

NINETY-NINE*News*

THE INTERNATIONAL WOMEN PILOTS MAGAZINE

DECEMBER 1992



- CONVENTION 1993
- ANOTHER DYNAMIC 99
- ASTRONAUT "UPGRADES"



**1993
INTERNATIONAL
CONVENTION
August 11-15
Portland, Oregon,
U.S.A.**

**TOP TEN
SIGHTSEEING
ATTRACTIONS:**

- Mt. Hood/Columbia River Gorge
- The Grotto (Sanctuary of Our Sorrowful Mother)
- International Rose Test Gardens, Washington Park
- Japanese Garden
- Metro Washington Park Zoo
- Oregon Historical Center Museum
- Oregon Museum of Science and Industry
- Pittock Mansion
- Portland Art Museum
- World Forestry Center

PORTLAND SUPERLATIVES from *THE PORTLAND BOOK*:

Largest forested municipal park in any U.S. city—Forest Park, 5,000 acres
 World's smallest dedicated park—Mill Ends Park, 24 inches
 Largest collection of conifers in the U.S.—Hoyt Arboretum
 The only advertising museum of its kind in the world—
 American Advertising Museum
 First enclosed shopping mall in the U.S.—Lloyd Center, built in 1959
 Oldest continuously operating rose test garden—International Rose Test
 Gardens, Washington Park
 First airport conference center in the U.S.—Portland International Airport
 Only extinct volcano within the limits of a U.S. city—Mt. Tabor
 Second largest all-floral parade in the U.S.—Rose Festival
 Grand Floral Parade
 Second largest hammered copper sculpture in the world—Portlandia
 Largest West Coast port in total export cargo tonnage—Port of Portland
 Largest continuously operating open-air crafts market in the U.S.—
 Portland Saturday Market
 Corporate headquarters—eight Fortune 500 companies
 Oldest symphony orchestra west of the Mississippi—Oregon Symphony
 Orchestra, 1896
 First postmodern office building—The Portland Building by Michael Graves
 First U.S. office building with sealed windows, mechanical climate control—
 Belluschi's Commonwealth Bldg
 Bookstore with largest number of volumes in the U.S.—Powell's Books,
 approximately 500,000 volume
 Largest children's parade in the world—The Rose Festival Junior Parade

"Since its inception a century and a half ago, Portland has used its natural wealth, but always with an eye to the future. Little wonder we've won so much recognition for livability. Portland combines lively arts, active sports, educational choices, ethnic diversity, affordable living, thriving neighborhoods, intelligent transit, ample recreation, interesting shopping, and clean air and water. It is a city of neat homes, small blocks, colorful parks and intimate gardens. And it is a city based on a diversified economy—the most developed in the state—which includes shipping, education, health care, agriculture, high technology, publishing, government, recreation, metals fabrication and ship repair.

Portlanders take these attributes seriously. But they also have fun. For a chuckle, check out the 'Allow Me' sculpture and the weather machine in Pioneer Courthouse Square, the quotations inscribed on Yamhill Street sidewalks, or the art on the walls of the sparkling Oregon Convention Center.

And join Portlanders in a continual celebration of the arts. For music, attend performances of the Oregon Symphony, under the direction of James DePreist; the Portland Opera; and the acclaimed Portland Youth Philharmonic, the oldest such orchestra in the U.S. In summer, the many outdoor performances include Chamber Music Northwest concerts and the Mt. Hood Festival of Jazz. Lively nightclubs feature Portland's best musical talent with a bent toward jazz and blues. For art, choose among more than 50 galleries and museums. Don't miss the "First Thursday" gallery walks on, appropriately, the first Thursday of each month. Theater-goers appreciate a selection of Shepard to Shakespeare offered by 36 area theater companies. And, if dance is your thing, Portland is home to Oregon Ballet Theater, directed by James Canfield, and the International Tap Festival."

Letters

NOTE: A CORRECTION TO A PREVIOUS ISSUE. Your editor regrets any inaccuracies made in the report on the Arc-en-Ciel Round the World Race.

