

NINETY-NINE News



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

**THOSE WHIRLY-GIRLS!
SHOULD WE BE SUSPICIOUS?
FROM JUMPSEAT TO COCKPIT,
MARJORIE GRAY AND
JEAN K. TINSLEY, Dynamic 99s**



PRESIDENT'S MESSAGE

The B-I-G PICTURE



by Marie Christensen

Too many of us are satisfied with the **status quo** and are happy to view life from our little corner of the world. Too few of us approach life with imagination and try to relate to a global environment—un-

derstanding the BIG picture. I find too few **characters** left among

us: people who have the courage to express their views, relate their dreams and view the big picture.

We all have a tendency to let the other person worry about the problems, especially if the problems don't pertain to our little corner of the world. That attitude is partially responsible for the continuing demise of general aviation around the world. It isn't important to us unless it happens in "our" airspace or at "our" airport.

Is the issue of privatization of airports in the USA important to you or is that somebody else's problem? We ALL need to make it our problem, right now! We need to make sure that all our elected representatives know we disagree vehemently with cities selling their airports to private companies and indi-

viduals. It is **ALREADY** happening. Cities are negotiating to sell their airports to gain short term funds! It sounds incredible, but it's true. Can you imagine how many airports will be available to you as a general aviation pilot when the Fortune 500 companies own the majority of the airports? Airports will no longer be used for the common good but will be used for the benefit of the company that owns them. It isn't happening at only the small airports, either. LAX is For Sale today. **PLEASE** look at the big picture and help your neighbors prevent their airports from going on the auction block. Speak Out! Your voice and your letters are needed to stop this privatization wherever it occurs.

Be vigilant about the airspace reclassification effective September 16, 1993, in the USA and already in use in some other countries. It appears to be a simple

☛ *As we prepare for our International Convention in Kansas City in July, I hope that each of you will attend with open eyes and an open mind. Listen to the views of others; learn from what they are able to bring to the meeting. Share each others' troubles and joys. You will build friendships around the world that will last a lifetime and expand your horizons for the betterment of all.* ☛

relabeling of the current airspace usage, but someone (and that's ALL of us) needs to make sure it remains that way and does not turn into another airspace grab. Let's keep the big picture in mind and help, if needed, make sure the airspace remains the same in our neighbor's backyard.

With the following statement, the NTSB recently placed the responsibility of keeping the big picture in mind when we pilot an aircraft: "Increasing levels of air traffic are placing more demands upon controllers and pilots. It is, therefore, essential that pilots monitor the ATC system to the fullest extent possible to detect unsafe practices or conditions that may affect their flights and to take action to protect themselves from dangerous practices or conditions before they result in accidents."

It is important, also, to keep the same big picture in mind when viewing our own organization. The actions that may please one or two Chapters may not be in the best interests of all the other members. We are an extremely diverse group of individuals held together by our love of flying, but divided by our geographic locations, Chapter and Section sizes, varying interests, and the laws of the lands in which we reside.

One Chapter in the Los Angeles basin has as many members as a Chapter that encompasses a whole state in the midwest. The Chapter in the midwest has to worry about a central location within two hundred miles for their members and flying conditions that might include ice, snow or thunderstorms while the members of the California Chapter may have to travel 20 or 30 miles from home and enjoy generally

good flying weather. The members of each Chapter are influenced by their local

conditions when making decisions. Yet, each member has to consider what projects and goals best suit our entire organization. The B-I-G Picture. The same is, of course, true on an international scale. Members of our British Section have little in common with members of our Japanese Section except the love of flying, yet the organization must serve all of us equally well.

As we prepare for our International Convention in Kansas City in July, I hope that each of you will attend with open eyes and an open mind. Listen to the views of others; learn from what they are able to bring to the meeting. Share each others' troubles and joys. You will build friendships around the world that will last a lifetime and expand your horizons for the betterment of all.

LETTERS

From Phyllis A. Duncan, Middle East Section member, Editor, *FAA Aviation News*:

What a nice surprise to open the February/March *Ninety-Nine News* and see my name on page 10. My thanks to Gayl Henze for spotting my name on the masthead of *FAA Aviation News* and sending it in to the "Section News." Thanks also for the "plug" for the Federal Aviation Administration's (FAA) premier safety publication. There have been many changes to it in the last two years, principally to make it more appealing to pilots and to feature a more proportionate representation of women and minorities in aviation. For example, in the November/December 1991 issue, we featured an article on the two major women's aviation organizations. Guess which one led the article off?

Thanks again for the best wishes from my Ninety-Nines peers. (See a reprint of Phyllis' tribute to *The Whirly-Girls* on Page 20.)

From Gwendoline Grey Eagle, Orange County Chapter:

Ever since the World Aviation Congress in India in 1986, I have wanted to take a group of women pilots back to India. ...I have been totally captivated by the state of Rajasthan which used to be divided into 22 princely states ruled over by Maharajas. Many of these have converted their fairy tale palaces into hotels....I wrote a travel guide while I was living over there, called Rajasthan's Royal Residences, listing all the residences that have been converted to hotels. ...India has some wonderfully warm women pilots, too. As several of you know, I met my husband at Lake Palace in Udaipur. He is a Rajasthani. ...Now that MadhuSudan and I have a tour company, it seemed the appropriate time to take any of you who wanted to see India and our Rajasthan back with us when we return in October, 1992.

I have since learned from Chanda (Budhabatti) that the India 99s will be hosting another World Aviation Congress in March, 1993. Perhaps those of you who have shown an interest in going with us in October would prefer to attend the World Aviation Congress and do the tour at the same time—in March 1993. The World Aviation Congress needs our support and I, for one, will be back there again in March.

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COVER: From left to right; Faye Makarsky, Co-Pilot; Betsy Johnson, Owner; and Dorothy Cummings, Pilot In Command, pose with a Transwestern Helicopter, Hughes 500D, in Scappoose, Oregon. See article, Page 4.

Photo Courtesy of Major Bob Payne,
Texas National Guard.



Thank you, India Section, for giving me an excuse to do the trip twice.

From Cheryl Baker, Western Washington Chapter:

We're Cee Bee Publications. It is our belief that the women pioneers of aviation have not received the recognition they deserve. We plan to present the pioneers of aviation in an ongoing series. Prints, calendars, bookmarks, notepads, and note cards, each with a brief historical anecdote about or a quote from a featured flyer are a few of our initial offerings. ...I have a love of flying and aviation, a desire to see the history of women recognized, and a need to inform the coming generations. Since my discovery of aviation, the boundaries of my world have disappeared and my visions have become greater. My desire to validate the pioneers of our past and future and to enlighten the public about their contributions continues to grow.

From Linda Burton-Ricks, Flight Instructor, Somerset Airport, NJ:

I'm attending an Instrument Refresher

Course. The instructor passed out copies of your article, "The Crew Coordination Concept," from the April issue of the *Ninety-Nine News*. It is a good article and I wanted to tell you so.

(Editor's Note: Thanks, Linda. Glad to hear that you are still instructing and attending refresher clinics as well. If our articles can be of help in aviation classes, we're delighted.)

Please turn to Page 15 for more letters.



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-NINES REPRESENT U.S. ON HELICOPTER TEAM

*by Major Robert Payne,
Texas National Guard*

In March, Dorothy Cummings, Pilot In Command, and Faye Makarsky, Co-Pilot, qualified as members of the United States Helicopter Team by placing in the National Helicopter Championships held in Las Vegas, NV. That competition consisted of three rigorous and precise flight events: precision hover, medical rescue and fire brigade. These

Nines since 1985 and is currently a First Officer with Continental Airlines flying Boeing 727s and based in Newark, New Jersey. A Chief Warrant Officer with the Texas National Guard, Cummings flies Bell UH-1H and OH-58 helicopters. She is a member of The Whirly-Girls.

Faye Makarsky, also from San Antonio, has been a Ninety-Nine since 1980. She is a Captain in the Texas Army

Ninety-Nines will participate strictly on their own time and at their own expense.

Crews from the following countries that are expected to compete in this year's competition include England, Russia, Germany, Northern Ireland, Spain, Italy, Poland, France, Virgin Islands, the United States and, possibly, Canada. As many as 50 crews are expected to attend.

Funds are being accepted through the Northwestern Rotorcraft Association, P.O. Box R, Scappoose, OR 97056 and the Helicopter Club of America, 1 Camino Por Los Arboles, Atherton, CA 94027.

maneuvers either duplicate or are a combination of maneuvers that will occur in the World Competition to be held in Swindon, England, 1 through 6 September, 1992.

The National Fly Offs are a selection process for inviting the most qualified, capable and representable crews to the World Helicopter Championships. The next National Championship is expected to be held in Las Vegas in 1994, a prelude to the World Competition to be held in Russia, also in 1994. Interested and prospective competitors should begin preparation now by contacting members of the Helicopter Club of America.

The World Competition events include: 60-kilometer navigation exercise with a precise timed arrival and simulated rescue drop off; precision hover flying and precise landing; approximately 100 km double navigation test including a 5 km by 25 km search zone, load drop and precise arrival; slalom with precise load positioning. Each event has a maximum of 200 points with penalties for each second off arrival times and for each centimeter away from specified targets and numerous other judging requirements.

Dorothy Cummings of San Antonio, TX, has been a member of The Ninety-

National Guard and functions as a unit commander of a general support aviation company. She has flown CH-47 Chinooks for the U.S. Army and holds Commercial, Instrument and CFI certificates.

A special thanks goes to former Ninety-Nine, Betsy Johnson of Scappoose, Oregon, the owner of Transwestern Helicopters, a charter and helicopter service organization that dates from 1977 and currently employs twenty-two. Three of her pilots will also be competitors in the World Competition. Johnson and Transwestern were very instrumental in the success of the National Helicopter Fly Offs at Las Vegas. Her organization furnished the Bell 206B for Cummings and Makarsky. Transwestern Helicopters is an FAA-Approved service center for McDonnell Douglas, Bell and Schweizer Helicopters.

Cummings' crew will be the only all female crew representing the United States in the World Competition. Even though they may presently fly military aircraft and the U.S. Army has been a primary competitor in the past, the Department of Defense has denied any and all support for the U.S. team this year. Therefore, this crew of

Funding requirements for the United States Helicopter Team is projected to be approximately \$70,000 for seven crews. These funds will be furnished by team crew members, donations, and sponsors. A number of fund-raising activities are already in progress. Thus far, major sponsors include: Transwestern Helicopters, Bell Helicopter, Continental Airlines, Helicopter Association International, and the American Helicopter Society. Funds are being accepted through the Northwestern Rotorcraft Association, P.O. Box R, Scappoose, OR 97056 and the Helicopter Club of America, 1 Camino Por Los Arboles, Atherton, CA 94027. Both groups are non-profit, charitable 501(C)(3) organizations.

Best of luck to Dorothy Cummings and her crew in an extremely challenging and rewarding endeavor. Truly this is indeed another opportunity for The Ninety-Nines to lead the way.

Below: Gerry Asher, aviation artist, can be reached at 7716 Hewitt St., Ft. Worth, TX 76180



*Gerry Asher
© 1992*

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The Ninety-Nines, Inc.,
International Women Pilots
July 1992
Vol. 18, No. 5

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The NINETY-NINE News is published by The Ninety-Nines, Inc., a non-profit organization engaged in education, charitable and scientific activities and purposes.

