

NINETY-NINE News

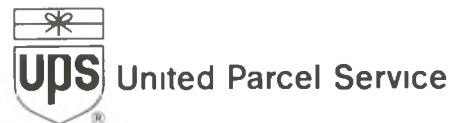


Magazine of
The Ninety-Nines Inc.,
International Women Pilots,
June 1992

**MEET YOUR AEMSF JUDGES
SUN 'N FUN, 1992
A RALLY "DOWN UNDER"
PAM COLLINGS, A Dynamic 99
THEY'LL RACE AROUND WORLD!**



UPS SALUTES
WOMEN AVIATORS



LETTERS

From Lori Griffith, USAir B-737 Captain and member of Southeast Section:

As the ISA Museum Exhibit Coordinator, I will be working with the Ninety-Nines to create a permanent women airline pilot display for our headquarters in Oklahoma. I have talked with Loretta Gragg and we are shooting for a fall unveiling of this new exhibit/display.

This will be the 3rd exhibit of its kind that I have designed and I already have the "guts" of the display on hand. The history of women airline pilots, appropriate facts, figures and "first" pictures. I thought it would be nice to offer the chance for active Ninety-Nine airline pilots to contribute articles and memorabilia for the display.

We would like to set a deadline of August 1, 1992 for receipt of material. Items of interest include: airline hats, wings, awards, uniformed pictures, or any other airline memorabilia that is noteworthy. Please send items and pictures to: Lori Griffith, 8465 Oakton Lane #3F, Ellicott City, MD 21043. If you have questions, call 410-465-3218.



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

NINETY-NINE News



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COVER:

Barbara Sierchio, left, and Nancy Wright—the dynamic Ninety-Nines responsible for a permanent meeting place at Sun 'n Fun. Thanks, Ladies!

Photo by Ann Cooper. See: 18th Annual Sun 'n Fun, page 18.



Eleanor Wagner, left, displays her NAA Award for her outstanding 53-year contributions to aviation. With her is Vi Rigby, a former president of the Aero Club of California, NAA/FAI Board member and the one who nominated Eleanor.



Verna Allen, Arabian Section, trains in the Simulator. Verna and Patsy Knox, Governor of the Arabian Section, attended Sun 'n Fun 1992.

PRESIDENT'S MESSAGE**HOW SAFE ARE OUR SKIES?**

by Marie Christensen

Aviation safety is one of the primary concerns of our organization. We have dedicated ourselves to promoting safety through pilot seminars, flying companion seminars and the education of young people. But, how safe are our skies?

Safety begins the minute an airline or military pilot puts on his/her uniform or a general aviation pilot decides to "go flying." A pilot's mental and physical condition can make the difference as to whether or not a flight is conducted in a safe manner. Undue stress at home, fatigue, and the use of medicines, alcohol or drugs all play a role in the safety of flight.

Peer pressure may be one of the least acknowledged and most dangerous of threats. Each of us thinks that the person who flies the bigger and more complex aircraft is a better pilot than we are. When the big airplane pilot complains about being inconvenienced by the "little guy," he or she is using peer pressure to intimidate others. That intimidation can cause pilots to rush through run-ups, take off before they are completely ready and/or fly into weather conditions beyond their capability. Peer pressure can be very subtle or very overt and all of us have fallen prey to it at one time or another. Every

time we do, we compromise the safety of our flight.

Corporate and charter pilots many times feel the same type of pressure from their employers. While the FARs state that the pilot in command has sole responsibility for the conduct of a flight, many CEOs "have to get there" and make sure the pilot knows who is signing his/her paycheck and how many other pilots are looking for jobs—a seldom-mentioned pressure that affects the safety of our skies.

When Transport Canada did an analysis of over 2800 accident reports during the past four years, it was discovered that 70% of all factors involved in an occurrence were the result of human failure. Of the 70 percent, 21 percent were the result of pilot judgement errors and another 18 percent resulted from pilot technique deficiencies. This points out once again that aviation safety does begin with the pilot in command. It also reemphasizes the need for recurrent training for all pilots.

The equipment we fly and the environments within which we operate them define some of our safety parameters. Aircraft that are not certificated to fly in known icing conditions cannot accept the same weather conditions as those that are. Single-engine, single pilot IFR operations should be conducted with more restrictions than those operations with a full crew complement on board a jet airliner. Although the FARs define some of our weather operations, generally pilots must be responsible for placing their own limitations on the weather conditions they are willing to accept for themselves and the type of equipment they are flying.

Maintenance of that equipment is an issue that deserves a lot more attention than it gets and can certainly influence the safety of any flight. Preventive maintenance is the very best kind, of course. I would much rather replace an alterna-

tor, etc. at or before its expected life cycle than wait for it to fail during an IFR flight; but, many flight schools, charter and corporate operations and even some scheduled air carriers today evidently don't share my feelings. Too many of them seem to have a philosophy of not spending any money until it is absolutely necessary. Perhaps money can't buy safety but it can certainly help prevent accidents when it is used for preventive maintenance.

Aviation safety is an international concern as evidenced by the proposed changes in airfield signs. Unfortunately this little-acknowledged problem was brought to our attention after the occurrence of some tragic accidents. But, the future looks better for all of us who use the taxiways at any airfield in the world because the new signs will conform to ICAO standards and will not vary from one airport to another. You will be seeing these new signs over the next few years. All certificated airport signs in the USA should be replaced and updated by January 1994. Information on the new sign standards is scheduled to appear in the June 1992 issue of the *Airman's Information Manual* in the USA.

To some degree, the governments of the countries within which we fly are responsible for safety in the skies. They each have a regulatory power to set safety standards. ICAO does not have regulatory power, but does set safety standards for international civil aviation operations. Cooperation among all the countries of the world to insure the safety of the skies is needed in all aspects of aviation.

How safe are our skies? Probably safer than our highways, but not as safe as they could be. Safety does begin with each of us and if we don't want safety to become even more regulated, then each of us has an obligation to ourselves and others to practice safe flight operations at all times.

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SPRING MEETING—BOARD OF DIRECTORS, NINETY-NINES

by Gene Nora Jessen



Your Board of Directors, Ninety-Nines

From left to right: Jaye Howes, Diane Cozzi, Lu Hollander, Marie Christensen, Pat Forbes, Mary Lou Waite, Gene Nora Jessen, Louise White and Lee Orr.

MEETING HIGHLIGHTS:

The spring meeting always includes the budget and bylaws making it the longest and most intense of the three annual gatherings of the Board of Directors.

Upon presentation of the financial information, the Board finalized the 1992-1993 \$336,000 budget which will be presented to the membership through the mail and then for consideration at the annual meeting.

There are presently 6,880 members and during the first quarter of the year 14,102 pieces of incoming mail had been processed by the staff. Sonja Pritchard has been hired to replace Terri Gwin as bookkeeper and with additional responsibilities in the Resource Center. (Terri had a baby—our best wishes!)

The election ballot count procedures contracted out to the Arthur Anderson accounting firm were reviewed. In order to save on postage, a survey regarding the Amelia Earhart Birthplace will be included in the ballot envelope. However, the survey must be returned to headquarters so that the Arthur Anderson contract is not impacted by an additional flood of paper. Election candidate guidelines were reviewed and the solicitation of campaign funds was disallowed.

The 1992 bylaws revision and stand-

ing rules were carefully addressed and approved for presentation to the membership. R.J. McGlasson and her committee including Joan Paynter, Jean Reynolds, Joyce Wells and Verna West were recognized for the yeoman work they did on the bylaws project.

The Old Dominion Chapter (Washington, D.C. area) and the Far East Section (Japan) were approved. Welcome! The membership application was revised due to gross misunderstandings regarding changes which had been made for legal reasons and for biographical information for our Resource Center.

Vice President Pat Forbes and Secretary Lu Hollander will travel to Atchison, KS early in May to meet with city officials regarding accounting matters for the Forest of Friendship as regards its financial relationship with The 99s.

Convention Coordinator Pat Mlady reviewed arrangements for the 1992 convention in Kansas City. Room rates have been reduced to \$71 plus tax. The 1993 convention plans in Portland, OR are underway and Norfolk, VA was approved for 1994.



A RALLY "DOWN UNDER" *by Pat Forbes*

The first joint rally of the New Zealand and Airwomen's Association and the Australian Women Pilots' Association was held from March 4th to March 8th in Christchurch, New Zealand. It was organized by the New Zealand Airwomen's members from the Canterbury region in association with the Canterbury Aero Club. There were approximately 225 registrants including eleven Ninety-Nines from the U.S. and several spouses.

The New Zealand and the Australian Sections of The Ninety-Nines held their meetings simultaneously on Wednesday in separate rooms, so Pat Forbes attended the Australian meeting while Mary Lou Waite went to the New Zealand meeting as the International representatives.

The five days were packed full of events and flying competitions. The Navigation Trial was cancelled due to inclement weather; however, busses were available to transport us to Mt. Hutt which was to have been the terminus. At Mt. Hutt, we were given a tour of the grounds and lunch. There were helicopter rides available to the snow fields which were fantastic. The operator stated that they had to have at least eight passengers and they ended up giving rides to at least 28 people. They weren't used to women pilots! A twin

Partenavia 61 made the round trip and several of us got to ride in it. I won a toss of a coin, sorry Joyce Malkmes, and got to fly right seat on the return to Christchurch.

At the Presentation Dinner, Joan Campbell, Governor of the New Zealand Section, won The Ninety-Nines' tray which is awarded to the Ninety-Nine with the most points in the competitions. The Nancy Bird Trophy, which is normally awarded to a woman of Australia for the most noteworthy contribution to aviation, was given to Pam Collings.

Skits were the order on International night. The New Zealanders did one on the types of pilots you might come across. The Australians' theme was "What Would I Be If I Wasn't A Pilot?" and it was very entertaining (including the imitation that was done after the skit). Wearing hats provided by Claire Kopp, the U.S. Ninety-Nines recited a poem written by Claire that thanked lots of people and invited everyone to our shores.

The Rally was so successful that there are plans to hold the next one in Australia in 1995. It was a wonderful five days and we encourage all Ninety-Nines to go Down Under.

Below:

Some of the fortunate at the Rally, '92.



THERE WE WERE... AT 4,500 FEET in a PIPER 180.

Cathy Morshead, pilot and 99 from Marin County Chapter, happened to be walking her dog on the Salmon Creek Beach when she heard, "a plane low overhead. The prop was wind-milling, the plane was slow and coming down. A beautiful landing was made on the beach (I didn't witness the landing, I was too busy scrambling over the dunes to get there) and out stepped two women pilots. Hialeah Reilich, 99 from Sebastopol (Sonoma County Chapter) and Kay Albright of Santa Rosa."

The newspaper account by Kathie Morgan stated, "Hialeah Reilich, a certificated flight instructor for over six years, was doing a routine check-out of Kay Albright, also a certificated pilot. The ladies had left Sonoma County Airport and were flying along the coast toward the mouth of the Russian River.

"At 4,500 feet up in the sky, Reilich was adjusting the fuel mixture control when the cable came loose. Without the proper fuel mix, the engine starved and the pilots were left with no option but to follow the procedures for a 'short-field' landing. They began to look for a deserted stretch of open beach."

Reilich, PIC in the PA-28-180, avoided people on the beach and headed for a remote area between the Bodega Dunes parking lot and Mussel Point. Morgan's account continued, "Albright had radioed for help which brought a quick response from State Parks rangers, the Bodega Bay Fire Department and Sheriff's Deputy Pat Murphy. ...Reilich, who proudly gives her age as '66 and climbing,' has been a pilot for 37 years. 'You don't get nervous until it's all over,' she said when it was all over except for getting the plane off the beach."

