden State Chapter members are gearing for a Pennies-A-Pound, co-chaired by Linda Canulette and Karisa Holen, shared with Mercer County College's aviation program. **Garden State** members are also anticipating and working toward their 20th Anniversary Garden State 300 Race. Chaired by Diana Dade, the contest is a test of piloting and navigational skills with emphasis on pilot proficiency, safety, and

good sportsmanship. The 300-mile course begins and ends at Somerset Airport and teams compete against their own predetermined speed handicap and fuel consumption.

Hudson Valley Chapter's Robina Asti spoke to members of the **Long Island Chapter**. Robina started flying in the '30s and her message was not to look back, but to look forward to what women pilots can do now. She encouraged others to accept their achievements and to continue to inspire young women to fly, design aircraft and avionics and to teach flying.

**NEW HORIZONS****HELEN COX CLOHECY BIKLE**

Born in Hagerstown, MD, Helen Cox Bikle was a Charter member of the Ninety-Nines. Survived by one son, Richard Clohecy Bikle, two sisters, two grandchildren and two great-grandchildren, Helen was the first woman to hold an Air Transport Pilot certificate in Maryland and one of the first 23 women to hold a license in the U.S. She took part in the 1927 Miami Air Maneuvers and was a test pilot for Kreider-Reisner. A fixed base operator for Hagerstown Airport in the '20s, she died on January 22, 1992 in Quincy, PA. *Submitted by Glenn Buffington.*

BEN BOOKER

We extend our heartfelt sympathy to parents, Sue and Ben Booker, on the loss of their son at the untimely age of 18. Ben was killed in an automobile accident. Sue is a member of the Colorado Chapter. *Submitted by Margaret Cosby.*

DELPHINE BOHN

Delphine, longtime Top of Texas Chapter member and former WASP, passed to new horizons. She will be sorely missed. *Submitted by Margaret Cosby.*

ELMER WATSON

We were all saddened by the death of Elmer, husband of Marge Watson. Marge has been an active member of Dallas Chapter for many years and Elmer had attended many of our social functions. He was a model 49 1/2 and was proud of Marge's accomplishments as a pilot and encouraged her continuing involvement in aviation. We offer our prayers to Marge. *Submitted by Margaret Cosby.*

THE NINETY-NINES

by Gloria Sands, Intermountain Chapter

©1991

Who said that women couldn't fly
with courage just like men?
They couldn't know the friends I have
who've done much more than them.
They've walked on wings and barn-
stormed, too
and flown the Powder Puff,
which isn't soft as it implies,
in fact, it's really tough.
They're feminine beyond a doubt
but gutsy through and through,
and love to fly the open skies
through clouds, or rain, or blue.
They give support and lead me on
as I attempt to earn
the license that will say I fly,
with lessons yet to learn.
These women who I talk about
who are good friends of mine,
I hope I'll someday be like them.
They are the 99s.

THE LONELY LARK

by Margaret Gosling

©1980

Alone she stands on the open field,
Her engine silent and cold.
The windshield streaked and spotted
with dust,
The oil on the spat is dirty and old.
The grass grows long round her trim
white wheels,
No footmarks lead to her side.
The tie-downs bleach in the sun and
the wind, and the paintwork fades as it
dies.
It's been many days since she flew the
skies and laughed in the summer air.
Gone are the two who loved to fly and
gave her attention and care.
Gone is the early morning flight, the
frequent circuits and lands, the cross
country trip, the jaunt through the
clouds under teaching and learning
hands.
Alone she stands in the pouring rain,
the cold winter skies are grey.
Does she remember those summer days
When she flew, and was up and away?
Soon she'll be hangared and put away
To dream through those long winter
days. Will someone remember to turn
the prop, and care for her, now and
always?