Non-member subscriptions are available.

For persons in the U.S., the cost is \$15 per year.

For persons outside of the U.S., please send \$22.

Please send subscription monies and changes of address to:

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JEAN KAYE TINSLEY ADDS NAA TO HER LIST OF CREDITS

by Ann Cooper



man, past Chairman of the Livingston Award Committee and past International Secretary.

After having watched the XV-15 Tilt Rotor perform at Bell Helicopter in March, 1990, Jean, who was designated as the Directing NAA Official, XV-15 World Record Flights, decided that she would like to be one of the guest

pilots. Her reputation earned her a place at the controls and she, as the first female in the world to pilot the craft, flew as part of the demonstration tour for Congress in Washington, DC. When pressed for a description of flying the Tilt Rotor "in ten words or less," she decided that, "it's like falling in love with flying all over again." The Tilt Rotor was awarded the Collier Trophy in 1991.

Tinsley is the Chief of the U.S. Delegation for the 7th World Helicopter Championships that are to be held in England in September. Betty Pfister, our deserving honoree for the Katherine Wright Award, will be the Chief United States Judge, a role held by Jean at the 6th World Helicopter Championships, Chantilly, France in 1989.

Tinsley has participated in the World Helicopter Championships in 1973, 1978, 1981, 1986, 1989 prior to this year's competition that will be held in Swindon, England. She has continued with her auspicious list of firsts and added: first female pilot to fly the V-22 simulator, first female president of the Helicopter Club of America (a position that she currently holds) and the first female invited to address the International Aviation Week Safety Symposiums and Seminars, Grand Cayman Islands, BWI, in June 1991.

Elected as a Foreign Associate of the Air Pilots and Air Navigators Guild of the City of London, Tinsley has also been

continued on Page 15

From Cabin Jumpseat to Cockpit *by Jill Malcolm*

On an airline flight, a female voice comes over the PA system. At first you think it is the flight attendant, but, you realize that a flight attendant probably wouldn't be giving the current temperature, altitude or route of flight for your destination city. "Oh," you reason, "it must be the co-pilot." Wrong again. You have just heard Captain Jeanne Dietrich welcome her passengers on Flight 298 en route to Syracuse from Baltimore.

Upon first meeting Captain Dietrich, you are impressed with her friendly manner, outgoing personality and sincerity. One glance might lead you to believe she's a flight attendant, but the four stripes on the epaulets on her shoulders tell you otherwise. Jeanne Dietrich, one of only 50 female captains at USAir, started her flying career as a flight attendant with Braniff Airlines in 1971 and has worked hard to attain her captain status.

After three years of cabin work, Dietrich realized her calling was the cockpit of a major airline. At the time; however, airlines were not hiring women. "A lot of carriers were hiring military pilots and tended not to hire women," she said. Dietrich also did not have a college degree which was mandatory for airline pilot employment and another of the obstacles she faced before attaining her goal.

In 1974 she started flight training. She earned a degree in aviation while working charters as a flight attendant with Braniff. "The Braniff pilots helped me with my private and instrument training," she said. They offered time and expertise to instruct her in her first pilot ratings, but the cost of flight

training was hers. Most airlines require at least 1500 flight hours including multi-engine and jet time. Dietrich built her hours by flying freight at night and on weekends.

Gay King, a first officer for USAir in Baltimore, started her flying career as a flight attendant with TWA. King found it difficult to build piloting hours. "I needed the flight time," she said, "so I rented and flew airplanes at night and in bad weather in order to gain flying experience." She also flight instructed.

King applied for her first flying job soon after earning her commercial certificate and she incurred one discouraging experience while interviewing for a corporate operator. She explained, "A corporation in Norfolk wouldn't hire me because they were afraid that the wives of the male pilots would get upset." She laughed and continued, "They also tried to discourage me in that they couldn't pay me as much as I made as a TWA flight attendant."

Hired by a commuter airline, King quit as a flight attendant after 10 and one-half years, although she took a pay cut for the privilege of piloting. After seven years in the cockpit of the commuter, she was hired by Piedmont Airlines in 1987. During the interview process, she found male pilots to be very supportive.

In contrasting flight attendants and pilots, King said, "I don't see a lot of difference between us. I was a flight attendant a lot longer than I've been a pilot." She has good rapport with the flight attendant crews with which she flies and believes that working

together as a crew has more to do with individual personalities than fulfilling stereotypic male and female roles.

What inspires a flight attendant to piloting? Kathy Runkle, a five-year USAir flight attendant and student pilot with more than 50 hours of flight time, said, "I find flying fun. Although it takes a lot of time

and money, I find it challenging. I like being by myself on a nice clear day with smooth air. It's very relaxing—and there's no greater feeling than making a good landing." She reserves time in her schedule and sacrifices for the necessary time and money to fly. She lives with her family in Pennsylvania and is saving money toward attendance in a flight school to complete her ratings. Runkle plans to be flying for a major airline within five years. She is inspired by pilots like Jeanne Dietrich and Gay King. "It's great to see them up there (in the cockpit)," she said. "I know that I'll get there eventually."

She also feels more responsive toward pilots who have been flight attendants because they are sensitive to the concerns of flight attendants, have experienced the problems and pitfalls of the flight attendant job, and respect the need to communicate things like upcoming turbulence. They give thorough announcements and make the flight attendant's job easier.

Although Runkle is just beginning her career in the cockpit, she has experienced the same frustrations as Dietrich and King. Flight training is expensive. Training aircraft rental costs \$40 to \$55 plus \$20 for a qualified flight instructor. A Private certificate requires 40 hours of flight time, and an instrument rating, which certifies a pilot to fly in weather conditions that are below that required for flight according to visual flight rules, adds another \$1500 to the total. When you consider that a major airline will not hire a pilot with less than 1500 hours, it is easy to see why expense is the major obstacle to any pilot candidate.

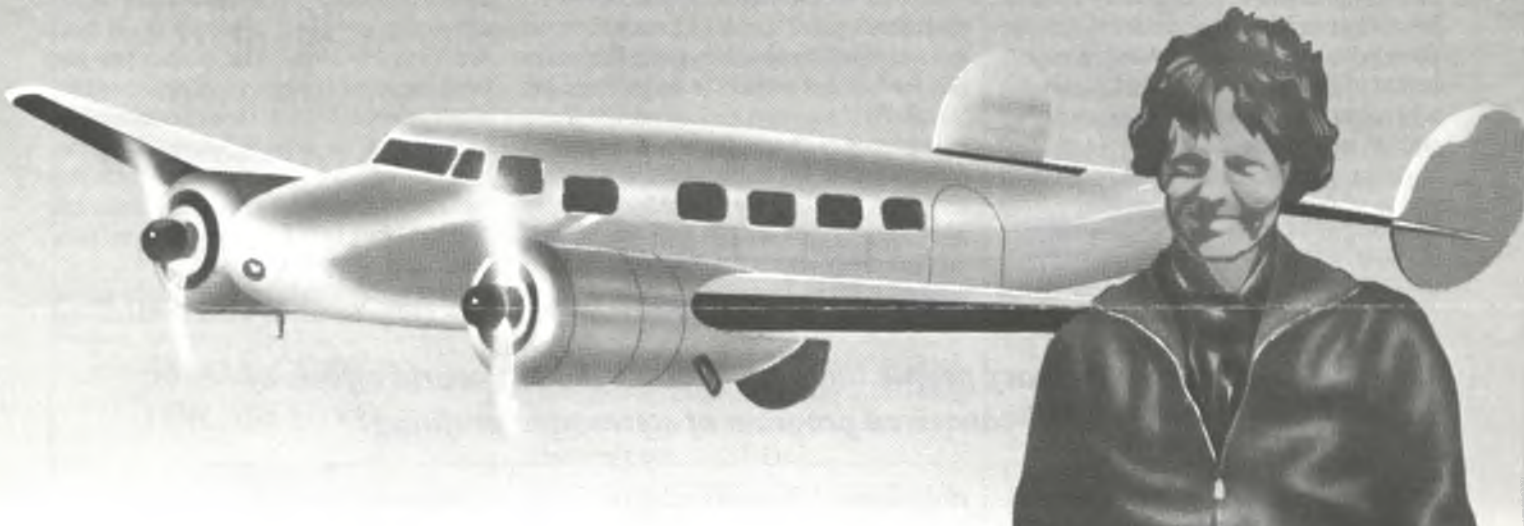
Captain Dietrich, who is married and the mother of two children, believes the expense and sacrificed time has been worth it. She looks back on her first paid flying job fondly. "I couldn't believe," she said, "that someone was going to pay me to fly that airplane after having paid for flight time all those years." As a Boeing 737 captain, Dietrich is happy to have the authority to run the airplane as she sees fit. Combining her knowledge as a flight attendant and her expertise as a pilot, she exudes confidence and keeps the flight crew working as a team. Those at USAir who have flown with Captain Jeanne Dietrich have great respect for her. If she represents the captains that result from a flight attendant background, perhaps all airline pilots should begin their flying careers from the galley jumpseat.



Gay King, First Officer, conducts a post-flight close out.

Amelia Earhart

50th Anniversary Commemorative Coin



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SHOULD THE GENERAL AVIATION PUBLIC "BE SUSPICIOUS?"

Often stereotypic profiling is ill-conceived.

by Ira Davis, Anchorage, AK.

Some years back I had just returned to the U.S. to enter graduate school after having completed three consecutive tours of duty in VietNam flying missions off a bird farm. From my discharge date until the time the fall term was to commence, I had an interim period of about two weeks, so I decided to take a short driving holiday through the hill country of Tennessee, Kentucky and West Virginia. I figured this would be a sound means of encouraging the transition from the world of VietNam and Naval aviation to the real world of America, non-military flying and the somewhat less real world of

fuel; often have the rear seats removed; often are refueled from drums or tanks carried in the backs of pickup trucks; often do not exhibit the well-cared-for appearance of responsibly-owned aircraft characteristic of general aviation; and, moreover, they often pay for fuel and services in cash (if you can imagine!)

Equipped with this profile of suspicious circumstances, any responsible and alert general aviation enthusiast should be enabled to zero in on suspect aircraft and their equally suspect pilots and are duty bound as law-abiding citizens to make mention of these

when I recently flew my taildragger bush-bird to the Lower Forty-Eight for a brief vacation, I was severely emotionally unsettled (read angry as all get out!) as well as physically put upon when I learned from the local FBO that The Authorities had been out at the airport snooping around my airplane because some Good Samaritan had gone out of his way to inform them that there was a "suspicious aircraft" there that had tundra tires, long-range fuel tanks, and that had obviously been operating in "non-standard airstrip environments."

I was again intruded upon mentally as well

Should ordinary people have to counter "the real world effects of some ill-conceived program of stereotypic profiling?"

academia. I borrowed an elderly but well-preserved Mercedes Benz, complete with a peace symbol sticker on the rear bumper, from the father of one of my ex-squadron mates and set out on my little adventure of rediscovery.

One morning, I wheeled the Benz into a combination filling station, garage, general store and barber shop in a small backcountry town in Appalachia.

"Morning, can you fill 'er up?" says I.

"Nope," came the reply from the attendant.

"Outta fuel, are ya?" says I.