The plane was winched to a spot above the high tide line and the following day, with the permission of the FAA, Reilich boarded the repaired airplane, took off and flew back to Santa Rosa. Morgan finished, "When asked if flying in like that was an attempt to avoid paying the State Parks beach fees, Reilich answered that, if that had been her intention, 'I would have brought my lunch.'"

**GOOD JOB,
HIALEAH!**



AMELIA EARHART MEMORIAL SCHOLARSHIP JUDGES

by Jean Pearson

MARJORIE EVANS is the Chairman of the Board of Universal Weather and Aviation, Inc.

She began working for Universal in 1969, the year she married Tom Evans who had founded the company in 1960 with the belief that the aviation community needed more general meteorological assistance than the government provided. Universal now has more than 300 employees in 19 offices around the world to ensure the smooth operation of business and corporate flights regardless of where they fly. After her husband's death in 1981, Evans, who was already holding the position of secretary-treasurer at Universal, assumed the board chairmanship. She also holds positions on the boards of several Universal subsidiaries and on many community and business executive boards.

She shares her Houston, TX, home with four cats, a dog, and a bird and enjoys the theater, bowling and travelling around the world.

ROBERT A. FUHRMAN served as Vice Chairman of the Board, President and Chief Operating Officer of Lockheed Corporation before his recent retirement.

Fuhrman has had key roles in the development of missiles and space systems since his graduation from the University of Michigan in 1945 with a degree in aeronautical engineering. He joined Lockheed in 1958 as technical staff head of the Polaris Systems development. By 1969, he was a Lockheed corporate vice president and general manager of the Missile Systems Division. As his career advanced, he became president of Lockheed-Georgia (builders of the C-5) in 1970 and, a year later, president of Lockheed-California Company (builders of the L-1011 and the Navy's P-3A Orion).

Continuing to rise in the corporation, Fuhrman became a Member of the Board in 1980, Group President of Missiles and Space Systems in 1983, President of Lockheed in 1986 and Chief Operating Officer and Vice Chairman of the Board in 1988.

Since his retirement, Fuhrman has served as the corporation's senior advisor.

MARJORIE EVANS



ROBERT FUHRMAN



(Please see AEMS Judges continued on P. 8.)

MINNESOTA NINETY-NINES ADOPT-A-HIGHWAY

by Linda Osland

It was a hot, sticky July day when our group of Ninety-Nines trudged through the wet grass in the ditch. There was no question in MY mind that I'D RATHER BE FLYING, yet here we were gathering aluminum cans, glass bottles, old lamps, dirty tennis shoes and tossing them into trash bags. Our Chapter had committed to cleaning nine miles of highway by St. Cloud.

"Did anyone bring bug spray along?" I called across the road as gnats congregated behind my sunglasses.

Clara Johansen answered my distress signal from the opposite ditch. "I've got some. Be sure to separate the aluminum from the glass, everyone. Did you know we get credit for the cans that we recycle? Surely we'll find a few hub caps, too."

Florence Robinson and Jean Miller started to roll a discarded tire up to the side of the road. "We're not responsible for them," advised Ginny Reed, our leader, "just pieces of rubber. And, remember, don't touch any dead animals—the highway department will handle them."

I don't think the stretch of highway had ever been cleaned before. When Shirley Larsen arrived in our support vehicle, to our relief she distributed some refreshing pop and ice water. "When we round that bend

continued next page

AMELIA EARHART MEMORIAL SCHOLARSHIP JUDGES, continued

JAMES D. GORMLEY, is President of the General Aviation Manufacturers Association (GAMA), the national trade association that represents the interests of general airframe, engine, avionics and component manufacturers.

Prior to joining GAMA in 1981 as vice president for government relations, Gormley concluded a 28-year career. He accumulated over 4,000 hours flying time as a pilot in a wide variety of aircraft. He commanded both a Strategic Air Command (SAC) bomb wing and a SAC air division. He also spent a total of six years in legislative liaison work, first as Chief of the Air Force Senate Office and later as Air Force Deputy Director of Legislative Liaison. He retired in the grade of Brigadier General. Born and reared in Minneapolis, Gormley received his BA degree from the College of St. Thomas in St. Paul, MN, and his MBA degree from Auburn University. He also attended the Harvard University/Kennedy School of Government.

JAMES GORMLEY**LYNN SPRUILL**

LYNN SPRUILL is currently both a pilot for Delta Airlines and Mayor of Addison, TX. She has also been a pioneer for women pilots in the United States Navy.

Among the first group of women selected to train as a Naval pilot, she made history as the first woman to qualify as a carrier pilot for the United States. Subsequently, she flew carrier missions in the Atlantic.

A graduate of Mississippi State University with a BS in business, Spruill has been heavily involved in community activity. In addition to being mayor, she has served on the planning and zoning commission for two years and on the Addison town council for three years. She also has served as vice chairman of the Metroplex Mayors' Association and vice president of the executive board of the North Central Texas Council of Governments.

Spruill is a member of the aviation panel for the Smithsonian Air and Space Museum.

MINNESOTA NINETY-NINES ADOPT-A-HIGHWAY, continued

ahead," she announced encouragingly, "we'll be done with this three-mile stretch."

We all agreed that we could use more people the next time. Clara called out, "And remember, the Chapter agreed to adopt a three-mile stretch of highway down by Flying Cloud Airport. Linda, are you busy next Saturday?"

I paused to consider. It is hard to say NO to Clara, but this ground-based environmental project was not usual for us. Could it compete with our aviation education programs, flight safety, scholarships, or flying blood for the Red Cross?

"I'll help with Flying Cloud," I answered. "At least, while we clean the road, we can watch air traffic for diversion."

We bent to the task—to complete the three mile stretch. As we approached the bend in the road, Clara was waving and laughing. She held up a stringer that held two squirming, live Northerns that she'd caught in the stream. "It's my reward for not going fishing today with my husband," she called gaily.

What justice. Score three miles for the Ninety-Nines and two fish for Clara.



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

Posing to commemorate the spirit of the WASP (and tinted to simulate a bit of age), four of today's U.S. Army helicopter pilots pose as "Pistol Packin' Mamas." On top of the Huey is First Lieutenant Lisa Stella. In the pilot's seat is Alejandra O'Brien, the Maintenance Platoon Leader. From left to right in front of the Huey are pilots: Captain Celia FlorCruz, General Support Platoon Leader, and First Lieutenant Lynn Johnson.



Celia wrote, "We were in B Company, 2nd Combat Aviation Battalion in Camp Casey, Korea in 1987. The Company had 23 Hueys and about 10 OH-58 Kiowas. My platoon, 12 UH-1s and 40 pilots, flew tactical missions, administrative personnel and cargo transport. B Company performed reconnaissance missions, electronic jamming, surveillance, observation, artillery support and much more."

We can bet that the flying was extremely challenging in the mountainous terrain of Korea. Congratulations to four of the best.

• **East Canada Section Reporter** Nancy O'Neil Holden sends word that Governor Sue Ehrlander hosted a Governor-In-Council meeting at her home in St. George in March. Attending were Isabel Peppler, **Eastern Ontario Chapter**; Cathy Fraser and Donna Deaken, **First Canadian Chapter**; and Nancy, Pat Crocker, and Karin Williamson, **Maple Leaf Chapter**.

• **Atlantic Chapter** now has nine members and are planning their first Poker Run.

• **First Canadian Chapter's** Kathryn Price is a finalist for an A.E. Scholarship. In January, 35 members met at the Toronto Island Flying Club to hear Lene Band speak on traveling with young children and Lynda MacKay and Pat Lee speak on Missionair, a program that provides free air transportation to and from the treatments for cancer patients. **First Canadian's** Diane Bourdon showed the video "C'mon Geese," a delightful story of teaching a flock of young Canada Geese to fly in formation with an ultralight and its pilot. (Ed. note: The video was immensely popular at Sun 'n Fun. It was sold out on site and a long list of orders to fill existed before Sun 'n Fun ended.) Bettina Jenkins showed the video "Sky Warriors," about an organization that operates T-34A aircraft and offers courses in dog-fighting, aerial combat. In February, nine members flew to Guelph Airpark for a tour of Charlie Miller's mini-museum of aircraft restoration and a tour of Tom Dietrich's hangar and his restoration procedures of a Tiger Moth.

• **Maple Leaf Chapter** members welcome Judy Barr. In February, members of **Maple Leaf** combined with the London Air Patrol to attend the Transport Canada Pilot Decision Making Program. In March, they met at the Chatham Airport where Pat Crocker



Shown during a quiet moment at the Women In Aviation Conference, Las Vegas, is Carla Yancey, on the right, with her fellow pilot and ground school instructor, Neva Ivie. They team teach the Aviation Ground School course at Klamath Falls, Oregon's Oregon Institute of Technology.

Carla will be a novice air race pilot at the Palms-to-Pines Race this summer. New to piloting an air race, Carla is no stranger to racing. Her father-in-law is Bob Yancey who created a stir at the National Championship Air Races, Reno, Nevada with his F-4U Corsair and topped that with a highly modified Yak 11. Bob, piloting his "Perestroika," finished 4th in the Gold Race at Reno 1991.

Carla, a Private Pilot, just soloed a Yak 14. Keep an eye on her. She ought to become a premier air racer. Good luck to Carla and to all Palms-to-Pines contestants.

SECTION NEWS, continued

and Sue Ehrlander demonstrated their method of giving an Air Bear presentation. Prizes of an aircraft book and flight with a Ninety-Nine have been awarded at four Science Fairs to students with the best aviation project. In Chatham, Susanne Wilkins awarded the prize to John Wyatt, grade 9, for his project on "Cutting Down the Drag." In Windsor, Nancy Stasko presented the award to Neil Wadehra and Toan Nguyen for their project on "Three Important Properties of all Space Suits to Ensure Survival." In Sarnia, Sandra Hickman chose the project of Colin Berry and Chris Edgar, grad 8 students, on "3-2-1-Lift-Off," examining different wing shapes. In London, the group of Pat Crocker, Peggy Smith, Karin Williamson, Cheryl Wheatley and Betty Ellison awarded the prize to Michael McKinney and Jeff Tims for their project on aerodynamics. Karen Anderson, Brenda Steffes and Nancy O'Neil Holden recently assisted eighteen Girl Guides earn their aircraft badge. They spent one evening teaching them the basic requirements and the following week took them on a tour of the airport terminal, weather office, control tower and flying club to examine the aircraft. The girls were thrilled with the experience.

- Approximately 125 members and guests attended the Spring Meeting of the **South Central Section** in Dallas, TX. Hosted by the **Dallas Redbird Chapter**, a well-rounded program included a tour of the training facilities of American Airlines. Meetings were held so that the seminars were consecutive and one could attend Aviation Careers, FAA Wings and Civil Air Patrol presentations and discuss the results of the international by-laws revisions with committee members. Members of 27 of the 35 chapters were in attendance to: adopt a modest budget, set up a Section audit committee, approve a Resident Agent registered with the Texas Secretary of State, learn that 6 SCS AE Schol-

arship applications were forwarded to the international committee, hear reports from Governor Pat Ward and President Marie Christensen and be introduced to attending international candidates. Incoming Section officers are: Judy Reinhart, Governor, Austin; Carole Sutton, Vice Governor, Nebraska; Shirley Brown, Secretary, Oklahoma; and Phyllis Kramer, Treasurer, High Country. Nominating Committee members are: Vel Morgan, Chairman, Coastal Bend; Elizabeth Jordan, Dallas Redbirds; and Andrea Chay, Houston. **Southwest Section Governor**, Lois Erickson, challenged the **South Central Section** to a battle for the most new members. Verne Jobst, UAL Captain (retired), Lt. Col. in the CAP, Gold Seal Flight Instructor and EAA Director, did double duty—he jumped in to present the FAA Wings Program when the scheduled speaker came down with laryngitis in addition to his presentation of a comprehensive slide program on the late Charles Lindbergh. Margaret Cosby reported, "He frequently interjected, throughout both talks, his admiration for the Ninety-Nines. He also requested that pilots sent suggestions to the FAA as to what should follow the Wings X level." Members of **Purple Sage Chapter** were winners of the Travel Plaque and were judged, impartially by Southwest Section Governor, Lois Erickson and India Governor Chanda Budhabhatti, to be winner of the Scrapbook Competition. Pat Ward gave her thanks to those gathered and was thanked in return with a presentation by incoming Governor Judy Reinhart of a figurine to add to her clown collection.