CALENDAR of EVENTS

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

11-15	Grand Cayman Island	Contact: Winston Hendriks
	Fly-In Safety Seminar and Symposium, Back to Basics. Seminars: FAA, AOPA, Air Safety Foundation, Participation by Private Sector, Air Show Static Display—personally meet air show pilots/crews. British Royal Air Force Harriers, Tomado GR Aircraft, U.S. Military Aircraft: F-16, F-15E, A-10. Tour British Royal Navy Warship. Participate in the Queen's Birthday Festivities. For reservations and information, Call 800-327-8777 or 800-GCAYMAN	
12-14	Garden State 300 Race.	Contact: Diana Dade 201-923-1795
	NIFA Competition, Monroe LA.	
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

7-8	Palms to Pines Air Race.	Contact: Claire Walters 310-397-2731
20-23	Salem, OR	Northwest Section
21-22	Okie Derby	

SEPTEMBER 1992

11-13	Ann Arbor, MI	North Central Section: Gini Sutherland 313-642-8756
18-20	Mile Hi Air Derby, Centennial, CO	

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	

Below: Members of the Washington D.C. Chapter at a Membership Meeting.



The Third Annual Women In Aviation Conference was a smashing success. Dr. Peggy Baty and her capable assistants deserve credit for creating an electric environment. In this writer's view, the excitement and anticipation were almost palpable.

The non-stop pace took participants from a Tribute to Aviation Pioneers at a welcoming reception on Thursday evening, March 12th, through a two-day series of talks, panels, and concurrent sessions that were all designed to inform and educate; to allow women pilots to network, contact and

selected as a pilot for the Space Shuttle missions, Eileen Collins. In this writer's view, it was a disappointment that the "Night Witch," Nadya Popova, was unable to attend, but the speakers and leaders of concurrent sessions were vital and absorbing. Fortunate to hear Jeana Yeager speak a few times, I find it intriguing that she always finds a different way to present her very interesting story. Patty Wagstaff also gave a lively presentation. Both talks were enhanced; Patty's with her promotional video and Jeana's with a set of well-photographed slides.

selected for the astronaut program. She has logged over 3500 flight hours in 30 different types of aircraft. She is qualified as a pilot—the **first** woman so chosen—on future Space Shuttle flight crews and is currently assigned to orbiter systems in the Operations Development Branch of the Astronaut Office. Eileen Collins is married to Pat Youngs of San Antonio, TX, and, in her capacity with NASA, she is involved in the operations of and the modifications to Orbiter electrical, environmental, power and propulsion systems. A warm

THE 3rd ANNUAL WOMEN IN AVIATION CONFERENCE

support one another. There were over 500 registered for the conference with 425 at the banquet and the luncheon. Of utmost interest was that the attendees ranged from age 12 (a young aerobatic hopeful who is logging as much dual time as possible in anticipation of reaching 16 and being able to solo!), to a large group of WASPs (who exuded limitless sparkle and fun), and to those grandmothers and great-grandmothers among us who all still relish the joy of flying. There were airline pilots, corporate pilots, General Aviation pilots, A & P mechanics, aircraft builders, aviation businesswomen, air traffic controllers, engineers, aviation attorneys and aviation writers in the crowd.

A camera crew from NBC's *Nightline* filmed some of the outstanding speakers: Jeana Yeager, Chuck Yeager, Wally Funk, Patty Wagstaff, a panel of women military pilots who served in Operation Desert Storm, and our first to be

Our cover introduces you to Eileen Collins. She is Major Collins, United States Air Force and NASA Astronaut. A holder of a Masters in Operations Research from Stanford University and a Masters in Space Systems Management from Webster University, Collins is a member of the Air Force Association, the Order of Daedalians, Women Military Aviators, the U.S. Space Foundation and the American Institute of Aeronautics and Astronautics. A graduate of Undergraduate Pilot Training (UPT), Vance AFB, Oklahoma, Collins was a T-38 instructor pilot between 1979 and 1982. After completion of a year's course of study at the Air Force Institute of Technology, Collins was assigned to the U.S. Air Force Academy as an assistant professor in mathematics and a T-41 instructor pilot. While attending the Air Force Test Pilot School at Edwards AFB, CA, from which she graduated in 1990, Collins was

and congenial woman, Eileen Collins is one of the best. We wish her every good fortune and cheer that, at last, a woman pilot has been chosen.