"Nope," says he. "Don't sell no gasoline to no beatnik driving some Communist automobile what's sporting subversive sayings."

Well now, there it was—absolutely no escaping it. He had me cold. It was another instance of the long arm of liability reaching into the hat of stereotypic non-thinking and magically extracting an apparently credible conviction.

The U.S. Customs Service and the Drug Enforcement Agency in concert with others involved with fighting America's "War On Drugs" have been urging the general aviation public to "be suspicious" and keep a lookout for airborne drug smugglers. Apparently, these criminal types are readily perceivable since they exemplify a "profile of culpability," which includes, but may not be limited to, the following behaviors: they fly airplanes which: have oversized tires for off-runway landings and takeoffs; have long-range fuel tanks or carry jerry cans of extra

circumstances to the proper authorities. Moreover, a coded numbering system guarantees one's anonymity from whomever he turns in and one may even qualify for a cash reward for the tip.

Well, welcome to Alaska where conservatively 85% of the general aviation population should be prime suspects if these stereotypic profiles are to prevail. At least one problem is that, if the profile fits in these circumstances, it fits because of appearances. Unfortunately, this apparent set of circumstances can engender very real repercussions. The end result is a situation wherein some honest, law-abiding flyer folk now find themselves anxiously self-conscious about activities to which heretofore they never gave a second thought.

The anxiety arises from an unfortunate state of affairs akin to the "guilty until proven innocent" syndrome which confronts the individual with a "you fit the profile, buster, so you best be vigilant and prepared to demonstrate that the profile does not fit you" real world challenge. And, if coincidentally, this challenge causes the individual any emotional duress, discomfort, physical inconvenience, or difficulty, well, that's the nature of the process' operational status quo. Most assuredly, the process ends must justify the means, correct?

Having a "good ol' boy" filling station attendant treat me like a "hippie-Commie-pervert" because I apparently conformed to his profile of the same had some real world implications: a slight case of indignation and some inconvenience to my travels. But,

as physically when I learned about and had to deal with the fact that The Authorities had also questioned the hotel desk and house-keeping personnel as to information about the data contained on my registration card, the contents of my luggage, and my telephone calling records, among other items. Moreover, I now had somewhat new and decidedly altered relationships with the local FBO, the hotel folks, and a rental car agent. It was again a case of having to expend emotional as well as physical energies to counter the real consequences generated by apparent circumstances.

I am not certain what solutions are called for, but it is patently obvious to me that some measures should be taken so that ordinary people are not thoughtlessly put in the position of being made to feel anxious and self-conscious about their activities. Moreover, are not put upon to counter the real world effects of some ill-conceived program of stereotypic profiling: ill-conceived because, although the process may be effective with regard to its designed end, the means it employs generate results which can be deleterious to those whom the process was intended to protect.

Without exception, each and every one of us should seek all appropriate means for securing a world free from injustices of every kind. However, we should do so by employing processes which are not conducive to casting the guiltless of the world as apparent perpetrators with the end result being that we are all in jeopardy of becoming real victims of the process itself.

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

HEADQUARTERS

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Six aviation program students at St. Cloud State University, Minnesota, have been awarded national honors. Among them: Patricia Roetzler, aviation operations, and Laurie Olson each received a \$3500 stipend for being named to the U.S. Department of Transportation's Intern Program for Diverse Groups. The summer program takes Roetzler and Olson to Washington, DC; Chicago, Los Angeles, Seattle and Minneapolis. Krysta Strom, professional flight, was awarded \$2500, a renewable Pioneers of Flight Scholarship awarded by the National Air Transportation Association. For more information about the aviation honors, contact Hope Thornberg at 612-355-4167.

Free information kit on parachutes and skydiving: call Para Publishing at 1-800-PARAPUB or write P.O. Box 4232-958, Santa Barbara, CA 93140-4232.

COWPUNCHING WITH HER COPTER *from story by Rick Attig & FANCY PROPS*

At a sprawling cattle ranch at the foot of the Steens Mountains in southeastern Oregon, a woman has been busy doing the work of a bunkhouse full of cowboys. Pat Jenkins, Idaho Chapter Ninety-Nine, saddles her own brand of pony—a small, yellow helicopter named *Woodstock*, to fly over the 100,000 acres of sage that is rangeland to cattle of the Barton Lake Ranch.

Pat and her husband, Dick, are both private pilots and are believed to be the only ranchers in Oregon using a helicopter for daily ranch work. They purchased the Hughes 300C in 1980.

At the Barton Lake Ranch, which has been in the Jenkins' family since 1918, the helicopter has become just as important, if not more so, than the cowboys who still ride the remote ranch.

"We use it as a cow pony, as a pickup and as a chuckwagon," said Pat. She said, too, that the flights also spice up the sometimes tedious ranch life.

She tours the ranch and surrounding areas twice a day from April through October. "We used to hire men to drive all around in pickups and to ride horses into remote areas,

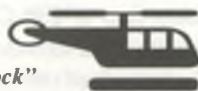
but they never got completely around," she explained. "I can go anywhere on this ranch in a matter of a few minutes."

Although the cattle are becoming somewhat used to *Woodstock*, Pat also leads cattle round-ups with the low-flying helicopter. She said, "I actually get treetop level, no, sagebrush level, to gather them and take them through the gate and down the trail."

Pat recounted several occasions when, in *Woodstock*, she rounded up large herds of cattle before cowboys on horseback had ever reached the area in which the cattle were fenced. She admitted that the traditional Eastern Oregon cowboys don't think too highly of *Woodstock*.

She explained, "The cowboys are very insulted when the helicopter gets all the attention and makes them look worthless. I know that we will always need cowboys, but it is nice for women to see that a woman can do all the things that only men used to do."

"And, do it a lot faster."



"Woodstock"

• Barbara Sandow reports from the **Australian Section**. Twenty members attended the Section Meeting held in Christchurch, New Zealand. This was the first time the **Australian Section** Meeting was held outside Australia and was an ideal opportunity to foster closer relations with **New Zealand Ninety-Nines**. "We were delighted to welcome USA members: International Vice President Pat Forbes, Joyce Wells, Nancy Jensen and Cleo Webb from Alaska to our meeting." The Australian membership has increased by 14 in the last 12 months making the total 58. Nancy and Tom Jensen from the **Greater Seattle Chapter** visited Adelaide after the Women In Aviation Rally in New Zealand to stay with Governor Barbara Collins. Thelma Pye and Barbara took them on a flying tour of the desert country including the opal mining town of Andamooka and Olympic Dam. They visited Nan Manthorpe at Port Lincoln on the way home. The following week Barbara entertained Joyce and Hall Wells from the **Bay Cities Chapter**. Ann Caudle from Alabama visited Tocumwal, New South Wales for the Australian National Gliding Championships and completed both sections of the Silver C Certificate. Barbara Stott, a graduate of the U.S. Air Force School of Aerospace Medicine and Amelia Earhart Scholarship winner, is enjoying life at Derby in the north west of Australia where she is the Royal Flying Doctor Service (RFDS) Base Manager. The RFDS provides a free health care and emergency medical service to people either living or travelling in the outback of Australia. Barbara recently purchased a C-185 for her own use and will be ferrying her aircraft from Victoria to Derby, a flight of approximately 2,500 miles. **A Reminder: the Australian International AirShow Down Under and Aerospace Expo** is to be held at Avalon (near Melbourne, Victoria) 21-25 October this year. Overseas visitors should make accommodation arrangements now as bookings are heavy.

• Three **Florida Gulfstream Ninety-Nines**, Dianne Johnston, Connie Clapper and Moira Schultz, were among the women honored by the Palm Beach Chapter of the Florida

SECTION NEWS, continued

Aero Club. Dianne presented the program as the first woman pilot of the Southeast District of the United States Coast Guard Auxiliary. She explained what a great way it is to build flying time while providing a valuable service, described her duties and showed a video with her as the target in a training mission for the Coast Guard's Falcon Intercept Program which uses "red radar" in intercepting drug smuggling planes. **Florida Gulfstream 99s** and the **Caribbean Section 99s** were two of the sponsors for the FAA's Accident Prevention Aviation Safety Education Seminar at Lucayan Beach, Freeport, GBI. *The Freeport News* carried the story and commented on one speaker, a 99, as "dynamic Wally Funk, one of the first women to go through astronaut training and now retired from NTSB as an Air Safety Investigator." Wally discussed "Accidents and Why They Happen." Gulfstream Chapter members in attendance were Dianne Johnston, Alexis Ewanchew, Chairman Lee Leger-Miller, Ann Walker and Ginny Orosz. **Caribbean Section's** Gina Granger and Erika Moultrie helped to make arrangements for the 75 attending pilots.

• Margaret Cosby bows out after two years of reporting for the South Central Section. Thanks for your help, Margaret. She wrote that the **Dallas Redbirds** sent a donation to Dr. Rita Newman, principal of the Amelia Earhart school to help fund the annual NASA trip for sixth graders. Mike Conlin and Elaine McReynolds attended the dedication of the Amelia Earhart Learning Center Playground. Mike and her 49 1/2 attended the Helicopter Convention in Las Vegas. **Dallas Redbird**, Marcie Bissell, is now flying a SAAB 340 for Business Express in Connecticut and loving it. Congratulations to Nell Magouyrk who passed her Private check ride one day and joined Dallas Redbird Chapter the next. Congratulations to 66 Dorinda Herzog who passed her Private check also. Welcome to Lottie Theut, formerly of Rhode Island, who joined the Redbirds. Jessie Bilbo, Mike Conlin, Olive Kemper, Fran Shelton and their 49 1/2s attended the Gala Fund-Raising Dinner featuring Chuck Yeager and Bob Hoover for the Love Field Frontiers of Flight Museum. Hosting the SCS Spring Meeting

was special. Verne Jobst was a delightful banquet speaker and the Careers in Aviation for Women put together by members of the Chapter was exciting.

• **Golden Triangle Chapter** members welcome new member, Margaret Seidschlag, and transferees, Joyce Smith from San Antonio, Janet Gordon from Arkansas, and Nancy Ero from SCS-at-Large. Members of **Golden Triangle** held a garage sale with the proceeds going to the A.E. House. Left-over items were donated to Second Glance, a non-profit retail shop that benefits abused women and children.

• Members of **High Country Chapter** sponsored an FAA Wings Program. Margaret Lamb of Questa, NM, spoke on Mountain Waves and Drainage Wings and also on the Effect of High and Low Pressure Systems on them. The program was organized by Deanna Strand at Strand Aviation and was very successful.

• **Kansas Sunflower** members number 27 at the 41st birthday meeting. Governor Pat Ward was on hand to help with the celebration. Past International President Marilyn Copeland gave a briefing on the International and Section news; Micky Axton displayed her Navy Wings; Carol Lanning brought the quilt to show off; and Maureen McMaster won the door prize of a bear flying bank donated by Janet Yoder. A daughter of a member of **Kansas Sunflower Chapter**, Karen Blanton, competed with over 50 contestants in the Sun 'n Fun essay contest and won a family pass to the Lakeland Convention, a ride in the Spirit of St. Louis replica and a Spirit tee-shirt. Congratulations, Karen.