- **Colorado Chapter** members welcome Maria Myshatyn. Colorado's Air Bear Program, led by Lynn Ringer, coordinator, and her dedicated group, reached 925 students in nine schools in Boulder, one in Longmont, and one in Fort Collins. Assisting Lynn were Ginger Banta, Sheri McGregor, Tabitha

Davis, Gail Hurder, Donna-Marie Irwin, Clarinda Spees, Joyce Hilchie, Bonnie Weiss, Pam Bertino, Carol Leyner, Von Matheny and 66 Susan Bollen. **Colorado's** Chairman Paulie Perry, Vice Chair Bonita Ades and Joyce Hilchie attended the SCS Mid-Winter Conference in Oklahoma City. Colorado members are offering prizes to encourage women pilots to fly to the 99 International Convention in Kansas City in July. To qualify, the pilot must fly into the designated airport (KC Downtown) and register at Executive Beechcraft, the designated FBO. A commemorative mug will be offered to the first 25 PICs to qualify.

- Over 60% of the **High Country Chapter** members participated in a Companion Flyer Seminar and offered certificates to 13 women and one male high school Companion Flyer. Shirley Simpson was the coordinator and her 49 1/2 Glenn taped the seminars. In addition, Nancy Kelly provided phonetic alphabet cards and Mary Hermann donated radio emergency cards.

- When the story about Amelia was released earlier this month, the media contacted **Kansas Chapter's** Bonnie Johnson and she represented the 99s on local TV. **Kansas' Marilyn Copeland**, who is serving on the Board for the Congress which will be held in Bombay next March, attended the Women In Aviation Conference in Las Vegas (see the May 1992 issue, *Ninety-Nine News*) as well as two planning meetings for the Second World Aviation Education Safety Congress sponsored by the India Section 99s. This will be an opportunity for 99s to travel to India for an outstanding program of events with many benefits included. Micky Axton was again invited to speak at the Naval Graduation, Corpus Christi, TX. She was presented with a set of Navy Wings and told to wear them whenever and wherever she pleased. Her presentations have been so popular that she has

SECTION NEWS, continued

been asked to return for a third consecutive year.

• **Oklahoma Chapter** members hailed their annual membership brunch as a success. More than 35 attended. Several new members were signed up, the Chapter Service Award was presented to Helen Holbird and Chapter Pilot of the Year went to Diana Burton. **Oklahoma** members welcome Susan Reinish, Mary Dilda, Rachel Westermeyer, Sandra Lynn Stephens, Tina Madsen, Jamie Roberts and Gaydawn Moore. Glowing reports were brought by those members who attended the National Aviation Congress: Susie Sewell, Poochie Rotzinger, Mary Beth Hunt, Lu Hollander and Helen Holbird. Helen is the new chairman and, having jumped in feet first, she is making a great showing.

• **Purple Sage Chapter** has announced the new officers: Mary Alice Tidwell, Chairman; Sabrehna Wyche, Vice Chair; Patricia Petosky, Secretary; and Betty Jones, Treasurer. Nancy Robinson Masters from Abilene was a guest speaker for a **Purple Sage** seminar-barbecue. Nancy is a well-known author and speaker—an interesting lady who is well-versed on many subjects.

• **San Antonio Chapter** members have been supporting an aviation scholarship at Palo Alto College for several years as well as supplying aviation books to their library as memorials. **San Antonio** members were invited to the dedication of their Aviation Education Resource Center and Ginny McDaniel, Ann Ash, Pam Crane, and then-66 Stephanie Martin attended. San Antonio's Major Faye Makarsky, U.S. Army, and **Houston's** Dorothy Cummings, First Officer for Continental, flew a 206 helicopter borrowed from Bessie Johnson in order to participate in the U.S. Precision Helicopter Team Championships held recently in Washington. There were only two all-female teams. Cummings and

Makarsky finished in a creditable 5th place out of 17 entrees. All of the others were commercial helicopter pilots and they were the only part-timers. They had originally planned to fly as an Army National Guard team but there was no funding and even regular Army teams



Maple Leaf Chapter's Nancy Skasko with winners of Best Aviation Project, Toan Nguyen and Neil Wadehra

backed out because of cutbacks in the military budget. San Antonio's Gale Tseu wrote, "It looks like I have a sister in Dallas in Marcie Bissell. She's flying the Girl Scouts and I fly the Boy Scouts. She's flying AirLifeline and I'm doing heart and lung runs in the Lear." One of the Boy Scouts attending Sunjet's introduction to flight was so fired up about flying that he pursued it and has recently been accepted into the Navy's pilot training program. Gale flew an enthusiastic bunch, five at a time, in a B-58 Baron. She let them hear the communications, explained every move she made and why and pointed out various landmarks. She said, "When I'd get set up to land, I'd glance back to see ten eyeballs glued on the runway. They were with us for about 3 hours, filled with interest and questions. I really enjoyed it." Ginny McDaniel attended a hearing on Castroville Airport, speaking on behalf of lady pilots using the facility. She was delighted that they will be funded soon. Margaret Cosby

brought Operation Skywatch posters from the SCS mid-winter meeting and has distributed them with explanations to airports surrounding the San Antonio area. Newest pilot and 99 is Stephanie Martin, working on her instrument rating. Janelle Cruea and Dini Gallagher are welcomed as 66s.

• **Shreveport Chapter 99s** sponsored a Holiday-in-Dixie Celebration at Downtown Airport—a huge success. Starr Stone, assisted by Evelyn Snow, headed the affair that was enjoyed by 10,000 people. Children enjoyed tether rides in a hot air balloon. Everyone enjoyed a magnificent airshow. Joan Carroll, Evelyn Snow, Jere Saur and Starr Stone were treated to rides in visiting display aircraft when they were flown to Barksdale AFB for display on the following day. Opening the day's activities was the induction of several local pilots including Helen Hewitt into the newly-established Wall of Honor at Downtown Airport. Eileen Anderson and Starr Stone and a Special Events Committee hosted a party for the arriving Warbird pilots and other airshow participants. Powder Puff Derby pilots and copilots were featured in a special display and were outstanding in their blue T-shirts designed for the occasion by Jere Saur and Evelyn Snow.

• Reporter Joan Niles circled some major news items from the eastern seaboard of the US. "In the spirit of the 99's motto, 'World of Friendship through Flying,' the **Washington, DC Chapter** members have voted unanimously to adopt a Member-at-Large, Fiorenza De'Bernardi of Rome, Italy. Considered the Dean of Italian women pilots, Fiorenza is Past Governor of the Italian Section, Past President of the European Woman Pilot's Association, and Editor and Publisher of the fabulous *Pink Lady*, the history of the incredible European women pilots. Members-at-Large pay dues faithfully, but have precious little contact with the rest

SECTION NEWS, continued



Receiving the Hazel Jones Award at the AOPA Convention are, l. to r., Susan Coco, Nancy Jensen, Cindy Brown, Pat Forbes, Sharon Schorsch and Ann Marie Schorsch.

of the organization. Washington, DC Chapter members decided it would be nice to have a special pen pal and to offer full member rights to one of these ladies."

- In the same spirit, the **Long Island Chapter** has adopted Rikako Carpenter of Saitama-ken, Japan.

- Meta Politi, **New England Section** reporter, wrote, "Spring is coming to New England. The grass fields are drying out and snow plows are being put away. A Section meeting is to be held in Kittery, Maine, on May 2."

- **Washington DC Chapter's** Joan Stalk developed her "Knee Biters" program in January, 1989 and has been going to various elementary schools to talk to children about flying. She has a "goodie bag" for children from items she has received from aviation companies, NASA, GAMA and airlines. Her program includes realistic information on flying and objects of aviation interest. In 1991, for Virginia Aviation Safety Week, she was asked to present a program for children at her airport. She put together a video, displayed aircraft parts and displayed her radio/instrument collection to delighted children from throughout the area.

- **Maryland's** Susan Maule, 99 and 2nd Officer for USAir, shared her flying experience as a guest speaker for an Amelia Earhart luncheon in Detroit. She also spoke to her sister's elementary school in Moultrie, GA. Judith

Hutchinson volunteered her services in a Computer, Math and Science Fair in Annapolis. The Fair was aimed at middle school girls and sponsored by the American Association of University Women. Barbara Walters and Gwen Shafer served as role models—pilot and molecular biologist, respectively. Doris Jacobson was honored at an Aberdeen Proving Ground Flying Activities banquet as "Top Air Bear." Doris responded with, "I would be remiss if I did not mention the fact that I can not and do not present the Air Bear program by myself and accept this plaque on behalf of all the **Maryland Chapter** members who have helped me promote aviation to elementary age school children."

- **Delaware Chapter** members painted an eighty-foot diameter compass rose at the New Castle County Airport on an unused one-hundred-foot diameter helipad. Ginny Batzel, Jerry Harris (49 1/2) and Ellen Nobles-Harris prepared the rose using string, wax crayon and chalk line. Twelve members, 66s and 49 1/2s: Marilyn Alderman, Anna Butler, Anne Eriksen, Midge Oliver, Sheri Beck, Ellen Nobles-Harris, Elaine Phillips, Rita Liu, Betty Wolfe, Jerry Harris, Craig Wheel and Prachha Bawa, assisted. The workers were visited by members of the **Eastern Pennsylvania Chapter** who were meeting in the ILG terminal building.

- **The Florida Panhandlers** held their March meeting at Alabama Aviation and Technical College, Ozark, AL. Fifteen Panhandlers competed for prizes in different flying categories: most flight hours earned in previous week and best hangar story, for example. An FAA Flight Examiner, James Burchett, spoke on changes in the current airspace.

- Kathleen Browne reports that **Aloha Chapter's** Lois Russell is planning the date to finish a compass rose. **Aloha's** March helicopter fly-in was a resounding success. Bev Haid, Sue Hillmann, Dotty Kelsey, Amy Hughes, Lois

Russell, Vivian Fagan, Marian Smith and Lois Luehring all enjoyed the day arranged by Donna Frost Swank.

- **Antelope Valley Chapter** members will hold a Flying Companion Seminar in Lancaster. 74 people played in a successful Poker Flight and 98 attended the Barbecue. Airmarking at Inyokern was finished on the 29th of March and Lone Pine will be ready soon for an airmarking. Jane Woodward and husband Bill recently acquired the FBO at Lone Pine. **Antelope Valley** members have been invited to fly into Apple Valley by the **Hi-Desert Chapter** members for breakfast and a tour of the Apple Valley School/Science and Technology Center on June 13.