It was in the 1960s when Wally Funk, Gene Nora Jessen, Bea Trimble Steadman and almost a dozen other women were selected as pilot/astronaut candidates. They were the pioneers for Eileen Collins. One can spend a great deal of time lamenting the thirty years that have intervened and the sad fact that none of those fully accredited and capable were chosen. But now we *can* say, "At Last!" It is gratifying that Collins has been selected. It was great to see and hear both Funk and Collins at this Women In Aviation Conference and to see the mutual admiration engendered between them.

The Ninety-Nines were represented at a marvelous luncheon hosted by the Embry-Riddle/Prescott Chapter and chaired by

99, Nancy Sliwa. Nancy, who holds a Masters in Science and Engineering with an emphasis in artificial intelligence and robotics, is another dynamic Ninety-Nine! Employed by NASA to research the concepts, implementation and architectures of artificial intelligence, Nancy is currently a project engineer at NASA Kennedy Space Center and concentrating on the new Space Station processing complex. Married to the President of Embry-Riddle Aeronautical University, she is the "First Lady" of ERAU and, when the president

the field of aviation is often assumed to be a flight attendant." She continued, "Although the number of pilots earning their airline transport rating has increased by 325 percent since 1980 and certified women aviation mechanics have increased by 400 percent during the same decade, according to recent FAA statistics, the overall picture still looks dismal. For example, only about 3 percent of airline pilots today are women; the numbers in maintenance are less than 1 percent."

Concerned with education, Baty wants to develop new and better

associate vice president and dean of Parks College of St. Louis University, a position she assumed in July of 1991, Dr. Baty has also been elected to the board of directors of the Experimental Aircraft Association (EAA) Foundation. In addition, she has been chosen president-elect of the University Aviation Association (UAA).

The EAA, an international organization of sport aviation enthusiasts, is familiar to most as the host of the famed Convention and Fly-In that we normally call simply, "Oshkosh." The EAA

—A SMASHING SUCCESS!

by Ann Cooper

for the ERAU/Prescott 99s, Hopi Hall introduced Nancy, Hopi said, "She epitomizes the modern woman in aviation. She has shown us that a woman's aspirations cannot be too high. She encourages and supports young women on campus who are following careers in aviation and we appreciate her valuable time and experience." Nancy, a private pilot with instrument rating and the owner of a Mooney 201, introduced an emotionally-charged video that depicted women pilots. I personally was moved to tears by the sight of woman after woman winging her way through the air to the melody of Dolly Parton's *An Eagle When She Flies*.

Peg Baty recalled that the Ninety-Nines were formed in 1929 to draw together isolated persons who wanted to network in the field they enjoyed—aviation. She emphasized that the need for networking still exists today when, as she put it, "a female in

methods of reaching the young who could enjoy and participate in aviation, aspire to employment in aviation. "How can we encourage their non-traditional career paths?" she asked. "Is it time for another organization that includes all women involved in aviation?"

In welcoming members of the 99s, the Women's Soaring Pilots Association, the Whirly-Girls, Air Traffic Controllers, military pilots and mechanics and members of the Women Aviation Attorneys, she also announced the plans for next year. Mark your calendars! Attend the Women In Aviation Conference, March 4 to 6, 1993. It will be held in St. Louis, MO and you and your input are more than invited—you're **WANTED!**

Before we leave the WIAC, let us offer some words of praise to the Conference organizer, Dr. Peggy Baty. Peggy Baty moves faster than the aerobatic aircraft she pilots. Recently honored as having achieved the prestigious position of

Foundation is dedicated to aviation education, research innovation, aviation history and heritage. The UAA is an organization of over 100 colleges and universities that is dedicated to the development and advancement of college level aviation education.