• **Northeast Kansas Chapter's** Companion Flyer Seminar was great. Each presenter did a wonderful job and much positive feedback was received. The news media was there and even Governor Finney made an appearance. She introduced her new Aviation Chairman and praised The Ninety-Nines. Since some registrants had to be turned away due to lack of space, it was requested that the course be repeated.

• Members of **Oklahoma Chapter** were very busy planning for the Air Race Classic terminus stop at Elk City in June. They expected a good turn out for the ARC and also in support of the Forest of Friendship

at Atchison, KS. **Oklahoma Chapter's** annual Okie Derby takes a lot of time and a great deal of planning. The committee members have met several times and are under the leadership of Ann Leininger. Susie Mitchell explained that the Chapter scholarships are supported with the proceeds from this Derby. Last year's scholarship winner has completed her training and applications are now being considered for this year's recipient. Oklahoma's Shirley Brown was recently elected Secretary for the South Central Section. Congratulations.

• **Purple Sage** members, Mary Alice Tidwell, Janet Koonce, Betty Jones and Sabrehna Wyche, attended the SCS meeting to watch **Purple Sage Chapter** take first place in the Scrapbook contest and first place for the Travel Award. Mary Alice and Patricia Petosky had their Cessnas on display at the Confederate Air Force's "Wings and Things" fly-in at Midland. Members of Purple Sage had an information booth. Debbie Brannon announced that she is expecting a 66 or a future 49 1/2 at year's end. Betty Jones and Mary Alice helped the local IAC Chapter host an aerobatic competition at Pecos and Jo Ann Bates and her 49 1/2 Marcus hosted a fly-in barbecue at their airport.

• **San Antonio Chapter** members finally lucked out with a beautiful day for their FAA Safety Seminar and proficiency competition. There had been too many days and inches of rain up to the eleventh hour. Over 75 pilots turned out for the seminar which reviewed the new Airspace Reclassification that will be phased in over a two-year period and Preventive Maintenance. Dr. Seay, Army Flight Surgeon and FAA Medical Examiner, took attendees on a step-by-step explanation of the new medical form. The FAA provided the Barany Chair and gave several the opportunity to experience vertigo. It was an all-day affair with films shown after the chili luncheon and while spot landing and bomb drop competitions were underway. San Antonio's Pat Crane recently flew to England on the Concord and will tell all about it after returning on the QE-2.

• Members of the **Shreveport Chapter** received a "low blow" when Chairman Sandra Shaw announced that she'll be leaving due

SECTION NEWS, continued

to her husband's transfer to Dallas. Starr Stone graciously offered to fill her unexpired term with the help of Robin House. Congratulations to **Shreveport's** Ray Hardey, mechanic and pilot, who has completed the restoration of her seventh airplane. It has already been test flown. Last year she took on what seemed to be a hopeless task of restoring a 1949 Piper PA-

16 Clipper that had been deteriorating for 15 years in a nearby hangar. Buckets of dirt dauber and wasp nests had to be removed before the restoration process could begin. The engine and damaged parts were replaced and the entire plane

recovered. The local *Times* newspaper reported on Ray's work, a real beauty with its cream paint job with red trim. Ray's daughter, Lynn, uses one of her mother's rebuilt airplanes to fly.

• **Members of the Texas Dogwood Chapter** heard an emotional recount by Dan Shieldes of his surviving a PBY crash that occurred in 1984. The last pancake breakfast held by members of **Texas Dogwood** brought 99s from Arkansas, Oklahoma and Dallas as well as a big turnout of Confederate Air Force and EAA members. Cynthia and Jerry Pitts, Camille Brackeen, Pud Patterson and Jerry Anne Jurenka flew to the EAA Pancake Breakfast at Tyler, TX. Jerry Anne Jurenka, Jo Jones, Jan Maxwell and Stephanie Roberts attended the Women In Aviation Conference. Jerry Anne has started a local chapter of the Texas Pilot's Association. She also continues to speak to groups like Kiwanis, Tyler EAA, and Dallas 99s as a member of TIGHAR. Jerry was featured in the Longview News-Journal's "People of Our Community Who Make a Difference" section. She was cited for her efforts in the Heart Association, Palmer Drug Abuse Association, Economic Development Task Force for Action Longview as well as her responsibilities in the Greggton United Methodist Church and, of course,

all her flying activities and Judge for NIFA. Another 99 helping others. Aina and Foster Hancock had their first ride in Giddy-Up, a hot air balloon. Seven members of Texas Dogwood made a valiant attempt to paint a compass rose at Gilmer, TX, but were foiled by a Sea Stallion helicopter with a hydraulic leak. Four handsome Marines gave the would-be painters a red carpet tour, so the

RAY HARDEY REBUILT THIS CREAM PUFF!



trip to Gilmer was not a total waste. Jan Maxwell and Oklahoma Chapter member (and official adoptee of Texas Dogwood) Jody McCarrell cut the ribbon to officially open their new business—Eagle Air Tech & Testing at Gladewater, TX. Camille Brackeen and Aina Hancock were featured with other members of Piney Wood Chapter of the EAA for participating in the WW II Air Show at Nacogdoches.

• **Tulsa Chapter** welcomes new members Frances Luckhart, Shannon Small, Jennifer Wheeler and Leisl Turner. Melissa Whitehead made a trip to the International Trauma Counsellor's Convention in San Diego and was recognized as one of only 30 Internationally-Certified Trauma Specialists in the U.S. Mary Kelly has been taking aerobatic lessons from Kent Filkins. He invited her to fly with another aerobat and she performed some of the maneuvers.

• **East Canada Section** reporter, Nancy O'Neil Holden, has written about the **First Canadian Chapter** hosting the East Canada Spring Section meeting in Toronto. Activities began with a hangar party at Buttonville Airport and the next morning's business meeting was well attended by twenty-seven members representing **First Canadian, Maple Leaf, Eastern Ontario and Atlantic Chapters**. Heartfelt thanks and a large

99 pin were given to Sue Ehrlander for her immense work during her two years as Governor. The new officers are: Cathy Fraser, Governor; Kathleen Walker, Vice-Governor; Denise Egglesstone, Secretary; and Karin Williamson, Treasurer. The Schermerhorn Award was presented to Atlantic Chapter for the second consecutive year for having the highest percentage of

members APT. Guest speaker was Ian McGregor, an educator from the McLaughlin Planetarium, one of the largest in North America, whose talk and slides on astronomy were most informative. Second speaker was Don Thornton, a Transport Canada Inspector and

Regional Aviation Safety Officer, who presented a short pilot refresher course. Highlight of the evening banquet was Lorna deBlicquy, a Ninety-Nine of 25 years, former AE Scholarship winner, and Whirly-Girl. Lorna's intriguing talk and slide show featured some of her 46 years as a pilot in places such as the high Arctic, New Zealand, and flying famine relief in Ethiopia. Lorna was presented with a 25-year pin and Margo McCutcheon was presented with a plaque in recognition of her 14-year involvement with Operation Skywatch. Margo has been visiting several areas in the U.S. to introduce the Operation Skywatch program. Sue Ehrlander was again thanked for her services as Governor and given a lovely floral arrangement.

• **Atlantic Chapter** members awarded a monetary prize at the Regional Science Fair to Matthew Borgal for his project on Theory of Flight and Wing Design.

• **Eastern Ontario Chapter** members had to cancel their planned fly-in to Quebec City and have rescheduled it for the summer.

• **Both Atlantic and Eastern Ontario Chapters** planned Poker Runs for June 13th.

• **Maple Leaf Chapter** members Karin Williamson, Betty Ellison, Grace Morfitt,

SECTION NEWS, continued

Nancy O'Neil Holden and their 49 1/2s flew to Goderich for a lunch meeting in May, but darkening skies made for a hasty departure. Pat Crocker and Cheryl Wheatley taught the requirements for the aircraft badge to 22 Girl Guides in London, while Sue Ehrlander was a panelist for a career presentation of Pathfinders.

- Thirty seven members of **First Canadian Chapter** met with the Air Traffic Controllers at Pearson International Airport in Toronto—a very interesting experience. Some attended an aviation theme Zonta meeting and luncheon.

- Joan Niles reports from the **Middle East Section** that a new chapter, **Old Dominion Chapter**, is welcomed and a chapter has folded. Welcome to members of the new chapter and we all hope that members of the West Virginia Chapter will join other Chapters that remain active.

- From **Eastern Pennsylvania Chapter** comes words that Kathy Wilson in her Ercoupe, Kate Macario and Edyth Fein attended Sun 'n Fun in Lakeland, FL, (with the other 145,000!).

- **Delaware Chapter** members sponsored a Pennies Per Pound at New Castle County Airport in May. Landing fees were waived for participating pilots. Elaine Phillips bussed her students from New Jersey to Dawn Aeronautics to learn about airplanes. 60 students enjoyed the day with helpers M. Oliver, G. Batzel, P. Lanzi, and R. Huntsberger participating from **Delaware Chapter**.

- All chapters were asked to participate in the SAVE TIPTON COALITION that was organized to save the airfield at Ft. Meade, MD, and turn it into a General Aviation airport. Since small airports have been closing in great numbers, many people feel this great airport should be saved.

- **Maryland Chapter's** Jeanette Hinton passed her BFR and **Maryland** members continue to do Air Bears programs in various schools throughout the state. Doris Jacobson was recognized with a certificate by the Edgewood Flying Club at its spring banquet.

- **Washington DC's** Bev Sharp, an Acci-

dent Prevention Counselor for the FAA, has found time to work in the schools as well. Five years ago, Bev started the "Flunkbusters" program at Herndon High. The program provides incentives to students to raise their grades by receiving flights and other incentives. She also writes extensively to promote aviation education. She recently won the Section Aerospace Education Award.

- Flash! Joan Niles from the **Maryland Chapter** has been spotted recently dressed as Amelia Earhart and interrupting a Regional Meeting of the Soroptimist International, held in Washington, DC. Joan is perfecting her "act" to take it to schools in the fall.

- Members of the **Keystone Chapter** have

Below: San Antonio Bomb Drop



been asked to participate in the 1992 Scout Jamboree to be held in August this year. The Jamboree will be hosted by Explorer Scout Post 272, based at Braden's Airport. The women speakers will present role models for the scouts.

- Myrna Stephens, reporter for the **North Central Section**, has written that awards at the **North Central Section** meeting in Cincinnati included the attendance award and legislative awards won by the **Aux Plaines Chapter**, the Safety Education Award won by **Indiana Dunes Chapter**, and the Governor's Award presented to Sharon Ann Schorsch of the **Chicago Area Chapter**. Congratulations.

- Newly-elected officers of the **All-Ohio Chapter** include Martha Velesky, Chairman; Kathleen Sheeks, Vice Chairman; Judy Westerheide, Secretary; and Wendy Paver, Treasurer.

- **Lake Erie Chapter** members held their annual memorial service at St. Theodosius

Orthodox Cathedral in Cleveland with 17 members in attendance.

- Barb Petry and Donne Moore, **Lake Erie Chapter**, have been giving talks on aviation to elementary schools in their area. Ruth Sitler spoke on aviation to members of the University Women of Kent State University. At a recent Akron safety meeting, Lake Erie members, Michelle Hovanek and Debbie Downey, gave a slide presentation on their participation in the Air Race Classic. Chapter member, Gaye Wohlin, was named pilot of the year at Lake Erie's Charter Banquet. Pam Gindelsberger, Lake Erie Chapter, recently purchased a Skyhawk.