- **Arizona Sundance Chapter** members planned the 9th Annual Shamrock Air Derby. Grace Moore is the newest member of the chapter. She and Sharon Grey attended the Women in Aviation Conference in Las Vegas. **Arizona Sundance's** Pat Barta, Pat Moreland and Pat Stover attended the Arizona State University Honors Convo where Shannon O'Hara received the Melba Beard Scholarship presented by Arizona Sundance Chapter. Three aircraft, four 99s and 3 49 1/2s flew to Kearny, AZ to participate in that town's Pioneer Days by running an airlift. Darrell Hissem, Karen and Ted Maish and Marge Thayer flew about 100 people on sightseeing flights. Many were experiencing their first airplane rides. Jeanne Hissem, Ron Thayer and Kay Kohler helped load passengers, collect funds and act as ATC. Vicki Kerr, Administrative Assistant to the Falcon Field Airport Manager, was a guest at the April Meeting. She is a CFI and also holds multi-engine commercial.

- **Bakersfield Chapter** members planned to sell Pepsi products and popcorn at an airshow at Minter Field. Mary Lou Romagno was in charge of GA parking and transportation. Ann Santer, General Consultant,

SECTION NEWS, continued

Mathematics/Science, Kern County Superintendent of Schools presented the program about the upcoming Science Fair for the March meeting. A fly-in to Porterville was planned for April 5. Joan Paynter was in charge of refreshments for the April FAA Safety Seminar. Peter Thomas, interim Department of Airports Manager was to speak in April to members of **Bakersfield Chapter**.

• Betty Gillies was scheduled to speak in April to members of the **Coyote Country Chapter**. Freya Wood, who is working on her CFI, and Nancy Huff, from Palomar, are new members of **Coyote Country**. Sandra Huff is a new 66. Tom Huntington, Assistant Air Traffic Manager from San Diego Tracon was an informative speaker. Emily Ives, Nancy McSheehy and 49 1/2 Jim, Kathy Buckman, Kris Cook with Hugh and Terri and Walt Brubaker attended the Ciraco Summit fly-in. Future fly-ins are being planned for Borrego Springs, Columbia, Ocotillo Wells and Imperial Airports. Future field trips planned are for March AFB Museum, Palmdale's LA Center, San Diego Tracon and Operation Sunbreak at Gillespie Field.

• **El Cajon Chapter's** Dorothy Ledbetter and Doris Ritchey flew to the Needles Fun Day in February. Doris participated in the flour bombing and spot landing contests.

• Another Girl Scout tour was planned in April for Fullerton Airport. The **Fullerton Chapter** members had an information booth at Fullerton's Annual Airport Day. They had 10 aircraft for the airlift and flew 200 passengers. Thank yous to Sue McNutt, Sylvia Paoli, Denise Jennings, Nick Ermolenko, Bill Bancroft, Jan and Ed Nievesky, Joyce and Henry Ilves, Terry Dean, Dick Williams, June Leach, Muriel and Dave Unruh, Kim Ernst, Evelyn Craik, Anne Kocherhans, Tracy Barclay, Pat Savage, Jeri Sheets, Eleanor Westerlin and Retta Bingham. **Fullerton Chapter**

members planned a fly-in to Borrego Valley Airport for an aerial tour of the desert in bloom. Fullerton members sponsored the Rod Machado Seminar on "Handling In-Flight Emergencies" in April.

• **Imperial So-Lo** members planned on a Gonzaga Bay Fly-in. Three **Imperial So-Lo** members have cabins in Baja, CA, 100 miles south of San Felipe. There will be a scavenger hunt, brunches and cook-outs.

• **Long Beach Chapter's** Monica Havelka and Jacquie Sprague attended the Corona Pilots' Association 3rd Annual Poker Run in March. **Long Beach** members have been invited to join the Palms Chapter for a Memorial Day Weekend fly-in to Columbia. Members have also been asked to act as hostesses for tours of the new general aviation center at Torrance Airport and plan to have a membership booth. Irene Bronner and Julene Stelmak are the newest members of the chapter. Lori Papp attended the Women In Aviation Conference. Ginger Graham has become the LGB communicator and chief of the chapter speaker's bureau. Dee Bowers and Lori Papp attended the Wings and Wheels event at Borrego Valley Airport. A Flying Companion Seminar is set for June 6 at Torrance Airport.

• **Los Angeles Chapter's** 60th Birthday was celebrated at Magic Castle. Mark Bender was the February speaker, presenting a talk on the problems and procedures for flying the Atlantic.

• **Marin County's** Aimee Moore and Michelle Scott regaled members of the Chapter with tales of advanced ratings and self-destructing aircraft engines for the April meeting. Marin County members are sponsoring a proficiency race in May. An IFR Refresher Course featuring Rod Machado is being hosted by members of Marin County at Santa Rosa Junior College. Peggy Williams, Cathy Morshead and Carolyn Coleman



Touring 99 Headquarters during the SCS id-winter meeting are, l. to r., Margaret Cosby, Brooks Powell, Lu Hollander, and Janice Raymond. Photo by Poochie Rotzinger.

attended the Women In Aviation Conference.

• One of **Mission Bay Chapter's** Trina Kekenge's eager students is her mother, who requested that Trina teach her to fly. Another mother/daughter racing team? **Mission Bay Chapter's** chairman, Isabelle Hale, has been invited by Chanda Budhabhatti to join the Board of Directors of the World Aerospace Education Conference. Isabelle met Chanda in India in the late sixties and was instrumental in seeing that Chanda and 2 other women pilots of India were sponsored for many years by the **El Cajon Valley 99s** until they could form their own **India Section**. The other two, Mohini Shroff and Rabia Futehally are still very active. Eight charter members of the Mission Bay Chapter were members of the El Cajon 99s during this time.

• **Monterey Bay's** 66, Carol Hill, and newly-licensed pilot, Trudy Haversat, were guests at the March meeting. A WVI Fly-in is planned for Memorial Day Weekend and the **Monterey Bay Chapter** members will have a booth selling strawberries and shortcake. An Aviation Education Day, OAL Exercise was planned for Nissen Ranch. Carolgene Dierolf, Gene FitzPatrick and Paula Thompson represented the Chapter at the Airport Safety meetings at Salinas, Monterey and Watsonville. A "Get Acquainted" luncheon at Watsonville was a success.

SECTION NEWS, continued

• **Mount Diablo Chapter's** 25th Birthday was on May 6th. **Mount Diablo** members held a successful annual Open House and an April fly-in was a planned RON at Oceano.

• **Mt. Shasta Chapter's** Barbara Boot presented the March program showing footage of aerobatic flying by Bob Healey and Joann Osterud. A poker run was planned for May and an airmarking at Benton Airport was in April. Barbara Boot, Lois Erickson, Alma Hinds, Doris Lockness, Joida Reed and Diane Schneeweis attended the Women In Aviation Conference. **Mt. Shasta** members planned a food booth at the Redding Airshow in May.

• **Nevada High Sierra Chapter's** Dene Chabot-Fence and Marianne Cerquitella marked Dayton with the 99s logo. Margaret Metternich is a new member. A fly-in to Chester was being planned for May and Angel Flight provided a speaker for the April meeting.

• **Orange County Chapter** members held an annual White Elephant Auction—a howling success. **Orange County's** Night Currency meeting was another great success. SimFlight Time, Martin Aviation, Royal Aviation (all at Orange County Airport) and Jan Peterson donated the aircraft for this event. Flight instructors, Scott

Schroeder (Martin), Ed Valdez (SimFlight) and Jan Peterson donated their time to get Beverly Allen, Madeleine Hansson, Brenda Jackson, Patti Lynch, Celia Vanderpool, Shirley McFall, Marianne Sottile, and Christine Stulik APT'd and Night Current.

• Janet Lewis, Ethel Triester and Carol Colburn of **Palms Chapter** attended the Women In Aviation Conference. Betty Loufek's daughter, Roberta, became a LAPD officer. Angel Flight director, Jim Weaver, was the speaker at the **Palms Chapter** meeting in March. Paula Jean Manfredi, an American Airline Flight Attendant, got her Private certificate in April and immediately joined the Chapter. Mary Falstrom has started flying again after 20 years and has re-soloed.

• **Palomar Chapter** members heard Patti Mattison, Accident Prevention Program Manager from the San Diego FSDO, as guest speaker.

• **Phoenix Chapter** members planned an information/membership booth at the Scottsdale Air Fair. Guest speaker in April was Earl Pohlman, a representative of TIGHAR. Kathy Doane, a police officer with the City of Phoenix, is the newest member of the Chapter. She is planning to work her way to the NOTAR police helicopters. 66 Kath-

leen "KT" Vermeyen has gotten her ticket. Valarie Doyle, a boom operator on the ANG tankers, was a guest in March. ASU Student, Julie Francisco, is this year's recipient of the **Phoenix Chapter** scholarship.

• **Redwood Empire Chapter** members plan a Flying Companion Seminar in June.

• **Reno Area Chapter's** May and Dick Haskell and Nancy and George Patterson flew to Death Valley Furnace Creek. Helen Squires gave a presentation about her recent trip to Australia. Contact May Haskell or Nancy Patterson to join the LVPA for the following Lahontan Valley Pilots' Association fly-in schedule: June 27-28, Truckee Air Show; July 26, Fall River Mills; August 23, Harris Ranch; September 13, Nervino Annual Fly In; September 17-20, Reno National Championship Air Races; October 11, NAS Fallon Air Show with the Blue Angels; and October 25, Columbia.

• Rich Wilson, general manager of Capital Sky Park, was to speak to members of the **Sacramento Valley Chapter** on mountain flying. A Feather River Fly In was planned for April.

• **San Fernando Valley Chapter's** Mary Glassman, Felicia Hoppe, Paula Sandling and Ace Nichols attended the

NEW HORIZONS**ANALEE HOLDEN**

Long-time member of the San Gabriel Valley Chapter, Analee flew to New Horizons on March 12, 1992. She flew the last Powder Puff Derby with her daughter. She joined the San Gabriel Valley Chapter in 1973. She will be missed.

HERMINA VAN DOORNAM

Distinguished member of the Alberta Chapter, Hermina emigrated to Canada from Holland. An educator, she taught Eskimo children, became a Brown Belt in judo, taught in Australia and became an outstanding teacher of children with learning disabilities. She earned her Private Pilot certificate with the Edmonton Flying Club and bought a 1946 Aeronca Champ. Although she died in 1987, Hermina was recently memorialized by her brother in *Tracking Outbound*, the Western Canada Section newsletter.

DONALD PARKE, husband of Greater Seattle Chapter member, Helen Parke.

Women In Aviation Conference. San Fernando members shared a fly-in and Greasy Thumb Day with members of the **Santa Paula 99s**. A Salute To Youth day was held at Palmdale in April with Marcia Fuller coordinating the pilots. Marcia was on the front page of the February issue of *Aviation Journal*. **San Fernando Valley** members planned a fly in to Rosamond Airport. Sue Skalla, Jaye Howes, and Sue Bazar presented a successful Flying Companion Seminar in April.

• **San Gabriel Valley Chapter's** Greasy Thumb workshop was a success thanks to efforts by Lyn Larson and her crew. Jean Bustos has volunteered to chair the Installation Dinner in June. Penny Moynihan is applauded for her efforts in planning the mystery fly in to Catalina, although the weather was uncooperative and it had to be rescheduled. **San Gabriel Valley** members are sponsoring an Aviation Pet Photo/Essay Contest to place a high school student at Space Camp in Alabama. 66 Shelly Merrick flew her dual cross country. Jeannette Frazier offers to take aerial shots of you flying your aircraft. Elva Swoffer, who runs the SAF missions for the US Coast Guard Auxiliary and teaches navigation safety and ditching procedures, was a planned speaker.