Baty, chairperson of the third annual Women In Aviation Conference held in March in Las Vegas and of the two previous conferences, has been a long time member of EAA and has served as the president and vice president of several EAA chapters. In the UAA, she was chair of the aviation education committee and served on the board of trustees.

Prior to joining the faculty of Parks College, Baty was associate vice chancellor at Embry-Riddle Aeronautical University at Prescott, AZ. Her undergraduate degree in aviation administration and her master's degree in aerospace education are from Middle Tennessee State University. She

Dr. Peggy Baty and the WIAC, continued

received her doctorate in educational administration from the University of Tennessee at Knoxville. Baty also served on the faculties of Embry-Riddle, Daytona Beach, FL, and at Georgia State University.

A pilot and flight instructor, Baty holds single-engine land, commercial/instrument, single- and multi-engine land certificates and ratings. She is an aerobatic

pilot and holds a certificate for ground instructor, advanced and instrument. A writer, Baty has published numerous articles on aviation education and women in aviation. She has also received several grants related to aviation. A member of the National Congress on Aviation and Space Education, she holds several awards, among them: the National FAA Administrator's Champion-

ship Award for Excellence in Aviation Education; the Carl Stage Memorial Award presented by the EAA; and the Frank G. Brewer Memorial Award for Aviation Excellence in the Southern Region. Congratulations to Dr. Peggy Baty, another dynamic Ninety-Nine!

Below, l to r: MARY SILITCH, Editor of PRIVATE PILOT magazine; AMY LABODA, Aviation Writer; NANCY SLIWA, hostess, delightful 99 luncheon at the WIAC.



The AEMS F Trustees held their annual spring meeting at International Headquarters in March. The greatest amount of time was spent in evaluating the thirty-three 1992 scholarship applications forwarded to the trustees from the United States, Canada, Australia and India. The applications totaled more than \$92,000 in requests for funds. The numbers of scholarships awarded each year is dependent upon the contributions received and interest and dividends from the trust fund. When the scholarships have been evaluated, they are sent to outside judges for final selection. These judges are non-Ninety-Nines who bring prestige and honor to the scholarship program by virtue of their occupations or special interests.

Amelia Earhart Memorial Scholarship Fund Trustees. Front, from l to r: Elizabeth Schermerhorn, Admin Ass't.; Jean Pearson, Permanent Trustee; Mearl Frame, Vice-Chair; Charlene Falkenberg, Chair and Permanent Trustee. Standing, l to r: Carol Rayburn, Treasurer; Alice Hammond, Historian; Dr. Dora Strother, Research Scholar Consultant; and Bonnie Seymour, Secretary.



The trustees also reviewed an application for the Research Scholar Grant at this meeting. An application was received from a previous Career Scholarship winner and she is now in the process of making some revisions after which further consideration will be given to the application. In the past, six Research Scholar Grants have been awarded. All other responsibilities in administering the fund were attended to at the meeting.

The AE Video is in the final stages and there are plans to show it during the Amelia Earhart Luncheon at International Convention in Kansas City this summer. In attendance, in addition to the six trustees, were Dr. Dora Strother, Research Scholar Consultant, and Alice Hammond, Historian.

GENERAL COUNSEL**by Sylvia Paoli, Attorney****WHAT DO THE NUMBERS MEAN??**

I receive many telephone calls a year asking for the "exempt number" or the "501(c)(3) number" for a chapter or section—a number that does not exist. Every individual and entity in the U.S. is identified by a nine-digit number. Individuals have Social Security numbers, in the form of 000-00-0000. Everything else, which includes corporations (both profit and nonprofit), partnerships (both general and limited), decedent's estates, conservatorship estates, guardianship estates, trusts, and every other kind of entity, has its number in the form of 00-0000000. Those numbers are known as "Employer Identification Numbers" (EIN) and are received through application to the Internal Revenue Service on a form called an "SS-4". Whether or not an entity has any employees, it still gets an EIN.