- Several members of the **Indiana Dunes Chapter** have received honors. Pam and Jim Fleming received state and national honors as the number one small business in Indiana. Dee Bohman has assumed leadership in the North Central District Garden Club as the new president. Gail Schroeder has written a grant to send a student to the Young Astronauts program in the U.S. Space Camp. **Indiana Dunes'** Carlene and Don Lambert flew their Bonanza to the Domini-

can Republic in celebration of the 500th anniversary of Columbus' discovery. A total of 330 planes flew in and the visitors were asked to put on an air show for the local people. Members of **Indiana Dunes** have chartered two busses to make a one day round trip to Oshkosh on August 1st.

- **Illiana Cardinals** Chapter member, Chris Wietbrock, graduated from high school and will enter Indiana State College this fall to study aviation. **Illiana Cardinals** members, Char Falkenberg and Janice Welsh, participated in a Career Day at Wanatah Public Schools and the chapter members sponsored a Flying Companion Seminar.

- **North Central Section** Air Bear activities have kept members busy. **Aux Plaines** member, Bettie Loebbaka, has been taking youngsters for orientation flights in her Piper Turbo. Nancy Haraldson, **Chicago Area**, assisted Illiana Cardinals members, Judy Leslie, Cherie Cope, Char Falkenberg and Kathy Rubin, with an Air Bear Pro-

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gram to three classes in Homewood, IL. A total of 18 Air Bear presentations (550 students) were given by Chicago Area Chapter members, Barbara Muehlhausen, Mary Story, Nancy Haraldson and prospective member Diane Logan during April and May. Ruth Rockcastle is now national chairperson and coordinator for the program while Nancy Haraldson is Chicago Area and Illinois chair. Three Air Bear Presentations were given with Karen Monteith (Quad City Area Chapter) who is a controller at Mitchell Field in Wisconsin. The Pioneer Press will feature an article on Karen.

• **Chicago Area 99s** on the Illi-Nines Air Derby board, Ellen O'Hara, Mary Pancayszyn, Arta Henson, Rita Adams and Nancy Haraldson have been hard at work on the Derby which took place in May. Chicago Area Chapter librarian, Loretta Sincora, is in the process of adding video tapes to the chapter's library.

• **Members of Sagebrush Chapter** participated in Carson City's Career Fair for high-schoolers. The booth featured large airplane photos and an aviation video. Those students who were seriously interested were invited to write their names and addresses for later follow-up. Thanks to Hazel Hohn, Sally Somerfield, Cheryl Bloom, Joan Shonnard and Linda Chandler-Law.



TO HONOR COLUMBUS—The 8th Annual Great Southern Air Race

by Juanita Blumberg

In April, for the quincennial celebration of Columbus' discovery of the New World, the 8th Annual Great Southern Air Race flew abeam San Salvador along its 1992 route from Columbus, GA, to Nassau, Bahamas. The weather was splendid that day, allowing those aboard 27 race planes an unobstructed view of the celebrated island.

For many of the first-time racers, particularly those with fewer than 300 flying hours, this race was their own voyage of discovery. They discovered the fun, excitement, and frustration of competition; the pleasure of partying and rehashing the race with new friends, and the sheer joy of flying over the clear turquoise waters of the Bahama Islands.

All the racers discovered anew the particular bond that exists between people who fly. The Great Southern Air Race, started in 1985 as a shorter, lower cost alternative to the traditional races, has always emphasized fun and good sportsmanship. (That is not to say that the competition isn't keen. \$20,000 in prize monies guarantees the racing is serious, but the money is spread over twenty places, so no one is going to get rich. First place winners earn \$5,000.) This year, with 13 first-time teams in the field, there were plenty of opportunities for racers to give one another a helping hand. A Buddy System set up on an air-to-air frequency got a lot of use. One new racer, who had misplaced

her fly-by instructions for a stop, got them read to her by an experienced racer flying nearby. And, although only



3 Generations—Winners of 4th Place and of the Ninety-Nine Award, l to r: Robin Quenzler, crew; Bonnie Gann, pilot; and Shirley Zillig, co-pilot. Congratulations!

6% of the route (64 miles) was more than 15 miles offshore, racers not accustomed to overwater flying found other friendly voices comforting.

It wasn't just the old-timers helping the newcomers, either. Nancy Sliwa, Ninety-Nine from Ormond Beach, FL, and her co-pilot, Marcie Smith, a Ninety-Nine from Sunnyvale, CA, invited Dan Dennison, a race veteran whose plane developed problems in Fort Pierce, to join them as a crew member. Danny is not lightweight, which might account for their less than impressive place in the final standings. They said they had a great time, though.

Everyone flew well. The mainland portion of the route took the racers right past Navy Base at Mayport, overhead the Shuttle Runway at Kennedy Space Center (courtesy of NASA), over Patrick AFB, abeam the tower at busy Melbourne, FL, and directly over the Vero Beach control tower—all without a problem! They must have actually listened at the pre-race briefing.

There were a few mistakes and glitches on the Bahamian portion, but penalties were assessed or remedies applied. (The timers didn't show up at Walker's Cay and a racer got up early to fly some race personnel there then returned to take off with the group at nine o'clock! And the Bahamian controllers thought one of our racers was lost. We

TOP FIVE WINNERS GREAT SOUTHERN AIR RACE 1992

Jim Warren/John Miller	1974 C-310Q	+19.152
Henry Reimer/Joseph Boltach	1968 Bonanza V35A	+17.865
Skip & Gail Koehler	1977 Beech Baron 58	+13.617
Bonnie Gann/Shirley Zillig	1971 Beech B55 Baron	+9.234
Susan Coller/Nancy Toon	1975 Mooney M20F	+8.976

Please turn the page.

TO HONOR COLUMBUS—8th Annual Great Southern Air Race, *continued*

found him via the Buddy System, right where he was supposed to be! And, at Marsh Harbor, it seemed that fuel would be a problem. Some racers didn't have enough tin their tanks to make it to the next stop, so those who had extra agreed to offload enough to service the others. After a while, a fuel truck began pumping, so no siphoning was necessary. But the thought counted. It was an exceptionally good group. Sportsmanship was in the air. Everyone could feel it and it was a good feeling.

The Bahamas gave their best. The racers experienced both the Casino/nightlife scene (Freeport's Lucayan Beach Hotel and Merv Griffin's Paradise Island at Nassau) and the laid-back

Out Island atmosphere of Stella Maris. They loved it all, but without exception, they loved Stella Maris best. The only complaints I heard were from pilots of the slower planes. They didn't have as much time there to enjoy the great food, great rooms, natural salt water pools on the coral beach, and bicycling around the island. Plus, the Cave Party—drinks, dinner and dancing in a torch-lit cave. Not a make-believe, Disney World cave. A real cave. It was smoky from the cooking and the torches, but *wonderful*.

Not everything was wonderful. Unlike some races, the GSAR handicaps entries the day before the race by timing them over a measured course. The race

committee feels that this focuses the race on pilot skill rather than superior performance of a given aircraft. This is a great idea, but this year the handicaps were less accurate because of very rough air on handicap day. A few fell or rose dramatically from what they had been in previous years. It was great weather for the race; lousy weather for handicaps.

The race is organized by the Florida Race Pilots Assn., Inc. and ten Ninety-Nines serve as board members. Other Ninety-Nines work on the race and thirteen Ninety-Nines competed. The racers were: Barbara Bormes, Pineland, SC; Barbara Cochran, Lighthouse Pt., FL; Susan Collier, Bloomington, IN; Rosemary Emhoff, Peoria Heights, IL; Alexis Ewanchew, Miami, FL; Bonnie Gann, Merritt Island, FL; Linda Schumm, Makinaw, IL; Nancy Sliwa, Ormond Beach, FL; Marcie Smith, Sunnyvale, CA; Nancy Toon, Atlanta, GA; and Shirley Zillig, Merritt Island, FL. Six of them finished in the top ten places. Bonnie Gann and Shirley Zillig, last year's top winners, finished fourth overall. They won the special Ninety-Nine Award.

FEMALE U.S. COMBAT PILOTS? NOT YET!



According to Rowan Scarborough of *The Washington Times*, it will be at least a year before a decision on letting women compete for combat pilot jobs is made. The Pentagon statement is that Defense Secretary Dick Cheney will not order any change until after a report is filed by a newly-empowered presidential commission on the assignment of women in the military. That report is not due to be published until December 15, 1992.

Spokesman Pete Williams is quoted as having said "Mr. Cheney has not made any decision on whether the Army, Air Force, Navy and Marine Corps should open up combat pilot jobs to women. My hunch is that the commission will be empaneled and it'll go through its entire work before there's any substantial change."

According to the article, Senator William V. Roth, Jr., a Delaware Republican who sponsored the amendment striking the combat ban, had termed the commission idea "hogwash." He is quoted as having said, "I think the commission should not be used as an obstacle to women combat pilots."

Mr. Roth said female pilots already have proven their skills in training and during the Persian Gulf war with Iraq. He reportedly said, "I tell you, we ought to have a gender-neutral policy as respect to pilots."

Female pilots in the Navy, Army, and Air Force are now limited to "combat support" missions, such as flying transport aircraft, helicopters, and refueling tankers. The Marine Corps has no female pilots.

Some of the issues to be explored have to do with the effect of pregnancy on readiness and whether changing the combat exclusion laws would subject women to a military draft. If you want to write to your representatives in Congress:

- The Department of Defense (DOD), The Pentagon, Washington, DC 20301-1400.
- Department of the Air Force, The Pentagon, Washington, DC 20330.
- Department of the Army, The Pentagon, Washington, DC 20310-1505.
- Department of the Navy, The Pentagon, Washington, DC 20350-1200.
- U.S. Marine Corps (USMC), Washington, DC 20380-0001.

Or the Senator or Representative of your choice.

Below: Nancy Sliwa (l) and Marcie Smith—GSAR #4 and in lower photo: Jean Duke (l) and Susan Shropshire—GSAR #10.



LETTERS TO THE EDITOR, continued

From Jean Batchelder, Northern New England Chapter:

Pleased to see you use some poetry in the *Ninety-Nine News*. A contribution is enclosed:

ABOVE

Like a bird, I too can fly
to a haven in the sky.
Where peace and beauty abound
with this new freedom found.
The cares of the world are left behind
as I break ground and climb.
Look up, look out, look back to find
a perspective of another kind.
Where little things are lost in the ALL,
and the heart and eye blend a call
that peace and beauty we find above
will descend with understanding
and love.

From Mayetta Behringer, *Windsock* Editor, Santa Clara Valley Chapter:

I would like to correct a report in the May *Ninety-Nine News* concerning information about Santa Clara Valley Chapter. **Amelia Reid**, long-time SCV chapter member, was one of this year's recipients of a "Lifetime Achievement Award" from the Aero Club of Northern California and the NAA.

"The Crystal Eagle Award," given annually by the Aero Club of Northern California, was presented to **Jeana Yeager**, the first woman to receive this prestigious award. Former recipients have been: Jimmy Doolittle, General Chuck Yeager, Stanley Hiller, Jr., James Nissen, Bill Lear, Burt Rutan, Anthony LeVier, George Cooper, and Allen E. Paulson.

Sorry for the misunderstanding. Thanks for the great 99 News you are putting out!