• **Santa Clara Valley Chapter** members heard Angel Flight coordinator and pilots featured at the April meeting. The **Santa Clara Valley Chapter** members are sponsoring the 2nd Annual Marion Barnick Memorial Scholarship. The application is repeated in this *Ninety-Nine News* and the deadline has been extended to July 1st. All interested 99s are urged to apply. Margaret Watt is the newest member of the Chapter. She holds ATP, CFI, instrument and multi-engine ratings. The flight team from San Jose State attended the 3rd Annual Pasta Night and showed a video of their activities. A Flying Companion Seminar was planned for April

CALENDAR of EVENTS

JUNE 1992

- 6-19** Aero-Space America, Will Rogers Airport, OKC
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, Tornado 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
26-28 17th Annual Buckeye Air Rally, Rickenbacher Airport, Columbus, OH. Kits \$3; BAR, 1200 Haddon Rd., Columbus, OH 43209
27-28 Truckee-Tahoe Air Show, Truckee Airport, Lake Tahoe 99s sponsor Kathy Gray, Jet Aerobatic pilot and Albert Bresnick, AE's photographer will be Grand Marshall and sell his photos of Amelia.
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
18-20 36th Michigan SMALL (*So. Mich. All Ladies' Lark*) Race (open to men and women pilots flying GA aircraft of up to 600 hp), Iosco County Airport, East Tawas, MI. Contact: Lynn Jeffery, 313-230-8565
20-23 Salem, OR Northwest Section
21-22 Okie Derby Contact: Helen Holbird, 405-942-6308

SEPTEMBER 1992

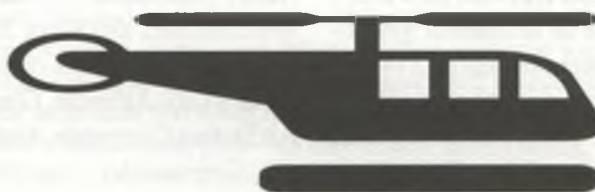
- 11-13** Ann Arbor, MI North Central Section: Gini Sutherland 313-642-8756
18-20 Mile Hi Air Derby, Centennial, CO

OCTOBER 1992

- 1-4** Albuquerque, NM Southwest and South Central Sections/Balloon Festival
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

MARCH 1993

- 4-6** Women In Aviation Conference, St. Louis, MO.
 Contact: Dr. Peggy Baty 618-337-7500



SECTION NEWS, continued

and the June meeting is to be held at the police hangar on the San Jose Airport. Vince Fearheiley, helicopter pilot and police officer, will speak. Jeana Yeager was to be honored at the Crystal Eagle Awards Dinner in April. Special recognition was to be given to Amelia Read and Vern Ackerman for their lifelong contributions to aviation. Nancy Sliwa has announced that she is funding an annual term scholarship for women students at ERAU for \$1000 per campus. It will be for upper classwomen who have demonstrated dynamic leadership on campus and community activities.

• **Santa Rosa Chapter's** annual scholarship information packets have been distributed. Pam Flesher was the guest in March and Walt Smith, tower chief, was the speaker.

• **Utah Chapter** members planned to hear "Loran and You" at the Salt Lake Community College in April.

• **New Orleans Ninety-Nines** had a fly in to Patterson, LA, to visit the Wedell-Williams Memorial Aviation Museum. They met with Tex Palmer, the Curator, were shown a slide presentation on the history of Harry Williams and James Wedell. After a tour through the museum, they went to the Women in Louisiana Aviation Exhibit where Chairman Susan Coco made a presentation to Palmer of some artifacts to be included in the WILA.

• **North Central Section** Reporter, Myrna Stephens, reports on Daffodil Days, one of the most important events for several Chapters. **Minnesota Chapter** members delivered daffodils for the American Cancer Society (ACS) to 40 airports by 30 Ninety-Nines, one 66 and several 49 and 1/2s who flew 6,000 miles and drove an additional 999 delivering 749 boxes containing 374,500 flowers. Event co-chairs Hope Thornberg and Terry Frazee reported that the ACS viewed the effort a huge success.

• **Indiana Dunes** members and

Illiana Cardinals delivered 250 boxes of daffodils, organized by Barb Jennings. **Indiana Dunes'** Loretta Collins persuaded the Indiana governor to proclaim the second week in October Aviation Week and Phyllis Webb has been busy with the FAA Accident Prevention Program and has judged science fair entries at northern Indiana's fair to award savings bonds from Indiana Dunes Chapter to two students. Nancy Ash of Michigan City, Indiana, is a new member.

• **Wisconsin Chapter** members welcome newcomers: Penny Werner, Fond

HEADQUARTERS WISH LIST:

WINDOW COVERING
FOR 2ND STORY
LIBRARY TABLE
LIBRARY SHELVING

SMALL COPIER
FOR ARCHIVES

VCR TAPE
STORAGE UNIT

BENCHES AND CHAIRS

du Lac; Cheryl Mackie, Baraboo; and Wanda Zuege, Custer.

• **Three Rivers Chapter** members, who flew 250 cases of daffodils, were featured on TV news as well as in the Fort Wayne morning paper.

• **Chicago Area Chapter** members Nancy Haraldson, Norma Freier, Barb Muehlhausen and Mary Story gave 10 Air Bear classes last month. **Chicago Area's** Gail Allinson, Glenview Naval Air Station Composite Air Patrol Squadron Commander, recently promoted Madeleine Monaco to Captain. Among those who have toured Palwaukee Air-

port with Bev Greenhill were 15 Saudi Arabians from Saudi Airlines. Members of Chicago Area Chapter presented achievement awards to several members: flying activities awards were presented to Mary Lou Mueller, Tina Thomas and Kristen Nuckolls. Chapter activities awards went to Ruth Rockcastle, Diane Cozzi, Sharon Schorsch and Loretta Sincora. Lisa Scola was awarded the new member award, Sharon Schorsch the chapter service award and Ted Mueller the 49 1/2 award. New members welcomed to Chicago Area are: Tina Bohlke and Kathy Moloney. Tina is a CFI and Kathy obtained her license from 99 Gail LaPook on Christmas Day.

• **North Central Section** members gathered in Cincinnati for the spring meeting. Saturday seminars included a panel discussion with four women controllers and a discussion of hypoxia by Dr. Alan Kahn. Martha Lunken discussed the history of Lunken field. New officers of the Section were installed: Gini Sutherland, Governor; Ann Black, Vice-Governor; Cathy Mayr, Secretary; Marcia Greenham, Treasurer; and Nelda Lee and Mary Rutherford, Board Members.

• **Kansas Chapter's** Phyllis Blanton is proud of her daughter's achievements. Karen Blanton, a high school freshman, was one of seven winners for her 500 word essay, "What the Spirit of St. Louis Means to Aviation," a national essay contest sponsored by Sun 'n Fun Fly In, Inc. Karen won a family pass to the Lakeland, FL, convention, a ride in the Spirit of St. Louis replica, and a T-shirt. The essay contest was held to encourage youth to pursue their interest in aviation and to help them achieve their goals.

• **Saudi Arabian Section** Governor, Patsy Knox, wrote that the Ninety-Nines heard six fighter pilots in January—pilots of F-15E, F-16 and A-10 aircraft. In February, Patsy went to Bahrain to celebrate Yvonne Trueman's 25th an-

SECTION NEWS

niversary as a pilot which include 14 years of flying throughout the Gulf. She has flown in and out of Bahrain, Dhahran, Baghdad, Kuwait, UAE, Abu Dhabi, Dubai, Sharjah, Al-Ain Khorfakkan and Ras Al Khaimah, with Oman and Qatar still on her list. In March the **Saudi Arabian Ninety-Nines** made take offs and landings in the Saudi Aramco Aviation's new simulator—Aviation Simulation Technology. Patsy, Linda Hewgley and Verna Allen made it to Lakeland's Sun 'n Fun.

• **Northwest Section's Anita Hapka Taylor** wrote that the Pullman-Moscow Regional Airport is sporting a new compass rose thanks to the members of the **Intermountain Chapter**. Ken Watters, Accident Prevention Counselor, gave a presentation on hypothermia and cold water survival to members of **Greater Seattle Chapter**. **Greater Seattle and Western WA Chapters** hosted a Flying Companion Seminar at the NW Aviation Conference and Trade Show. Edweena Hartley will soon take delivery of her new helicopter. **Western Washington** members Carolyn Carpp, Cheryl DeShon, Jean Kope, Jan Liberty and Sue Barber spoke on a panel at the Museum of Flight after a lecture by Marianne Verges, author of "On Silver Wings." Anita Hapka Taylor was a panelist at a 2-day Soaring Expo event at the Museum of Flight. Kimi Ishikawa will participate at the Ephrata Apple Cup Regional Aerobatic Contest.



J.T. Beatty sent this from "Business and Commercial Aviation."

<i>(incorrect)</i>	<i>(correct)</i>
ATR	ATP
Artificial Horizon	Attitude Indicator
Turn & bank	Turn & slip
Air pocket	Turbulence
A&E	A&P
Pink slip	Notice of disapproval
Wilco	Still legal, out of date
License	CERTIFICATE!



The New Orleans Ninety-Nines were on hand at the Odyssey Flight 1991 fundraiser gala held at the New Orleans Lakefront Airport for the New Orleans Museum of Art. The collection of aircraft included: a Grumman Avenger TBM 3E Navy Torpedo Bomber, a Fieseler Storch FI 156/MS 505 World War II German Observation Liaison Aircraft, a N3N Navy Primary Trainer Single Engine Biplane from WW II, A Douglas AD-5 Skyraider Multimission Attack Aircraft used post WWII in Korea and VietNam, and 3 AU-24A Helio Stallions used in VietNam. Also on display was the Wedell-Williams #44 Racer which won the 1934 Bendix race from Burbank, CA, to Cleveland, OH. Standing in front of the famed #44 are, from l. to r.: Peggy Thionville, Kay Brune, Margaret Standing, Susan Coco, Marlene Morris, Jaimie Gonzales, Millie Thomas, Lisa Cotham, and Monica Hackett.

THEN, SUDDENLY THERE WERE THREE

by June Mills, Canadian Rockies Chapter

An unexpected surprise took me across the North Pole to Scotland. I had been given the honour of election to the fellowship of the Royal College of Physicians and Surgeons of Glasgow. Now three of us have been so honored.

Escaping the ice fog that blanketed the city, one of the Fellows showed the fledglings around the college where, among other sights, we saw portraits of venerable men. One of the largest paintings was that of King James VI of Scotland who gave the royal seal to the surgeon Mr. Peter Lowe of the college in 1599. In a temperature-controlled part of the library, where all the rare manuscripts are housed, there is a treatise by that same monarch entitled, "A Counterblast To Tobacco," in which he wrote, "A custome loathsome to the eye, hatefull to the nose, harmfull to the braine, dangerous to the lungs, and in the blacke stinking fume thereof, nearest resembling the horrible Stigian smoake of the pit that is bottomless." So, what is new?

Other ancient dates are interesting: 1167—English-speaking students barred from the University of Paris; a number journeyed to Oxford and, in 1263—founded Balliol College. Several migrated from Oxford to establish Peterhouse in Cambridge—1284. The University of St. Andrews received its royal charter in 1411; the Royal College of Physicians and Surgeons of London in 1518, and the University of Edinburgh in 1583.