Sigrid Ramelli writes: "CORRECTION—October Issue, Page 19, Column Two, Paragraphs One and Three: Sue Nealey and Faith Hillman never heard the words 'Turn left immediately or you will hit the mountain.' Never reprimanding, the Russian controllers at Irkutsk simply clarified the communication loss with them. All the women PICs in the race were labeled 'Women Girls' and several pilots were turned away from the mountains between Irkutsk to Yakutsk." Watch for Sue Nealey's account of the Round The World Race in an upcoming issue of the *NINETY-NINE News*.

From Broneta Davis Evans, Oklahoma Chapter, South Central Section:

I want to thank all my 99 friends for the courtesies and honor bestowed on me at the Air Race Classic Terminus in Elk City, OK June 26-29 of this year. The wonderful banquet, held on the evening of July 1 was very special.

I appreciated it all so much because, due to my health, I have not been able to attend even my own chapter meetings. It was a real pleasure to see many of my 99 racing friends and to meet so many new ones. Best wishes to all of you.

From Nancy Wright, Florida Suncoast Chapter, Southeast Section:

Thank you for your recognition of the Sun 'n Fun Fly-In featuring us on the cover (of the *NINETY-NINE News*). One thing I would like the membership to know is the tremendous effort Barbara Sierchio put into the acquisition of this fine building. She was the unrelenting force behind the fund raising: she selected the building, where it would be placed, cleaned, made curtains, supported her Chapter and many projects too numerous to mention.

My part was very minimal compared to her contribution. I consider myself very fortunate, as she has let me spend the last three years helping her the week of the Fly-in. The name Barbara Sierchio is synonymous with Sun 'n Fun. She is a great, hard-working 99 and a wonderful friend.

NINETY-NINE News

THE INTERNATIONAL WOMEN PILOTS MAGAZINE

DECEMBER 1992

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

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On the cover:

A group of All-Ohio Ninety-Nines enjoy touring a B-25 at Toledo Metcalf Airport. The chapter met in conjunction with EAA Chapter 582's "Plane Fun" fly-in.

From Marilyn Smith, Membership Chairman for the NY/NJ Section:

As new Membership Chair, I welcomed the gratis copies of the North Central Section's newsletter, *Waypoint*, given to me at the Women's Fellowship Tent in Oshkosh this past July. I've been reading them while my husband and I fly around the country, making notes of great ideas and programs/projects mentioned in them for Membership, Aerospace Education, Meeting activities, Social Activities, etc.

It occurred to me that, besides the regular news items of Sections and Chapters which you include in *NINETY-NINE News*, it would be great to have a portion of the magazine devoted to a sharing of new ideas, new twists on old ideas and other valuable information that has proved beneficial for a Chapter or Section. Rather than each trying to reinvent the wheel, it seems we could progress at a faster pace if we could share such information on a regular basis in the magazine.

Human nature is such that people and

groups get in a rut and keep doing things the same way, unaware that someone else out there has found a better way or some new success. All you'd have to give us in the magazine is a list, by category, of projects/programs/activities/ideas by title with a brief descriptive blurb and the name of a person to contact for details on how to conduct it.

(Ed. note: Your suggestion is welcome. I have tried to implement that direction in the material that is submitted for Section News. I hope all Ninety-Nines will submit that type of information to Section News Reporters so that we can share new ideas and new twists on old ideas with the entire organization.)

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
Ninety-Nine News

New Direction for 1993!



International Legislation Committee

Meet Lynn Trupin, International Legislation Chairman. Lynn is from Champaign, Illinois, and is a past 99s chapter chairman and past president of the Illinois Pilots Association.

She also serves as North Central Section Legislation chair and as Vice President of Legislation for the United States Pilots Association.

Please let Lynn know if you have any questions about legislation issues or have information that would be of value to her. She will be keeping us informed about the legislative issues facing all of us as pilots. Lynn can be contacted at 217 359-1270.

It's time to wrap up 1992 and begin a new year; a time for tallying our accomplishments and making our resolutions for 1993.

One of my goals has been to promote positive communications among members of the 99s. Continuing to pursue that goal includes taking a good look at who we are and where we are going as an organization.

A recent letter from a member sums things up on a clearly positive note and, with her blessing, I want to pass on some of her thoughts about us and about our renewal as an organization.