As can be seen from the general type of entities involved, the EIN has nothing whatsoever to do with one's exempt status, or lack thereof. An EIN, in and of itself, tells nothing except that an entity is involved as opposed to an individual. It is a reporting number required by the IRS. When a bank (to open an account) or someone who wishes to donate asks for a chapter or section's "exempt number," then, what they are asking to see is the IRS' exempt ruling. For International that is available from headquarters or from myself. For Sections and Chapters they are available from the section tax chairman or from myself. International and each Section is listed in the IRS Publication 78 which lists all exempt organizations.

There are no "chapter" exempt rulings. All chapters are included under their section's group umbrella ruling. It may therefore be necessary to show someone the exempt letter (which is in that section) AND a list of chapters in that section.

In order for any subsidiary (chapters) to be covered under the parent's (section's) group ruling, it is required that they report financially to the "parent" and that financial information must be included on the "parent's" annual information return. Failure to report means a chapter cannot be included which means, in turn, that in the case of an audit, any deductions taken by members of that non-included chapter, would be disallowed.

An organization without an exempt ruling from the IRS probably has an EIN for banking purposes and may qualify as a tax-exempt organization for purposes of not paying any income taxes, but donations to it cannot be taken as a tax deduction unless a donor is prepared to prove, upon an audit, that the entity donated to meets all the qualifications for an exempt ruling. If donations are made by sections or chapters to non-exempt organizations, they must be (1) controlled by the donor and (2) donated for the use of an exempt purpose of the donor. Under no circumstances can donations be made by an exempt organization to an individual.

Since each chapter and each section, as well as International, is a separately incorporated entity, each one also has a state corporation number. Those numbers vary in form from state to state, and likewise have no significance as to exempt status. They are seldom required except in the annual reports made to the Secretary of State by each entity and the tax information returns filed with each state's revenue department where required.

TAKE A CHANCE TO WIN AN AVIATION SCRAPBOOK

An aviation scrapbook containing autographs, postage stamps, collectible postal cancellations, audio cassette tapes, articles, photos, souvenirs and other aviation items. This huge volume was lovingly compiled by COURTNEY BARGERHUFF for the benefit of the Amelia Earhart Memorial Scholarship Fund, the Ninety-Nines Scholarship Program.

For a tax deductible contribution of \$5 you may obtain a ticket for a chance to own this rare collection.

ONLY 500 TICKETS WILL BE SOLD.

Tickets will be available at various public aviation events or you may send a check for \$5 payable to AEMSF and include a stamped self addressed envelope to: Alice Hammond, 15 Oakdale Drive, Millville, NJ 08332.

THE DRAWING WILL BE HELD AT THE 1993 INTERNATIONAL CONVENTION.

THE WINNER WILL BE NOTIFIED BY MAIL.

NOTAMS

Carol Rayburn brought our attention to Ninety-Nine, Bonnie Warner. Our congratulations to Bonnie—2nd Officer with United Airlines and our member of the U.S. Luge Team at the Winter Olympics. A talented lady, Bonnie does an A-One job of selling women in aviation. Our thanks and best wishes to BONNIE WARNER—Another Dynamic Ninety-Nine!!

In commemoration of Women's History Month in March, a special exhibit highlighting women in aviation was featured at the Wright Brothers Visitor Center. On display were famous women flyers such as Bessie Coleman, Amelia Earhart and Jackie Cochran. On Saturday, March 28th, seven WASPs—Ethel Finley, Betty Jordan, Teresa James, Jana Eberly, Nancy Batson Crews, Scotty Bradley Gough, and Grey Allison Dunlap—gathered at the "Birthplace of Aviation" to indulge in a little hangar flying, a series of round-table discussions and informal lectures.