From Lori Griffith:

I wanted to let you know that I'm moving and you'll need my new address.

For those who might be responding to my request for memorabilia for an airline pilot's exhibit for Ninety-Nines headquarters: send items to: Lori Griffith, 18517 Vineyard Point Lane, Huntersville, NC 28078. Thanks!

CALENDAR of EVENTS

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: Susie Mitchell, 405-789-0003

SEPTEMBER 1992

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

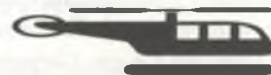
OCTOBER 1992

- 1-4 Albuquerque, NM Southwest and South Central Sections/Balloon Festival
3-4 Open House, Fly-In, Static Display and Airshow, Parks College of Saint Louis University. For more information: 618-337-7575.
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

JEAN KAYE TINSLEY ADDS NAA TO HER LIST OF CREDITS, *continued from Page 5.*



elected to the Board of Directors, National Aeronautic Association; has been invited as a guest speaker at the Women Military Aviators Conference and, earlier this year, was the organizer of the U.S. National Helicopter Championships.

This dynamic Ninety-Nine has been listed in the National Register of Prominent Americans, five Who's Who directories, the International Register of Profiles, and Notable Americans, to name a few. She is married to Dr. Clarence Tinsley and they have raised six children, three of whom are living: in San Andreas, CA; in Fremont, CA; and in Durango, CO. As a Life Member of the Alumni Association of her alma mater, the University of California, Santa Barbara, from which she received an A.B. and M.A., Tinsley was honored as an Outstanding Alumni several times and, in 1991, received the Distinguished Alumni Award.

For much of the twenty-year span from the '50s to the '70s, Tinsley worked and studied at Stanford University, as a technical writer, editorial assistant, and research assistant, although she started with the Department of State in Washington, DC, after having graduated from college.

Jean Kaye Tinsley's name has been enshrined in the Smithsonian's National Air & Space Museum and she has been honored by the National Aviation Club. She is one very dynamic Ninety-Nine. Congratulations, Jean.

GETTING HIGH IN THE ALTITUDE CHAMBER

by Michelle Marceau

"Don mask, check flow!" barked Chuck Valdez, and his 16 aviation physiology students scrambled to pull oxygen masks down and over their heads, adjust the seals and check to make sure oxygen was actually flowing through the line—all within the 5 seconds allotted. We were seated in the altitude chamber of the Civil

ranged from 50 (me) to over 16,000, we were nearly on a par with regard to aviation physiology knowledge. In unison, we called out wrong answers to such questions as what determines the rate and depth of breathing (it's CO₂, not O₂), how to differentiate hypoxia from hyperventilation, and why decompression can cause a toothache (den-

cabin observed the person directly across the aisle and noted the time of onset and the nature of hypoxia symptoms. The maximum time off oxygen was 5 minutes. We traded roles after the first group had redonned their masks and revived with a few deep breaths of 100% oxygen.

The variations in individual signs of hy-

"The variations in individual signs of hypoxia were striking, although mental confusion and a feeling of contentment appeared to be common early warning signs."

Aeromedical Institute in Oklahoma City, practicing for a ride up to 25,000 feet and a chance to experience hypoxia firsthand.

The altitude chamber was the high point, so to speak, of a full day course in aviation physiology given by the FAA's Airmen's Education Branch. The course covered topics ranging from respiration to atmospheric composition, from oxygen devices to hypoxia, and from evolved gases to the effects of self-induced stresses on pilot performance. Valdez, our instructor, was a true teaching pro who livened the material with numerous anecdotes gleaned from years of experience and easy to remember comparisons to everyday things. The students reflected a broad range of ages and flight experience, although the majority of the thirteen men and three women had flown in from the Cessna Corporation in Wichita, KS. Though accrued flight hours

tal fillings may contain trapped air pockets which expand when the surrounding atmospheric pressure decreases).

The altitude chamber resembled the cabin of a commercial airliner except for the opposing rows of seats and the conspicuous altimeters and oxygen masks hung along the cabin walls. After a preflight briefing and several sessions of "don mask, check flow," we climbed briefly to 6,000 feet and descended, ensuring that everyone was clearing their ears and sinuses properly.

Then the ascent to Mt. Everest! I watched in mixed amazement and amusement as the chamber fogged up and the hand on the wall altimeter fluttered between 2 and 3. Stabilized at 25,000 feet, the folks on the lefthand side of the cabin were instructed to remove their oxygen masks and start on a written quiz containing simple arithmetic problems. Those of us on the right side of the

poxia were striking, although mental confusion and a feeling of contentment appeared to be common early warning signs. Several displayed bluing of the extremities, one of the helicopter pilots turned bright red and another fellow began giggling. I couldn't add or subtract reciprocal headings to save my life (literally!), a mere 2 minutes after removing my mask, and decided to nod off. It was a graphic demonstration of what a subtle and lethal enemy hypoxia is for a pilot—an enemy that completely disables, virtually without pain, while enchanting with drowsy contentment.

The course was extremely informative. It was a great way to get high and a valuable opportunity to learn one's personal symptoms of hypoxia within the carefully monitored environment of the altitude chamber. If you are planning to visit Oklahoma City, make prior arrangements for the free training by calling the Airmen's Education Section of the FAA Civil Aeromedical Institute at 405-680-4837.

(Editor's Note: Many Air Force bases across the U.S. also make physiological training available to general aviation pilots. As with the facility in Oklahoma City, prior arrangements are necessary to guarantee that you will be able to join a planned session. The facility in Oklahoma City is the only one, to my knowledge, that offers a free program. Fees will be charged at Air Force installations. But, as Michelle noted, the experience can be invaluable. There is no better way for YOU to know how hypoxia affects YOU. Hypoxia affects each of us individually and it is NOT something that you want to discover for the first time in your aircraft!)



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CIVIL AIR PATROL TURNED 50 IN 1991

Many members of The Ninety-Nines are also active pilots in the Civil Air Patrol. To those members and to the Civil Air Patrol, we say, "Congratulations."

The Civil Air Patrol (CAP) was chartered by law as a non-profit, benevolent organization dedicated to humanitarian activities and was established on December 1, 1941. Control of the organization was transferred to the Army Air Force in 1943 and has been affiliated with U.S. military air service since. Based on the premise that members would use privately-owned airplanes to aid in civilian defense efforts, it conducted the following activities, among others: anti-submarine patrols along the U.S. Atlantic and Gulf coasts, airlift of vital war supplies, and the towing of aerial targets for military gunners to use in practice. During the same wartime era, teenagers and potential aviation cadets were introduced to aircraft and to aviation.

President Harry S. Truman signed legislation in 1946 to incorporate CAP in its present form. Today some of the contributions are: aerial search, rescue, and missions for the U.S. Air Force. CAP operates its own emergency communications network. Through its Cadet Program, it provides a pool of talented, motivated young people from which the Air Force and other branches of the military service draw many aviation career-minded members each year. CAP operates an Aerospace Education Program and this organization that numbers more than 57,000 volunteers fosters cooperation with other organizations such as: American Red Cross, Salvation Army, U.S. Customs Service, Federal Emergency Management Agency, Drug Enforcement Administration, U.S. Coast Guard Auxiliary, U.S. Forest Service, Veterans of Foreign Wars, Defense Communications Agency and the Federal Aviation Administration.

Air Force Colonel Joseph M. Nall wrote, "The Department of Defense is undergoing its biggest organizational drawdown and realignment in more than 40 years. There is no free lunch on the horizon. Good intentions do not get the job done—honest, hard-working people do. All members of Civil Air Patrol and CAP-USAF must husband our resources and continue focusing on Civil Air Patrol's missions. It is challenging work, but the missions of Civil Air Patrol are honorable and have passed the tests of time. In this very serious era of draw-downs, wing closures, base closures, withdrawing our forward bases around the world, and intense 'peace dividend' debate, Civil Air Patrol and its value to America have never been more strongly supported by our nation's leadership. Civil Air Patrol, as one of America's foremost volunteer organizations, represents all that is good in this great nation."



MARJORIE M. GRAY—NJ AVIATION HALL OF FAMER



Marjorie Gray of Cliffside Park, NJ, first soloed in 1938 and earned a commercial certificate in 1942. Later that year, she accepted Jackie Cochran's invitation to enter the first class of women to receive Air Corps flight training at Ellington Field, Texas. "We were guinea pigs," she recalled.

She served as a ferry pilot with the Air Transport Command until the WASPs were deactivated in December of 1944. During that time she flew 19 types of military aircraft: from L-4 Cubs to B-25 bombers and accrued more than 750 flying hours. In 1950, Gray accepted a direct commission in the Air

Force Reserve.

Following World War II, she became one of the first woman fixed based operators in the U.S. when she established Marjorie M. Gray Aero Services in a Quonset hut at Teterboro Airport, one of the busiest general aviation airports in the U.S.A. She offered flying lessons, a charter service, and aircraft for hire. As a flight examiner, she tested applicants for pilot certificates.

Having given up her FBO in 1951, Gray became a senior technical writer for the Curtiss-Wright Corporation. The following seven years, she served as an associate editor with *FLYING* magazine before joining the International Electric Corporation in Paramus, NJ, as a technical writer.

Gray moved to Long Island, New York and became a documentation analyst for the Kollsman Instrument Corporation and later held a similar position with the Grumman Aircraft Corporation.

In 1956, Gray was awarded the Lady Hay Drummond-Hay Trophy for "Outstanding Achievement In Aviation" by the Women's International Association

of Aeronautics. She is a life member of the Ninety-Nines and served as Governor of the New York-New Jersey Section in 1946.

Gray retired from the Air Force Reserve as a Lt. Colonel in 1972.

Members of The Ninety-Nines salute Marjorie Gray—for the achievements of her past and for her induction on May 19, 1992, into the prestigious Aviation Hall of Fame of New Jersey. Marjorie Gray; pilot, executive and writer, took her place on the dais with three inductees. All were cited for their contributions to aviation: William Voorhis, a pilot, instructor; Frank A. Hill, WW II Flying Ace, and Keith Ferris; aviation artist.

Our congratulations to Marjorie. In joining the Aviation Hall of Fame, she is named with such auspicious aviators as, to name a few, Charles Lindbergh, Anthony Fokker, Bernt Balchen, Juan Trippe, Ivan Gates, Bert Acosta, John E. Thomson, and, our own Ninety-Nines, Amelia Earhart and Kay Brick.

MARJORIE GRAY, ANOTHER DYNAMIC NINETY-NINE!

A Theory That Won't Fly

with permission from *The Los Angeles Times*

The following article is taken from "A Theory That Won't Fly", published in the Los Angeles Times, Monday, March 30, 1992. Thanks to Mary Silitch, Editor of Private Pilot magazine, who forwarded the article to The Ninety-Nine News.

by Ann Cooper

Aviation researcher and former insurance investigator Richard Gillespie has produced a chunk of Alclad aluminum and a Cat's Paw rubber heel as his "proof" that the aluminum is from Amelia Earhart's Electra and the rubber heel is from her shoe. He is claiming to have solved the mystery of our first president and most illustrious woman pilot, the disappearance of Amelia Earhart in 1937, surmising that she and Fred Noonan crash-landed on a reef and died of thirst a few days later. The artifacts were located in Nikumaroro, once known as Gardner Island,

and would mean that Amelia missed Howland and flew 350 miles southeast. He made pronouncements to a packed audience at the National Press Club and simultaneously published an article in *Life* magazine.