After our return to Canada, a Bulletin of the Royal College of Physicians and Surgeons of Canada named, to my sheer delight, a fellow pilot who was now also a fellow of the college in the division of surgery-obstetrics and gynecology: Karen Joan Bailey. Karen has more than 500 flying hours, a commercial certificate and is a multiengine and instrument-rated pilot—no easy feat for such a young, vibrant aviatrix/doctor! Karen is also the International Chairperson of the Nominating Committee of The Ninety-Nines.

continued on the next page

THE 18TH ANNUAL SUN 'N FUN and TWO DYNAMIC 99S!!

by Ann Cooper

April signals spring in many parts of the northern hemisphere. Those enamored with flight respond to April by converging on Lakeland, Florida, USA and the annual gathering of experimental aircraft, classics, antiques, helicopters, ultralights, and warbirds. This year's event surpassed all expectations, despite the fact that Sun 'n Fun has been growing by leaps and bounds yearly.

In 1992, there were 1,462 showplanes registered, the largest field in Homebuilt Aircraft and, at the other end of the spectrum, there were as many as 60 helicopters. To emphasize the growth, this year there were 359,964 in attendance in comparison to 87,601 in 1983. Fifty of the United States and 57 countries were represented. In '83, 25 countries were represented in Lakeland. There were 270 forums conducted by aviation experts that drew an attendance of 8,414. Eleven workshops recorded over 40,000 attendees. Over 3,500 students and their teachers/chaperones participated in educational tours and 1,671 international visitors registered at the International Visitor Center.

Like the busy skies around Oshkosh each year, there were 36,000 air traffic movements with 5,000 attributable to ultralights and 1,000 attributable to helicopters. The economic impact was \$24,227,400, up from \$5,504,630 in 1983.

In the winner's circle this year was a Grand Champion Experimental, a Glasair; a Grand Champion Antique, a Culver Cadet; several outstanding Classics, Rotorcraft and Ultralights and two Warbirds, Grand Champ and Reserve, a T-28 and a P-47, respectively.

There is a new museum building and the media headquarters sported a brand-new building. Of particular importance to our group, the Ninety-Nines had a permanent structure for the first time and credit goes to Barbara Sierchio and Nancy Wright. Yes, many hands have helped out, but Barbara and Nancy are stand-outs. They give unselfishly and tirelessly of themselves and do so much for The Ninety-Nines!

Put the dates for next year—April 18-24, 1993—on your calendars. Make your plans and your reservations early and head for Sun 'n Fun, EAA's second largest fly-in and airshow. Be certain that you head for the headquarters of The Ninety-Nines. There is a cool trailer, a warm welcome and an opportunity to meet and greet Ninety-Nines from around the world. Best of all, you'll have a chance to see Barbara and Nancy to tell them, "Thank You!" They are a pleasure to know and two of the best representatives of our organization that you could possibly meet.

THEN, SUDDENLY THERE WERE THREE, *continued*

Then, as I turned the page of the Bulletin, there was yet another honour to another lady, Roberta Bondar. I have enclosed a reflection of Roberta's lifelong dream, a poem from the Rubaiyat of Omar Khayyam.

"Look to this day, for it is life,
The very life of life. In its brief course
lie all the verities and the realities of your existence:
the bliss of growth,
the splendor of beauty,
the glory of action.
For yesterday is already a dream of happiness
and every tomorrow a vision of hope.
Look well, therefore, to this day:
such is the salutation of the dawn."

Roberta, the second Canadian to make it into space and, at that time, a 46-year-old doctor, was a crewmember of the Space Shuttle Discovery. Roberta was once a Ninety-Nine, but has now flown beyond all our dreams as well. I had met Roberta on several occasions, before and after her space debut, through meetings of the Canadian Society of Space Medicine/Canadian Aeronautics and Space Institute. It was Roberta who pointed out one of the troubles that separate the sexes in outer space. She confided that it was a woman's vanity. If one coloured one's hair before the weightless flights, the result is very embarrassing. The chemicals immediately "degass" which pollutes the micro-environment and leaves the "greys" more prominent. That was something new! Let it be a warning to the "Grecian Greys."

So, suddenly there were three of us. There may be more soon. At least it is a small beginning.

(Editor's Note: The Ninety-Nines, fondly remembering Roberta Bondar, salute June Mills and Karen Bailey—three dynamic Ninety-Nines. Our best wishes to the two of you who are recently named to the prestigious Royal Colleges of Physicians and Surgeons. Congratulations!)

YOU'VE A TREAT IN STORE AT THE CONVENTION!**by Pat Mlady**

Convention registrants will be treated with many fine seminars and speakers at this year's convention in Kansas City. **Mr. Robert Gilliland**, speaker at the Jazzy Barbecue, is a graduate of the U.S. Naval Academy and is considered to be one of the world's top test pilots. A test pilot at Eglin AFB in Florida and a civilian test pilot on the "Missile with a Man On It," he is the holder of the SR-71 world's speed and altitude records and currently has logged more supersonic flying time than any man alive. With an easy speaking style that reflects his thorough knowledge of his subject, Mr. Gilliland will tell the Ninety-Nines about his personal experiences as well as the Supersonic "Blackbird" SR-71. Those present to hear Mr. Gilliland will be the fortunate ones.

Arlene Feldman, Ninety-Nine and Regional Administrator of the New England Region of the Federal Aviation Administration, will speak at the Welcome Breakfast on Thursday, July 9. A dynamic speaker, Arlene will address topics that range from the FAA to her personal experiences in aviation law and administration. She has a great deal to offer that will be informative to women in aviation.

Educational Seminars will abound on Friday, July 10. **Nancy Stuke**, Manager of Flight Officer Employment at United Airlines, will give vital information on how to project oneself at job interviews and in other aviation circumstances. Nancy presented a seminar at the 1991 convention that was extremely well-received. The information she will provide will help all Ninety-Nines, not just those wishing flying employment. The Ninety-Nines are very fortunate to have two members in Kansas City that will speak on their areas of expertise. **Mary McBurney**, a Controller at Kansas City Center and also the current president of Professional Women Controllers, will speak about the air traffic control system, women in the profession, and changes in the system. **Carolyn Kloth** is a meteorologist in the Convective SIGMET Unit at the National Severe Storms Forecast Center. She will describe the components and operations of the NSSFC, a one-of-a-kind center with national responsibility. She will describe a portion of its operation which includes the issuance of a number of aviation products that are of considerable interest to pilots—convective SIGMETs, AIRMETs, non-convective SIGMETs, and the Area Forecast. A tour of the National Severe Storms Forecast Center is being offered on Wednesday, July 8, so make plans to arrive at convention in time to participate in that tour.

The **Ninety-Nines' Workshops** will contain a great deal of information. Among the speakers and topics for the workshops are **Marilyn Kamp**, Ninety-Nine, and **Dave Mathis**, law enforcement officer for New York State DEC, who will address the Operation Skywatch program. Operation Skywatch is a volunteer environmental aerial surveillance program developed by the Ninety-Nines. By identifying and reporting sightings of illegal dumps and spills, pilots have made this program a documented success. **Alexis Ewanchew** will speak about the process of editing and publishing the *Ninety-Nine News*, the intent of the magazine and the ways to make it more useful to the organization. Helpful membership information will be provided by **Jaye Howes**. She will provide some pointers for getting members, keeping members and continuing the growth and participation of the Ninety-Nines. The famous "Air Bear" program will be described by **Madeleine Monaco and other members of the Chicago Area Chapter**. This program has been extremely well-received by schools and several chapters actively present the program. This workshop will provide invaluable information for those chapters who are looking for an outstanding public service program.



**REGISTER TODAY FOR THE 1992 INTERNATIONAL CONVENTION
IN BEAUTIFUL KANSAS CITY.**

**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.

DEADLINE EXTENDED TO JULY 1, 1992.

MARION BARNICK MEMORIAL SCHOLARSHIP APPLICATION \$1000

1. Name:			S.S.N.	
<i>Last</i>	<i>First</i>	<i>Middle</i>		
2. Address:				
<i>Number Street</i>	<i>City</i>	<i>State</i>	<i>Zip Code</i>	
3. Telephone numbers: (include area code)				
<i>Residence</i>		<i>Business</i>		
4. Are you a Ninety-Nine?		What Chapter?		
5. Educational Background: List all educational institutions attended to the present. Begin with high school.				
<i>School</i>	<i>Address</i>	<i>Dates Attended</i>	<i>Degree Rec'd</i>	
<hr/>				
<hr/>				
6. Aviation Background:				
<i>Certificate or rating held</i>	<i>Date</i>	<i>Total hours:</i>		
		<i>Principal Types flown:</i>		
<hr/>		<hr/>		
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Use separate sheets for the following:

7. Indicate the aviation, educational, and employment accomplishments that you feel should be considered in the selection process.
8. List activities in which you participate and organizations to which you belong, not necessarily aviation-oriented.
9. Write a statement of your educational purposes and/or aviation goals. Tell us about yourself, your goals, and why you chose aviation, including any special qualifications you may have. Indicate what you hope to obtain from your further training or studies. College transcripts may be requested from finalists.
10. How will this scholarship award help you pursue your aviation goals?

SUBMIT APPLICATION MATERIALS TO: Lois Letzring
Marion Barnick Memorial Scholarship Committee
12252 Somerville Drive
Saratoga, CA 95070

NOTE: THE DEADLINE HAS BEEN EXTENDED TO JULY 1, 1992.

CRITERIA FOR SELECTING THE RECIPIENT:

- A. Must be female with at least a Private Pilot Certificate.
- B. 1) Any qualified member of the Ninety-Nines, or
2) A student attending San Jose State University, Gavilan College, Foothill College or West Valley College.

SELECTION OF SCHOLARSHIP RECIPIENT(S):

Applications will be screened by the Marion Barnick Scholarship Committee, and final selection will be made by independent judges. Decision of the scholarship committee is final. If no qualified recipient applies, the scholarship committee reserves the right to withhold the scholarship.

REQUIREMENTS FOR APPLYING:

- A. Completed application form postmarked no later than July 1.
- B. Include letters of recommendation from two of the following categories: 1) A college faculty member, 2) A Ninety-Nines Chapter chairman, 3) A person knowledgeable of your work in aviation.
- C. Include description of how the award will be used.
- D. Include copies of current medical and pilot certificate.
- E. Must be typewritten or printed legibly in ink.

DISBURSEMENT OF FUNDS:

Funds will be disbursed as expenses are presented to the Committee. Certificate will be presented at the annual chapter awards banquet.

RECIPIENT'S ACCOUNTABILITY:

The time to acquire the rating or certificate is limited to two years after receipt of the scholarship. The recipient must submit a quarterly written progress report to the Santa Clara Valley Chapter of the Ninety-Nines.