Also, in commemoration of Women's History Month in March 1992, Ann Cooper, Garden State Chapter, was invited to speak to interested cadets, faculty and staff at the U.S. Army Military Academy, West Point. Ann selected a series of slides to depict outstanding female pilots of history and to focus on the subjects of her two books, Edna Gardner Whyte and Jessie Woods, as she addressed the topic, "Amelia Earhart Wasn't The Only One." She will also present the talk during forums at Sun 'n Fun and Oshkosh 1992.

A summer camp for high school students entering tenth through twelfth grades on the theme of "Careers in Aerospace," will be held at Parks College of St. Louis University in Cahokia, IL. There are two 8-day sessions beginning June 18 and July 9. Each session is limited to 26 students. Campers will take field trips to Lambert-St. Louis International Airport or Scott Air Force Base and an overnight trip to Wright Patterson AFB, OH. The cost is \$500 per person. Additional information may be obtained by calling Paul McLaughlin at Parks College, 1-800-851-3048 or 1-800-851-7878 in Illinois, extension 364.

Dorothy Fowler submitted an article about aviation-related grants. From the *Spokesman Review*, Spokane, WA: The Aviation Maintenance Educational Fund offers financial assistance to applicants enrolled in a FAA-certified aviation maintenance technician school. AMEF, P.O. Box 2826, Richmond, WA 98073. Telephone, 206-828-3917. The Air Safety Foundation awards 2 \$1000 scholarships to students enrolled in and planning to continue a college curriculum leading to a degree in the field of aviation. Air Safety Foundation, 421 Aviation Way, P.O. Box 865, Frederick, MD 21701. Check the Chronicle's Student Aid Annual found in many public libraries and high schools.

INFORMATION PLEASE! The Ninety-Nines are searching for an update on the following missing Charter members (shown with last known area address). The italicized family name is from records of 1929. It would be appreciated if you would forward any information to Historian H.G. Buffington, 2166 Southfield Road, El Dorado, AR 71730.

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 Oklahoma City, OK



"Doesn't everyone dream of flying?" Emmy Hall replies with her usual candor when asked why she learned to fly 52 years ago at the age of 20. Ironically, her stepfather didn't believe in the women in his family driving, so Emmy had her pilot's certificate and marriage license before she knew how to drive. Her husband taught her.

As fate and her love of flying would have it, Emmy not only learned to fly, but was teaching others to fly before she would learn to drive.

After soloing a Piper Cub in 1940 while a pre-med student at the University of Arkansas at Fayetteville, Emmy obtained her Private in 1941. A call went out for instructors to train military pilots for World War II. Applying to a federally assisted pilot training program, the Phoebe

and, on weekends, meeting her new Navy jet fighter pilot husband as she could. Taking each of the assigned ten students for three months, Emmy stressed spot landings, emphasizing slipping to spots, "S" turns to spots and landing within a circle in preparation for carrier landings. After 50 hours of instruction or the equivalent of a Private certificate, her students went on to the Navy.

Emmy continued to fly during her marriage to her pilot husband, Richard Duncan Hall, going on to get her Instrument rating and flying their Beechcraft Baron. Supporting general aviation in many ways, she recently completed step #8 in the FAA Wings Safety Program and is headed to #10.

"I believe this is a tremendous program," she asserts, "and I push it every chance I get. It really saves a

lot of lives." Emmy has received many honors during her flying career including winning the Arkansas Air Derby in 1986 with her son as co-pilot. She was featured in articles in the *Arkansas Gazette*, *Active Years*, *FAA Aviation News* and *Beech Aero* publications.

Voluntarily declining to fly solo after her 70th birthday, Emmy flies "Dolly the Duchess," her twin-engined Beechcraft, with a co-pilot. She maintains her proficiency with recurrent training. Congratulations to Emmy Hall, a dynamic Ninety-Nine!

Submitted by Carolyn Pugh.