Marilyn McLaren Smith wrote, "One of the most insightful things I learned several years ago from a high-level \$10,000 business management course, 'Theory of Constraints,' was:

'Every improvement requires a change, but not every change produces an improvement.' (E. Goldratt.)

"I think all of us, officers and general membership alike, should give some serious thought to this and perhaps adopt it as our personal and collective philosophy for preserving and advancing our organization."

In addition, Marilyn offered the following thoughts...

- *If you're not part of the solution, you're part of the problem.*

- *If you can't say something good about a member or an officer, be quiet and show us a better way by example, not by criticism.*

- *Keep the operation of the organization simple, not more and more complex. What about having a contest to see which chapter can write the shortest new set of bylaws and rules? Friendship does not require a lot of rules and laws for its existence. It relies on trust in one another, that we will always try to act for the benefit of one another's best interests and desires.*

- *Let's drop our big business image (which nurtures competitiveness to the point where it's no longer healthy) and get back to the real purposes for which our organization stands—to engage in strictly educational, charitable and/or scientific activities and purposes, and particularly to promote aeronautical science by such means as is not inconsistent with the educational, charitable and scientific purposes of the corporation.*

- *Until such time as we confront our basic problems and solve them through cohesive, positive actions benefitting the majority, we will only be treating superficial symptoms of the real basic problem while it goes on unchecked.*

- *And now, let each and every one of us start acting and speaking in a positive, forward direction. It is time to shed emotional fervor and adopt objectivity toward a better way for our future. Let us forgive one another's flaws and build on each other's good qualities.*

- *Let us act in a manner that will gain respect and trust. Let us be kind to one another, working together in the spirit of a family bound together by caring for one another; and let us be gentle, applying the Golden Rule in our dealings and in voicing our opinions within the organization.*

Thank you, Marilyn, for an all-encompassing "resolution" for us to examine and consider implementing in 1993, both within our organization and in our personal lives as well.

Our 99s circle of friends is strong and nourishing and supportive. If the energy and dedication we bring to the 99s are positive, our individual loads will be lightened as a result—and our collective wishes will be best served.

Happy flying to all!



NINETY-NINE News

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International Women Pilots
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Baty elected president of University Aviation Association

Dynamic Peggy Baty, Ph. D., assumed the position of associate vice president and dean of Parks College of St. Louis University in July 1991 after serving as academic dean there. In her role, she is the chief administrator on the campus.

Prior to coming to Parks, a unique school that dates its inception to two months after Charles Lindbergh's historic flight from the United States to Paris, Baty was associate vice chancellor at Embry-Riddle Aeronautical University, Prescott, Arizona.

She has also held academic positions at Embry-Riddle's Daytona Beach campus and at Georgia State University. Her undergraduate degree in aviation administration and her master's degree in aerospace education are from Middle Tennessee State University.

Her credentials continue! An amazingly enthusiastic woman, Baty is a board member of the Experimental Aircraft Association (EAA) Foundation.

Her awards include the National FAA Administrator's Championship Award for Excellence in Aviation Education; the Carl Stage Memorial Award presented by the EAA; and the Frank G. Brewer Memorial Award for Aviation Excellence in the Southern Region.

Our congratulations to Baty, the first woman to head Parks College, as she is elected president of the University Aviation Association for the 1992-93 academic year. She previously served on the organization's board of trustees and as chairperson of the aviation education committee.

The UAA has a membership of more than 100 colleges and universities and is dedi-



cated to the advancement of college level aviation education. Holding a Ph.D. in educational administration from The University of Tennessee, Knoxville, Baty also is a CFI&I, SE and MEL, an aerobatic pilot and AGI&I and one of the few non-FAA personnel authorized to renew flight instructor certificates.

On March 4-6, 1993, she will again chair the popular Women In Aviation Conference which is to be held in St. Louis.

Our congratulations, too, to Parks College which was also recently honored. The U.S. National Aeronautic Association presented a plaque which bore the words, "The nation's oldest aviation institution, Parks College, has made a unique contribution to the history of American aviation."

Founded in 1927, the college has provided academic leadership throughout its 65-year history. Dr. Peggy Baty accepted the award, presented by president of the NAA and vice president of the FAI, Mal J. Gross, Jr., at its annual awards ceremony in October.