Of significance is that the rubber heel came from a Size 9 shoe and Amelia had small feet. She wore a Size 6 which was confirmed by her sister, Muriel Morrissey, and the curator of the Amelia Earhart Museum in Atchison, KS. Experts have said that the aluminum fragment could NOT have come from her Lockheed twin-engine aircraft.

Gillespie did NOT announce that, prior to addressing the news media, he had requested that Elgen Long, a retired airline captain and 20-year sleuth of the life and times of Amelia Earhart, examine the 23- by 19-inch chunk

of aluminum. Gillespie sent two letters to Long, one with pages stamped *Confidential*, to describe the dimensions, outline, markings and rivet patterns in copious detail. He wrote to Long, "I look forward to your thoughts on all this."

According to the *Times* article, "Elgen Long and his West Coast clutch of mechanics and metallurgists say Gillespie's artifact is fiction. Not by any stretch or measurement or the imagination, they claim, could the piece be from Earhart's airplane. Says Long....Spacing between rivets doesn't match. Nor does the distance between horizontal lines of rivets. A vertical line of fasteners that should be on the fragment simply isn't there."

"...Long recruited a formidable panel of

Continued on Page 22



LADYBIRDS, a book review

by Ann Cooper

Henry Holden, co-author with Lori Griffith of the book **LADYBIRDS**, has published three books prior to this and, in his research, was introduced to the vast accumulation of data exhibited at the San Diego Aerospace Museum. He wrote, "I found an excellent display of aircraft and history. I found something else. In one section of the museum was a large display on the history of American women in aviation set up by a local chapter of The Ninety-Nines. The size of the exhibit surprised me. It was easily ten times the size of our National Air & Space Museum's exhibit on women in aviation. The exhibit enchanted me. I browsed for over an hour, learning more about American women and their role in aviation."

What Holden discovered was a series of aviation milestones and successes of which women in general and of the U.S. in particular should be proud. Like others among us, he realized that **MANY** women have shared in the history and accomplishments in the growing aviation industry in the U.S., but that the general public hears only of such highly-publicized women as Jackie Cochran and Amelia Earhart.

Holden wrote, "Many of us remember the first American in space and the first man on the moon, but do you remember the first American woman to fly into space? Time may dull our memories, but most of us remember John Glenn, Neil Armstrong, and Sally Ride. ...but how many of us recognize the names Blanche Stuart Scott, Harriet Quimby or Bessie Coleman, all women who had 'firsts' in early aviation?"

LADYBIRDS aims at dispelling the ignorance and informing its readers of the history of the aviation pioneers that opened the skies to women like the co-author, Lori Griffith. Griffith is a Captain on Boeing 737s for USAir. She holds ATP, Commercial, Instrument, Multiengine, Seaplane, Rotorcraft, Glider, and Instructor Airplane, Seaplane, Instrument and Multiengine. At the time of the publication of the book, Griffith was reportedly working on her Balloon rating and had dreams of completing an Airship rating. She is a member of the Ninety-Nines, the Whirly-Girls and the Wings Club.

Griffith wrote, "As a female airline cap-

tain flying in the '90s, I stand in a unique position on the line of women aviator progression. I respect the pioneers who flew before me for giving their lives and paving the way for the opportunities my generation enjoys in the present. At the same time, I can look ahead in confidence to the positive role that women will play in aviation's future which is yet to unfold. Whether we measure our progress by social barriers or sound barriers, women have made their mark in aviation. They did so by meeting challenges, making sacrifices, and resisting social and economic pressures all for the dream to fly.

"We are still on the road to winning acceptance and becoming a more visible force in the aviation industry, but acceptance comes with time. Soon there will be a day when a woman's presence in the cockpit isn't questioned and when all female flights cease being a novelty.

"As you read the individual stories of these women pilots and their struggles and sacrifices, you will find an underlying theme too glaring to ignore. Flying is a driving force that knows no gender, a power so awesome that handsome salaries and public notoriety only become secondary benefits, and the yearning to fly is so strong that any sacrifices are justified in the end.

"Women who enter the aviation field today need only worry about challenging themselves. There are hundreds of doors that have already been opened and numerous 'firsts' yet to be scored and all to the up and coming women who dare to reach for the sky!"

With that introduction, **LADYBIRDS** proceeds to document, in 200 pages, the women who made a difference, those who contributed (some with the ultimate sacrifice) to aviation. It describes women in the early years, the barnstormers, the "golden age" of aviation, with warbirds, The Whirly-Girls, military aviators, astronauts, commercial aviation and aviation entrepreneurs. The names are not unknown to those of us reading *The Ninety-Nine News*—many of us are included and, as women pilots, many of us have already become well-introduced to those who pioneered our industry and helped to crack the previously all male bastion to open the doors of aviation to all.

As Griffith said, "Flying is a driving force that knows no gender." **LADYBIRDS** documents those who believed that statement and lived it.

Bonnie Tiburzi said, "**LADYBIRDS** is, to this point, the most comprehensive and accurate history of women in aviation. It deals with the early days, the burst during WWII, and the modern jet age."

Book Dealer's World said, "**LADYBIRDS** is not just full of history, but of motivation, inspiration and courage."

Mary Wendt, Whirly-Girl #754 said, "These women's tales exude pathos, exuberance, joy, fun and life,"

and Faith Richards, Whirly-Girl #74 and WASP, said, "**LADYBIRDS** is the first book that gives an historically correct publication of women pilots."

Repeatedly recurring throughout the book are examples of the deep commitment that any pilot makes to flying and, most especially for the woman pilot, the sense of humor that is required. Lori Griffith helped an aged lady to a seat in the aircraft on which she was the Captain. As she helped the woman off the airplane at the destination, the woman said, "How nice that the Captain lets you sit right up front."

Yes, Griffith has a front row seat all right. So do all of the featured performers in the Holden/Griffith book. With strong emphasis on the successes of the women that were interviewed for the book, the resulting compilation is filled with inspiration and motivation for the reader. Holden includes a resource list for women who may be interested in pursuing careers in aviation.

The book is a must for your aviation library. Write Black Hawk Publishing Company, P.O. Box 24, Mt. Freedom, NJ 07970-0024 and enclose \$21.95. And, be on the lookout! Henry and Lori are already collaborating on **LADYBIRDS II**.



Phyllis Duncan, our illustrious *Ninety-Nine* and Editor, *FAA Aviation News*, wrote an article in the December 1991 *News* about the two leading women's aviation organizations—*The 99s* and *The Whirly-Girls*. The following is a synopsis of Phyllis' article that focuses on rotary-wing pilots.

THOSE WHIRLY-GIRLS!

In 1947, the helicopter was only 8 years old and most of its practical uses had yet to be formulated. It had proved its rescue role in combat, but had yet to demonstrate its commercial applications.

In 1947 few were licensed in the U.S. to fly helicopters, but Ann Shaw Carter, the first U.S. woman so licensed, was one of them. The same year Jean Ross Howard became interested after an introductory flight and a position as an assistant to the director of the Helicopter Council of the Aircraft Industries Association. Jean earned her helicopter rating in 1954 and, within a year, had contacted the other 12 helicopter-rated women around the world (excluding Russia, where *glasnost* was then a forbidden word) to organize The Whirly-Girls.

The Whirly-Girls' stated goal then was to "promote interest among all women in rotary wing craft, to establish scholarships to help other(s) learn to fly helicopters, and to provide a standby women's helicopter reserve for civil defense and other national emergencies." In time, The Whirly-Girls de-emphasized the latter in the interest of securing helicopter landing areas for hospitals and promoting heliports. However, the sight of women helicopter pilots flying Hueys, Chinooks, and Blackhawks during Operation Desert Shield/Storm certainly filled charter Whirly-Girls with a sense of vindication. (Several early Whirly-Girls were also WASPs and had to wait nearly 30 years for official recognition of their contribu-

tions during WW II.)

The organization recently welcomed #783, a number that also includes 4 Russian women. Representative of the outstanding members of this organization is Whirly-Girl #6, Medecin General Valerie Andre of France. In 1949, Dr. Andre volunteered her brain surgery services in the combat zone of Indochina. She recognized that helicopters would greatly decrease the transport time of wounded men and would enable her to reach her patients more quickly. She obtained her helicopter license and returned to

to "perpetuate high standards of women in aviation." The 1970s saw the formation of The Whirly-Girls Men's and Ladies' Auxiliaries; the former consisting of spouses and/or men interested in helicopter aviation and the latter consisting of non-helicopter-rated women interested in helicopter aviation. The auxiliaries offer another \$5,000 annual scholarship to a woman seeking her initial helicopter rating. The newest scholarship, named for Army Major Marie T. Rossi, killed while flying supplies in her Chinook just after the cease-fire of Operation Desert Storm, is aimed toward a woman seeking to upgrade her professional flying status as a helicopter pilot.

Whirly-Girls interest themselves in promoting the construction and operation of helicopter landing facilities. They provide a safety service through their formal and informal exchanges of information and their newsletter, *Collective Pitch*, aids this process. The Whirly-Girls hold an annual "hovering," (although, according to Jean Ross Howard Phelan, "Any-

time two or more Whirly-Girls get together, it is a 'hovering.'") at which educational and safety panels with industry and FAA officials are conducted and flight competitions are held.

The current Executive Director of The Whirly-Girls is Navy Reserve pilot, LCDR Colleen Nevius, #435. She sees The Whirly-Girls as a networking organization for women helicopter pilots who want to locate the best training for upgrading their skills and she stresses the professionalism of the members. For further information about the group, contact The Whirly-Girls, Inc., P.O. Box 58484, Houston, TX 77058-8484 or call 713-474-3932. Like The Ninety-Nines, The Whirly-Girls accept contributions for their scholarship funds and contributions are tax-deductible.

THE ORIGINAL 13 WHIRLY-GIRLS

(*Deceased)

#1 Hanna Reitsch*	Frankfurt, Germany
#2 Ann Shaw Carter	Fairfield, CT, USA
#3 Priscilla Handy Swenson	Fairfield, CT, USA
#4 Nancy Miller Livingston	Anacortes, WA, USA
#5 Lyn Grover Alexander*	Kona, Hawaii, USA
#6 Valerie Andre	Issy-Les-Moulineaux, France
#7 Ethel Jones Sheffler	Bloomington, IL, USA
#8 Jacqueline Auriol	Paris, France
#9 Marilyn Himes Riviere	Aiken, SC, USA
#10 Edna Gardner Whyte*	Roanoke, TX, USA
#11 Clara E. Livingston	Lyme, NH, USA
#12 Mary Rosholt	Los Osos, CA, USA
#13 Jean Ross Howard	Washington, DC, USA

Indochina where she flew a Hiller 360 on more than 120 missions into combat zones to operate on 165 casualties. Her Whirly-Girl contemporaries call her their "one-woman M.A.S.H." and, for her efforts, she received the Croix de Guerre and the Legion d'Honneur, later becoming France's first woman Medecin General. She demonstrated the life-saving capabilities of this unique aircraft and epitomized the professional pilot the Whirly-Girls want to foster.