"Doesn't everyone dream of flying?" Emmy Hall replies with her usual candor when asked why she learned to fly. That was 52 years ago and Emmy was 20 years of age. Emmy just completed Phase 8 in the FAA Wings Safety Program and is headed for 10. EMMY HALL—ANOTHER DYNAMIC 99!!

Omlie's Women's Military Flight Instructor's program in Nashville, TN, she was one of 10 women pilots selected from a field of 200 applicants. The women were tested for their teaching abilities and given physical fitness exams. Further requirements were to be unmarried (or, if married, they had to be married to active military personnel) and to have logged 140 hours with the Civil Aeronautics Administration. Also, they had to agree to train men as pilots wherever they were sent.

Emmy became a Navy Pilot Instructor, teaching cadets to fly during the day, ground school at night

lot of lives."

In 1952, she and her husband opened Hall Tank Company, a multi-million dollar company that manufactures fuel tanks with capacities that vary from 100 gallons to 20,000 gallons. Since his death in 1980, Emmy continues to operate the company.

An avid scuba diver, Emmy also serves as the treasurer of the Arkan-



THEY'LL RACE AROUND THE WORLD!



The adventurers, Marion Jayne (on the left above) and Nancy Palozola (right), a remarkable mother/daughter air race team, have entered the first Round the World Air Race. Planned by a non-profit French organization, Arc En Ciel, the exciting event will be held between June 19 and July 12, 1992. The race will start in Geneva, Switzerland; fly via Helsinki, Finland to Moscow. From Moscow, the route goes through Irkutsk, Yakutsk a Provideniya, across the Bering Sea to Nome, Alaska; down the west coast of North America to Victoria, Canada; to Fresno, California, U.S.A.; across the U.S. to Washington, D.C.; over the North Atlantic via Greenland and Iceland to end at Cannes, France.

Marion will start the trip from her home in Fort Worth, TX. She will fly to California to pick up Nancy. They will cross the U.S. to Frederick, MD, and then to Greenland, Iceland and to Geneva for the start of the race. In anticipation of crossing the Atlantic Ocean three times, Marion chose the light-weight 12-pound Life Raft Manufacturing Survival Products' four-man life raft with cover and emergency gear with immersion suits/life vests.

There are 35 teams entered—18 from the U.S. and the other 17 are from 13 different countries. Airplanes, from a Soviet Experimental to a Cessna Conquest, will be handicapped from the manufacturer's specifications at 7500 msl at 75% power. Marion and Nancy will be flying a PA-39 Twin Comanche, the only Twin-Comanche entered in the race. Additional fuel tanks have been added to be able to carry 158 gallons of fuel. Hartzell Propellers are installing two new propellers and Textron Lycoming is supplying two new 160-hp engines. Trimble Navigation is providing their 2000 LORAN/GPS System and a Digiflo fuel gauge is being

provided by Shadin, Inc.

Using FliteStar software, Marion is planning the race route of over 15,000 nautical miles. With 50 hours on the engines prior to departure, travel to and from the race and flying the race itself, she estimates a flight time of approximately 175 hours covering 27,000 nautical miles. The pre-race briefing will be held at AOPA Headquarters, Frederick, MD, on May 4th. There will be major television coverage throughout Europe, Russia and the U.S. and Tom Haines, Executive Editor of *AOPA Magazine* has announced that he will accompany the Race from the departure in Geneva to Victoria Canada and again in Washington to Cannes. Willis & Geiger Manufacturing Company, the makers of Amelia Earhart's clothing for her flying, are designing and making the clothes for Marion and Nancy. Willis & Geiger are planning a reception for the duo at their shop in Geneva.

Marion has been flying for over 26 years and holds an ATR with multi-engine flight instructor. She has won many races and is preparing in great detail to win the first Round The World Air Race. Nancy is a Private Pilot. She plans to get her multi-engine rating for the trip.

Marion can be reached at 817-491-4055. Give her a call if you are interested in participating in this unique aviation event. Good luck and good flying, Marion and Nancy.



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