NEW CERTIFICATES, RATINGS, and AWARDS



Sandra Martinelli
Edna Dragoo
Leilani Thompson
Aimee Moore
Pam Hengsteler
Jessica Hatfield
Lisa Snider
Kim Lockard
Pat Smithson
Sally Somerfield
Julie Messerrly
Carol MacNeil Golder
Susan Coco
Monica Hackett
Andrea Lende
Gail Hurd
Carla Peach
Candace Covington
Gail Shroeder
Pam Fleming
Pat Thomas
Jeanne Batson-Lesnik
Joy Nelson
Cathy White
Trish Hanna
Ann Littrell
Robin Faye-McNair
Sue Barber
Carolyn Martell
WINGS PROGRAM:
Bunny Evans
Jeanne Batson-Lesnik
Judy Humphries
Kennie Ruth Patterson
Priscilla Barbee
Margaret Cosby
Jean West
Mickey Pinkston

Garden State
Potomac
Aloha
Marin County
Orange County
Orange County
Palms
Palms
Reno Area
Reno Area
New England
New England
New Orleans
New Orleans
Colorado
Colorado
Colorado
Indiana Dunes
Indiana Dunes
Chicago Area
Montana
Western Washington
Western Washington
Oregon Pines
Oregon Pines
Greater Seattle
Rainier
Idaho
Indiana
Montana
High Country
High Country
Purple Sage
San Antonio
Central Illinois
Greater Kansas City

IFR
CFI&I
Multi-Commercial
IFR, Commercial, MEI
CFI
MEI
MEI
Citation rating
CFI
ATP, FEX written
MEI Instructor
ME
Commercial, ME
ATP
CFI
Commercial, CFI, AGI
SE & ME Commercial
Commercial, CFI&I, AGI
Commercial
CFI
CFI, MEI
IFR, Commercial
Comm, IFR, CFI&I, ME&I, FE, Jet
CFI, ME&I
IFR
Jet
IFR
IFR
IFR
Phase I
Phase I
Phase II
Phase IV
Phase V
Phase VI
Phase VIII
Phase IX

INTERNATIONAL SCRAPBOOKS

by Dorothea Hendricks

To preserve the history of the organization and its members and to provide research material for the public, scrapbooks are kept at Chapter, Section and International levels. If each Chapter and each Section would publish the name and address of the Scrapbook Chairman, members could send any information relating to aviation in which the member, Chapter or Section is involved. **FOUR COPIES** of items should be sent, in order that one copy can be retained at the Chapter, one copy can be forwarded to the Section and two copies can be sent to International Headquarters. **THIS IS AN EXCELLENT TIME FOR YOU TO START TO COMPILE YOUR ITEMS FOR THE SCRAPBOOK COLLECTION. PLEASE SEND TWO COPIES TO YOUR CHAIRMAN, INTERNATIONAL SCRAPBOOK:**

**Dorothea Hendricks
409 Laurel Street
Pendleton, IN 46064**



THEY'LL RACE AROUND THE WORLD!

Sue Nealey and Faith Hillman with Ann Cooper

Photo by Sigrid Ramelli, Story by Ann Cooper



Sue Nealey, Faith Hillman and Aileen Egan will soon depart for the First "ROUND THE WORLD AIR RACE" which departs from Geneva, Switzerland on June 20th and finishes in Cannes, France on

"We were the only all-woman team to finish (the London to Brisbane race)"

July 12th. The mandatory stops on the race are: Helsinki, Finland; Moscow, Irkutsk, Yakutsk; Nome, Alaska; Victoria, British Columbia, Canada; Fresno, California, and Frederick, Maryland, U.S.A.; Godthab, Greenland; and Cannes.

The team will be flying Tim and Sue Nealey's 1975 Cessna 310R which will be updated with long-range fuel tanks and global navigation systems to compete in the race. The race will not only include aircraft speed in determining the winner, but also each team's ability to navigate precisely, to deal with international routes and airports and to get through refueling stops efficiently. There is one of the two all-women teams in competition.

The air race is sponsored by the Arc-En-Ciel, a non-profit French organization that promotes aviation and air racing. This is the seventh historic race after World War II that

is documented by the Federation Aviation Internationale (FAI).

Nealey has been flying for over 20 years. She holds multiengine and instrument ratings and has been an aerobatic pilot for ten years. She owns her own Decathlon and was the first woman to solo the Extra 300. Hillman has also been flying for over 20 years. She has an Airline Transport Rating and Flight Instructor Certificate. She is currently

employed by Continental Airlines, flying out of Hawaii as a co-pilot on Boeing 747s. She has more than 10,000 flight hours. Egan has been flying for 10 years and is currently working on her multiengine rating.

In 1990, the Hillman-Nealey team participated in the "World Vintage Air Rally," flying a 1954 single-engine Piper Tripacer from London to Brisbane, Australia. The 10,000-mile route retraced that of the mail carriers 70 years ago. Nealey wrote, "We have had an amazing adventure and were the only all-woman team that finished (a year late and with a lot of help from Continental Airlines, friends, family, aircraft suppliers and King Hussein!). 25 started from London. 14 finished and most were men teams. 4 or 5 were husband/wife teams, the husbands the pilots and one other woman team (Marion Jayne) competed. During that challenging air race, they were blown off course over the Mediterranean and

they had serious engine problems in Jordan and were assisted by Jordan's King Hussein who had offered all rally pilots a free maintenance day at a Jordanian airfield. Because of the seriousness of their problems, Hillman and Nealey remained grounded for 4 days. They had recurring problems with the Tripacer's brakes and, horrifyingly, when tied down, the craft was flipped in a wind storm and nearly totalled. King Hussein came to their rescue. He sent two of his mechanics to help, assisted them in crossing Saudi Arabia and, when the engine died on the island of Timor in Kupang, Indo-

nesia, Hussein picked up the tab for Sue's husband, airshow pilot Tim Nealey, to join them in Bangkok.

Showing the determination and "stuff" of which they are made, Nealey and Hillman (again, with a lot of help from family, friends) finally hung a replacement engine and pointed the Tripacer for its original destination, Brisbane, Australia. They have more than demonstrated their pluck and stick-to-itiveness. If you send \$25 to help their ambitious new challenge, they will send you a T-shirt. Sue wrote, "We are proud to have the opportunity to be a part of this historic event, the FIRST RACE AROUND THE WORLD. We hope to promote and unite women in aviation around that world!"

Good luck and good flying, Sue, Faith and Aileen!





**RIISING ABOVE IT—
The Autobiography
of Edna Gardner
Whyte. Book Review
by Doris Abbate**

**"ONCE THE STARTER'S FLAG GOES
DOWN, YOU'RE ON YOUR OWN!"**

Spark-plug Edna Gardner Whyte lived as a fiercely determined, competitive woman pilot who sought challenge at each milestone in her life. Have you noticed the common thread in the lives of high achievers—that of COURAGE, PASSION and VISION? An avid pylon and cross country air racer (especially Powder Puff and Angel Derbies), Edna flew in any race and any aircraft from Jennies to Jets that she could get her hands on. She became the 10th woman in the free world with a helicopter rating. She said, "Women have what it takes to do anything they choose to do." "Few dare to tell me what to do, or what to think." Indeed, her mother's phrase, "Rise above it," inspired Edna.

What enables a person to seek enormous challenges? Our earth-angel Edna, a joy to know, said it again and again, "Flying makes you a different kind of person." Once the freedom of flight is felt, the rest of life is a given.

In *Rising Above It*, this courageous lady shares her love of flying—it's contagious and captivating throughout. Edna shared her enthusiasm for sisters in aviation just as Amelia Earhart shared, giving of herself to flag off air races in the early '30s at Roosevelt Field, Long Island, New York—races in which Edna generally placed or won.

I loved the book. I could hear Edna's bubbly voice jump off every page. Edna, a no-holds-barred air racer, raced against famous colleagues like Jackie Cochran. She said, "I want to beat every lady pilot in the race—want to show them nothing but my tail!"

I wish I had the chance to tell Edna myself that this self-esteem inspires young and old alike to aim high and live life to the brim. Edna had a message for senior citizens: "Don't give up. Keep the passion for living in your life. Enjoy your age by staying active until the very last minute."

Edna shares just exactly how she prepared for the Powder Puff Derby, the Angel Derby and pylon racing and tells of lots of charter 99s in connection with races. Lots of famous people and events entwined

through Edna's life and the book clearly documents colleagues, make and model airplanes, locations, dates, races, etc.

This aviatrix worked hard to break through men's turf just to start flying in 1931. Edna applied to the airlines and was rejected because she was a woman. Never tiring of her dream to be pilot-in-command, Edna kept it alive for nearly a century and managed to log over 30,000 hours and walk away with more than 125 racing trophies and honors in aviation. She said that she should move to an old ladies' home, but that she wanted one with a taxiway to the front door. At age 69, she built her own airport and, at nearly eighty, moved into her own "old lady's home" on her taxiway; her front door to Texas and the world.

She wasn't accepted as a military pilot, yet she was qualified to teach male military pilots for World War II just as her mentors, the Stinson sisters, had taught men to fly for World War I. Male students, who learned everything they knew from Edna, became successful military and airline pilots. Edna felt good about that, but not when she realized that some Japanese students she had taught in 1934 helped to kill thousands of our men in Pearl Harbor in 1941.

The book covers discrimination of women in the industry, particularly the trials and tribulations of the '30s-'50s. Did you know that at one time there was an attempt to bar women from flying during pregnancy and/or the menstrual period?

The best part, the facts are true to aviation history as I know it. *Rising Above It* might well assist a young person in setting a personal compass leading toward a similar life. Airminded youngsters, here is a book that shows how one woman can, in spite of refusals at every stage of her life, make an outstanding and exciting career for herself.

If the book has a fault, it is quite simply that it is too short. The seat-of-the-pants sounds, sights and smells in describing flight conditions were true-to-life in this pilot's point of view. Details help in this. I would have preferred more insight into Edna's role in The Ninety-Nines, (Edna joined The Ninety-Nines in 1931, just 2 years after it was chartered, and became the President of The Ninety-Nines in 1955-1957.), her other aviation organizations and her lifestyle in her last 30 years. I would have liked Edna's personal data and aviation accomplishments listed in

chronological order after the title page or before the index too, although the index is a handy reference.

I can only guess, from my own experience with Edna, that she became highly sought after and honored in Aviation Halls of Fame. I attended the luncheon in Boston at which she received the prestigious Godfrey L. Cabot Award from the Aero Club of New England and I know that she received, from Anne Morrow Lindbergh herself, the Charles A. Lindbergh Lifetime Achievement Award for her contribution to aviation.

Delightedly, Edna attributed the acceptance of women as pilots-in-command not only to famous pioneer women pilots like Amelia Earhart and Jackie Cochran, but to the collective accomplishments of many, many women. Edna was one of those women. Today 99s, chapters and sections will honor "Edna Gardner Whyte-Ninety-Nines President 1955-1957" with an engraved bench to compliment her named plaque in Memory Lane near her Texas tree in the International Forest of Friendship in June 1992.

Edna's story is a must in aviation lore. Co-author Ann Cooper tells me that Edna loved every minute of the hoop-la attached to her autograph signing publicity events up to her final landing. Fortunately, Edna Gardner Whyte completed her autobiography before her personal checkered flag signaled a close to a brilliantly flown course. Edna flew on to new horizons on February 15, 1992.

Fiercely proud of having instructed so many, Edna was known to have said, "A pilot who hasn't taught, hasn't learned all there is to know." Without a doubt, Saint Peter is probably angel Edna's newest ace. On earth, she leaves big shoes to step into.



continued next page



DOUBLE MALFUNCTION, A skydiving mystery.

Book reviews by Ann Cooper

E.P. Gottschalk, the author of *Double Malfunction*, made her first skydive in 1981 while a graduate student at the University of Chicago. She has trained students at parachute centers in the East and Midwest of the U.S. and is an FAA certified parachute rigger. In this, her first novel, Gottschalk acknowledges, "This is a work of fiction. The author does not promote any activity discussed in this book that is inconsistent with federal regulations or accepted practice with regard to air safety, including the unauthorized alteration of parachute equipment. ...And with the notable exception of Davis Field in Muskogee, Oklahoma, none of the skydiving drop zones are based on any real drop zone. During the years 1981-1990, the United States National Skydiving Championships were held annually at Davis Field. Although the championships in this book take place at that airport, they should not be confused with any real event. These Nationals are entirely fictional. All of the incidents that make up the plot of *Double Malfunction* are solely a product of the author's imagination. The legal climate in which the story takes place, however, is not."