The same dedication to professionalism in aviation pervades the Whirly-Girls membership and is the purpose of their primary safety focus, their scholarship programs. Since 1968 they have awarded the Doris Mullen Whirly-Girl Scholarship, named for Whirly-Girl #84 who died in an airplane accident in 1964,

JOANN OSTERUD

An airline pilot, An airshow pilot, A record setter!

by Ann Cooper

Women in aviation lost a special lady when Dorothy Hester Stenzel died. But, remarkably, Dorothy lived to watch her aerobatic record last for 58 (FIFTY-EIGHT!!) years before another remarkable woman pilot, Joann Osterud, surpassed Dorothy's. Although separated by generations, this pair of daring women set aerial records in consecutive outside loops. But that isn't their only credit.

Jimmy Doolittle was the first to perfect the outside loop and Dorothy Hester's flight instructor, Tex Rankin, soon mastered the art. Dorothy had signed up to take flying lessons from Rankin and, in order to earn money to pay for her lessons, agreed to be paid to make a parachute jump. Dorothy recalled that she had heroically donned a parachute and clung to the wing strut during takeoff, though she couldn't relinquish that hold at altitude. She said, "The pilot got tired of waiting for me to jump and finally knocked me off the wing with a fire extinguisher." That first jump ended in a prune orchard and, once clear of the wing, she loved every minute of it. She repeated her feat several times and earned sufficient money to become an excellent pilot.

Dorothy was hooked on aviation from her first flight lesson in 1927 and, within four short years, was performing as a pilot with Tex Rankin's Flying Circus. On May 15, 1931, she set a world record for pilots of either gender—56 inverted snap rolls. Two days later, she set the world record for consecutive outside loops and performed an amazing 69. The record stood for more than half a century before it was challenged by Joann Osterud.

Osterud is known for her outstanding performances as an airshow pilot. She has been flying for over 22 years and has been

performing for more than 20. A professional, Osterud flies in the cockpit for United Airlines and, for an average of 18 or 19 weekends during the airshow season, is the captain of her own single-engine aircraft. She rose to fame in her Stephens Akro which now hangs in the Seattle Museum of Flight.

Osterud outdid Stenzel's outside loop record in her Hiperbiplane—an experimental aerobatic biplane built by Sorrell in Osterud's home state of Washington. Sponsored by Warner Cable Communication who paid the \$500 fee required by the National Aeronautic Association to sanction the record in the outside loop record/women's overall Special Category, Osterud flew for two hours, four minutes and 4.38 seconds and completed 208 (TWO HUNDRED AND EIGHT!!) out-



Joann Osterud's new unlimited stunt plane, the Ultimate 10-300S

side loops. Fittingly, a 78-year-old Dorothy Hester Stenzel was in the audience, cheering Joann to her victory.

According to Susan Spargo, Director of the North Bend Air Show, Oregon, at whose event the record-setting flight was held, Osterud was really "up" for the challenge. She had aimed for 70, to surpass Dorothy's record; then had focused on the men's record of 180 which was set by Hal McClain of Houston, TX. Upon reaching that, she set the mini-goal of 200 and would have been happy to right the world and stop its rotation except that one of her favorite songs started on her in-cockpit tape player and she kept up the beat for another eight loops.

Her NAA record-setting flight was accomplished in 1989 and you would think that Osterud would rest on her laurels. Not so! In 1991, after having prepared for a long inverted flight by dangling from a special

rig in her living room for periods of thirty minutes or more at a time, she decided to establish another record. On July 24, 1991, the inverted aviatrix flew her Ultimate 10-300S biplane for 4 hours and 38 minutes over a 658-mile course from Vancouver to Vanderhoof, British Columbia. She set two world records: for endurance and for distance.

Braving the effects of long exposure to negative gravity conditions, Osterud experienced plugged ears and sleepy feet. She was quoted as having said, "After an hour, you feel like you have a really bad head cold. Your ears plug up. Then your face swells up." But, in comparison to her attempt in 1990 when a loss of engine oil forced an emergency landing short of her goal, the thrill was in setting the record.

The previous distance record of 300 miles was set in 1990 by a French stunt pilot, Jean-Jacques Lancereau, in Paris. The second 58-year-old record challenged by Osterud, this one for endurance of 4 hours, 5 minutes and 22 seconds, was set by Milo Burcham.

In order to accomplish her feat, Osterud enlisted the help of other pilots, most notably, airshow pilot Bud Granley in his Harvard. (Editor's note: Bud is the father-in-law of one of our Ninety-Nines, Shari Granley, Saskatchewan Chapter. Bud Granley was crucial to Osterud's safe emergency landing

the previous year.) Six aircraft took to the skies from Vancouver International Airport. Once at altitude, Osterud turned her aircraft to inverted flight at 10:17 A.M. and just over four hours later, turned back to right-side-up and landed in central British Columbia, Canada. The flight was sanctioned by the Canadian Sport Aeroplane Association and sponsored by CKPG-TV in Prince George. It was flown in conjunction with the Vanderhoof International Airshow and benefitted the Vanderhoof Air Cadets Squadron 899. The cadets sold time estimates of Osterud's trip in a board-approved lottery that resulted in money to be used for programs for youngsters aged 12-18.

If you are interested in seeing this professional airline/airshow/aerobatic record-setting pilot, write for her show schedule: Osterud Aviation Airshows, P.O. Box 5830, Oxnard, CA 93031; 805-984-3933.

A Theory That Won't Fly, *continued from Page 22* 18

volunteers: a professor of metals engineering; a structures engineer for Navy patrol aircraft; the owner of two Lockheed 10 airplanes, and the assistant foreman, now retired, of the Lockheed fuselage shop at the time Earhart's plane was built. The group

separation was one and one-half inches.

- The fragment shows four lines where the panel was riveted to stringers or horizontal fuselage braces. They are 4 and 1/4 inches apart. On surviving Lockheed 10Bs, the lines are 3 and 1/2 inches apart.

ration.

The article states, "Gillespie believes his fragment should have never been compared to a Lockheed 10B because Earhart was flying a Lockheed 10E.

"'Nonsense,' says Fred Patterson, a World

"We have decided the fragment could have come from anywhere... anywhere BUT Amelia Earhart's airplane,' Long says."

pored over photographs of the piece. They examined blueprints and engineering orders for repairs to the airplane's underside needed after a takeoff accident ended an earlier Earhart attempt to fly around the world. And the team visited a 1936 Lockheed 10B at Oakland's Western Aerospace Museum. The associates placed the template over the starboard belly of the airplane. They slid the piece over all other exterior sections of the airplane. Just in case.

"We have decided the fragment could have come from anywhere...anywhere but Amelia Earhart's airplane,' Long says." A compiled report was sent to Gillespie who failed to mention the negative comments at his press conference.

The article continued, "Gillespie has spent \$750,000 in private donations on two trips to Nikumaroro. His first findings were false alarms. A grave that *might* have been Earhart's contained the bones of a native child. A cigarette lighter that *could* have belonged to Noonan was probably lost by one of dozens of Coast Guardsmen who manned a radio station on Nikumaroro during World War II. A navigator's chart box *thought* to have been from Earhart's Electra was finally identified as equipment from a military airplane. And a deep-water sonar search found no trace of Earhart's airplane in the sea surrounding Nikumaroro.

"Now, in a bicoastal war of experts, critics are shredding Gillespie's latest clues. They have focused on the aluminum fragment and the Cat's Paw heel.

"...It is the metal piece, say Long's experts, that completely corrodes Gillespie's conclusions. When contrasted with airplane plans and the Oakland museum's Lockheed 10B, the fragment fails in cardinal areas:

- Rivet holes on the recovered aluminum are one inch apart. On Earhart's airplane, the

- The aluminum skin of a Lockheed 10 is formed around ribs, or stiffeners, 15 inches apart. On the fragment—which is almost 24 inches long—there is no vertical line to show that the metal was ever riveted to a stiffener.

- Gillespie says a tab protruding from an edge of the fragment marks where the sheet was riveted to the I-beam forming the keel, or center line, of Earhart's airplane. That tab shows a single line of rivet holes. Yet on the Lockheed 10, says Long, center line panels would be held by a double line of rivets and in a staggered pattern for additional strength.

There is no dispute that the piece of aluminum could have come from an aircraft built in the '30s. There were military aircraft such as the PBY Catalina that flew in the Pacific and visited Nikumaroro.

Gillespie, who says that his evidence is based on "the knowable...hard evidence" also says that Long's evidence is "based on opinions." Gillespie believes the rivet positioning was changed when AE's plane was repaired after the accident in Hawaii.

The assistant foreman of Lockheed's fuselage shop at the time, Ed Werner, insists that the rivet patterns on the fragment don't follow the engineering orders for the repairs. A retired director of quality reliability for Lockheed, Harvey Christen, agrees and adds that nobody repaired anything at Lockheed without taking it back to its original configu-

airways captain who owns two Lockheed 10Bs and is rebuilding a 10E. 'The only differences between a 10B and a 10E have to do with engines and window positioning. There are 12 Lockheed 10s in existence. I've seen all of them and the fuselages, the rivet patterns, the spacings between stringers and stiffeners are identical.'"

Much of Gillespie's case hangs on the NTSB report and Gillespie says that the federal agency was unable to prove that the metal did *not* come from Earhart's airplane. The article asks, "Is Gillespie drawing a convenient conclusion from the unsaid?"

"...He says he can now stand before the world with the final answer to the Earhart mystery and 'defend that to any rational person.'

"But not to Elgen Long. Long wants the fragment studied conclusively by the NTSB or the Smithsonian Institution.

"...Eventually the hype and media will get out of the way, and rational, independent experts will study it and the truth will sort itself out,' Long says.

"But then, like J.F.K., someone will come up with a conspiracy theory."

As our own Carol Osborne, author of *My Courageous Sister* with Muriel Morrissey says, "Let's study the HISTORY, not the MYSTERY, of Amelia Earhart."



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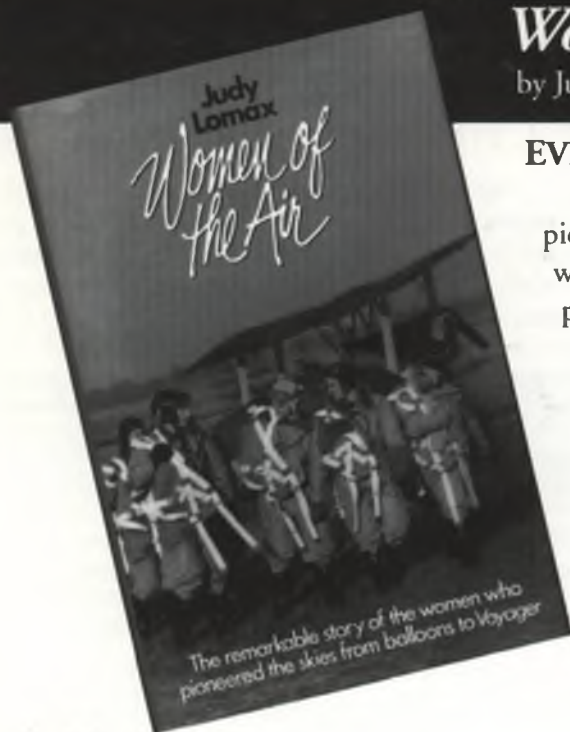
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