Gottschalk tells her story through Chance, a recently-graduated lawyer who disdains an offer to join a prestigious New York law firm; an attorney who would rather skydive than become an ambulance-chaser in Manhattan. At the novel's start, all Chance is looking for at the moment is fun and relaxation, until Lonny Carmichael, another skydiver, dies. Lonny isn't the last. Interwoven through the mystery—a tale of drugs, illegal arms, corruption, blackmail and violence—are many of the facts and exhilarations of skydiving.

Jan Meyer, Editor of *Peregrine* magazine, wrote, "I loved it. ...The exact and detailed descriptions of skydiving and parachute equipment will make the book enjoyable for both skydivers and the non-jumping community. It will undoubtedly stimulate the minds of many people."

Pat Moorehead, National Director of the United States Parachute Association, wrote, "Great book! During my career as a jumper I have met every one of those characters and been to all of those places."

Sue Clifton, Editor, *Skydiving* magazine, wrote, "*Double Malfunction* is a ...technically correct, well-written murder mystery set in the world of skydiving. The book draws you in, as any good novel should."



BUYING AND OWNING YOUR OWN AIRPLANE

James E. Ellis has written a clear and concise guide for those who are interested (isn't that every one of us?) in aircraft ownership. Ellis is a systems engineering manager for a New England corporation and is the husband of Ninety-Nine, Susan Sparks, a member of the Eastern New England Chapter. He has more than 1500 flight hours in over one hundred different aircraft and, with his power plane certificates, is a commercial hot air balloon pilot. He addresses several aspects of aircraft ownership: Can I? Should I?; Partnerships, clubs, and leasebacks; Selecting a Home Field; Selecting your aircraft; The red tape of taking possession; Insurance; Maintenance, Engine operating practices and overhauls. He goes out on a limb to recommend good aircraft for the first time owner and zeroes in on taildraggers and high-performance singles. This is a 2nd edition and easily read.

Ellis issues a disclaimer, in keeping with our highly litigious society, and urges any airplane buyer to avail him/herself of FAA Service Difficulty reports, Airworthiness Directives, manufacturer's service bulletins, information on specific makes and models through information available from Aircraft Owners and Pilots Association (AOPA) and other publications. He insists that no one should ever purchase an aircraft without a prior inspection by an FAA-certificated mechanic. The paperback is available from Iowa State University Press, Ames, Iowa 50010. (The 1st edition sold 9000 copies!)

PILOTS ON POLLUTION PATROL

49 1/2 Bill Dade (Diana Dade is a Garden State Chapter member) discovered the following item in *Canadian Geographic* magazine, March/April 1992. Thanks for sharing, Bill and Diana.

Residents of Elmira, Ontario, learned about 2 years ago that their drinking water was contaminated by a carcinogenic chemical by-product known as NDMA. To help survey the pollution's source, Ontario Ministry of the Environment officials called on the services of Operation Skywatch, an airborne pollution-monitoring program that enlists volunteer pilots. Skywatch's aerial photographs were compared to archival photos of the site to help find the exact location of buried toxic waste lagoons and to build a case against the suspected polluter.

Operation Skywatch is a partnership between the Ministry of the Environment and volunteer women pilots in southern and central Ontario. The pilots are members of the First Canadian Chapter of the 99s, an international organization of women aviators named after the 99 who attended the inaugural meeting in 1929. At least three times a week, the pilots take officers of the Investigation Enforcement Branch into the sky to photograph illegal sites such as garbage dumps in farm fields or drums of toxic waste in gravel pits. In a few hours they can survey terrain that might take days by car and foot.

"We look for changes over time," says Ron Johnson, a ministry surveillance officer. "Are there more drums than there were last week, or last month? From an aircraft, you can learn these things."

The cooperative effort began in 1978, after Johnson heard about the 99s flying poor children over Toronto to see the city's Christmas lights. Skywatch proved so useful that, in 1985, the ministry incorporated their services into a special branch dedicated to finding polluters and a similar program was launched in New York state.

Says Margo McCutcheon, a pilot and co-chair of Operation Skywatch, "The work combines the exhilaration of flying with a tremendous education in environmental protection."

NINETY-NINES and YOUNG ASTRONAUTS —A WINNING COMBINATION

In 1989 three Lake Charles members of the South Louisiana Chapter began a program to help promote aerospace education. Lisa Cotham, Cathie Miller and Dr. Sandra Leder organized an area-wide Young Astronauts Club—an international organization for pre-school through grade nine students. Its purpose is to help children learn about aviation and space and to encourage them to achieve in math, science and related subjects. Clubs are usually organized in schools by teachers, but chapters can be formed by any interested adult.

Approached by interested parents, Dr. Leder, a chapter leader at F.K. White Middle School in Lake Charles, enlisted the help of Cotham and Miller in organizing a group to serve students. Ed Martin, a longtime friend and supporter of Ninety-Nines, agreed to help and the club has been sponsored by Martin GMC or Martin Mitsubishi since its beginning. The \$40 in dues paid to the international organization includes materials, membership cards and certificates. A national newsletter is mailed in the spring and fall, also students are notified of contests.

Over a dozen schools have been involved and almost 200 students have participated in a variety of activities. Students have built and launched model rockets, launched and flown paper airplanes, completed projects and toured airports. At "Young Astronauts' Day at the Airport" in September, over 125 parents, teachers and students visited the control tower and terminal building at Lake Charles Regional Airport. Transit Aviation allowed each student the opportunity to sit at the controls of a C-152. Students visited Sowela Technical Institute and learned about the requirements for obtaining an aircraft mechanic license. Cathie Miller, a flight instructor and manager of Southland Field



Dr. Sandra Leder & Cathie Miller with Young Astronauts Danette Hall and Davis Woodward.

near Sulphur, has hosted meetings and conducted programs.

Leder highly recommends that Ninety-Nines explore this excellent opportunity to promote aerospace education. Materials from the International Headquarters make giving programs easy. Ninety-Nines will find that little preparation is needed in conducting most activities. If you can find a teacher with whom to work on this project, that would be even better.

Please contact Leder about this exciting program. Find out how this successful activity can work in your area. Call 318-478-5974 or write her at 601 Bonvue, Lake Charles, LA 70605. The address of the Young Astronaut Council is 1211 Connecticut Avenue NW, Suite 800, Washington, DC 20036 and the telephone number is 202-682-1984.

1991 NIFA SEES EASTERN NEW ENGLAND 99 AS CHIEF JUDGE

by Nancy Marstell

The National Intercollegiate Flight Association (NIFA) Region 7 Safety Conference, hosted by Daniel Webster College, Nashua, NH last fall was entered by five schools—Daniel Webster, Wilmington College, Delaware; Mercer County Community College, New Jersey; Dowling College, Long Island, New York; and Rensselaer Polytechnic Institute (RPI), New York. The four day SAFECON was filled with challenges: navigation, power off and short field landings, message drop, Simulated Comprehensive Aircraft Navigation (SCAN), aircraft recognition, manual flight computer exam, electronic flight computer, ground trainer and the aircraft pre-flight inspection (on a plane with 28 listed discrepancies).

Due to the illness of the National judge who was to be Chief Judge, all of his duties went to Eastern New England Chapter's Harriet Fuller, who had help from many sources including fellow Ninety-Nines.

The SAFECON concluded with an awards banquet at which Harriet Fuller presided as master of ceremonies. The top woman pilot, Allison Klinger from Wilmington College, was given the trophy sponsored by Marie Lepore, ENE 99s. The top two teams—Daniel Webster College and RPI—were slated for Nationals in Monroe, LA.



Harriet Fuller, left, was the Chief Judge. Next to Harriet is Allison Klinger, Top Woman Pilot; Carol Rayburn and Virginia Ursin, ENE Chapter members and judges.

PAM COLLINGS WINS THE NANCY BIRD TROPHY

from the speech by Mary O'Brien

"The trophy is awarded by Nancy Bird-Walton, Patron and Founder of the Australian Women Pilots' Association. It is for the most noteworthy contribution to aviation by a woman in Australasia.

"Our nominee entered the world of aviation in 1964 having won a flying scholarship. The aviation industry had captured someone who would do herself, her family, her club and her country proud. After gaining a Private Pilot certificate while still a student studying at University, she went on to achieve a Commercial, Instrument rating, qualified as an Instructor to become a truly dedicated, skilled aviator whose expertise is very much sought after. An active member of the Canterbury Aero Club for more than 26 years, she has contributed with distinction in many avenues of club activities, including Club Captain, committee and over many years gave willingly of her time to judge competitions or help wherever it was needed. Her very significant contribution was fittingly recognized by being made an Honorary Life Member.

"She changed her career path from Librarian to commence her aviation career as an instructor with the Canterbury Aero Club, from there to become an Investigating Officer with Air Transport Division of the Ministry of Transport. Her current position as Assistant Editor of the *New Zealand Flight Safety* magazine utilizes her ongoing interest in improving safety standards at all levels.

"Aerobatics became her love and forte achieving such a high standard of performance, she ultimately represented New Zealand at the World Aerobatic Championships in Kiev, Russia in 1976 and the USA in 1980. Incredible dedication, determination, financial commitment and hours of practice resulted in very creditable performances. She won the admiration of her fellow competitors in the USA who presented her with a 'Special Sportsmanship Award.' Our nominee has continued to pass on her highly specialized skills in this area to other pilots through coaching, judging aerobatic competitions, giving encouragement and advice.

"She is an actively-involved, long-standing member of the New Zealand Airwomen's Association, having given of her time as an Executive member and competition coordinator for many years.

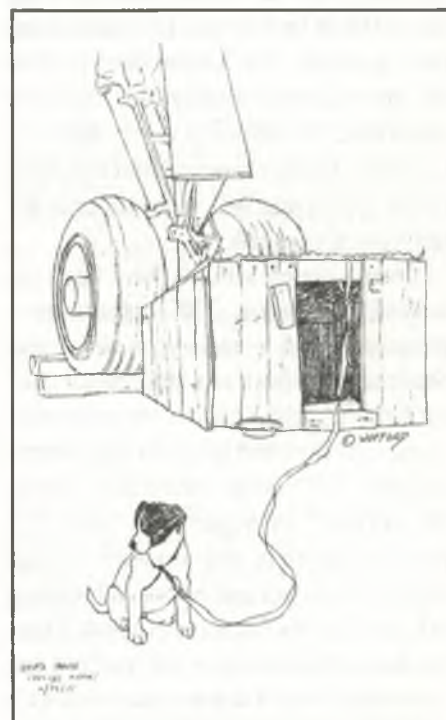
"Taking an interest in The Ninety-Nines, she established a Section in NZ, serving as its first Governor. Through this involvement with the 99s, she saw the opportunity for a team from New Zealand participating in the World Precision Flying Championships and set about doing the ground work required to organize events, motivate support and enthusiasm and personally assist in the training of the pilots chosen to improve their skills. She was appointed the New Zealand Team Coach and ultimately qualified as a recognized judge of World Precision Flying Championships.

"Our nominee is a quiet, unassuming, methodical, knowledgeable and competent person, very much

respected by those who have come in contact with her or know of her tremendous contribution to aviation in New Zealand. We know of no other person in NZ who has given of themselves so much, or so willingly, who has set the highest standards in flying, airmanship skills and performance in aviation and in her personal life, encouraging others to do likewise.

"Aviation in New Zealand has been greatly enriched because of the involvement of **PAMELA ANN COLLINGS** OF WHOM WE ARE IMMENSELY PROUD."

The Ninety-Nines share in the heartfelt congratulations. Our best regards to Pam Collings!



*"Skip's House," the aviation art of
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Terry can be reached at:
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