Dr. Peggy Baty exudes the true meaning of the word dynamic! Our best to you, Peg.

Astronaut

"UPGRADES"

to Private Pilot

by Debra Falcon, Albuquerque Chapter

On July 6, 1992, Major Susan Helms, USAF, NASA Mission Specialist astronaut, "upgraded" to single engine solo pilot, on her way to her private pilot certificate. The scene took place in Albuquerque, New Mexico, during Susan's two-week crew holiday.

Susan's mother, Doris Helms, a middle school literature and mathematics teacher, and father Patrick Helms, USAF helicopter instructor, were so proud of the accomplishment they tacked her traditional solo shirttail on the front door of their Albuquerque home.

Susan's flight instructor, Albuquerque 99s past-chairman Vickie Cox, CFI&I, noted that Susan soloed after only 8.4 hours locally, describing her as "a very focused student who was like a breath of fresh air."

When asked why she decided to go after the private pilot certificate, Susan explained that, after years in the back seat as a flight test engineer and then a mission specialist, it was time to try the front seat.

What did she find most challenging in single engine training? "Landings—by far," replied Susan.

In a departure from the general progression toward private pilot, Susan is next scheduled to fly on the December 15 space shuttle mission! She will be deploying an X-ray spectrometer de-

signed to search for specific frequencies within our galaxy as well as a tracking and data relay satellite. Other continuing functions of the mission will include: scanning deep space from the dark side of the earth; taking a lot of pictures of oceans, landmasses, plank-



USAF Major and NASA Mission Specialist Susan Helms is soloed by CFI & I Vickie Cox, Albuquerque Chapter.

ton blooms; and tracking weather trends such as El Nino.

What do astronauts do in their spare time besides collecting aircraft certificates? We were delighted to hear about the all-astronaut band, MAX Q, named after the point of maximum aerodynamic load on the shuttle. Susan plays keyboard and reports that they are obtaining real bookings.

Albuquerque 99s would love to claim Susan Helms as a new member, but it looks like her "official" hometown of Portland, Oregon, will have that honor. And what about her next summer vacation? Susan is considering her instrument rating.

Best of luck, Susan. We can't wait to see your shuttle mission!

GETTING TO KNOW US

by Leda Hedglon

Cindy Rusher states emphatically, "That check for membership in The Ninety-Nines, Inc. represents a real person and not a number." Cindy, who has been our Secretary at International Headquarters for over three years, processes new member applications and reinstatements, respecting the individuals represented by the paperwork.

As one of her duties, she delivers membership packets which include a subscription to the *NINETY-NINE News*, a membership directory, membership pin, career data blank, membership decal and a list of items for sale.

Any person fortunate enough to know Cindy discovers that her commitment to the 99s goes beyond her responsibilities as secretary. Cindy always goes an extra mile to provide information to people interested in the 99s. A non-pilot, she researches to ensure that any information given to the general public is authenticated by a correct aeronautical source.

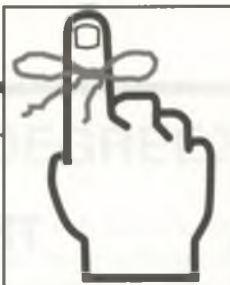
Taking the time to encourage Section-at-Large members to join local Chapters, Cindy notifies Chapter Chairmen about pilots inquiring about the 99s so that those pilots will have an opportunity to benefit from local Chapter participation.

Cindy sees active members as strengthening the whole organization and is enthusiastic about learning about member's many talents. A perfect example of Cindy's consideration is her continuing concern that a member not have a lapse in reinstatement that would result in that member losing membership eligibility time (continuous two-year membership) for an Amelia Earhart scholarship application.

Cindy is much more than a pleasant voice on the telephone. Her commitment to the 99s, her willingness to provide effective communication for our organization and her consideration of our membership experience makes Cindy Rusher someone we should know.

CALENDAR 1993

(Subject to Change)



JANUARY

22-23

IFR/VFR Safety Seminar Holiday
Inn Crown Plaza, Northbrook, IL
Call: Madeleine Monaco 708 292-1220. Speakers include
Bill Kershner and Phil Boyer

24

NY/NJ Mid-Winter Meeting

30

South Central Mid-Winter Oklahoma City, OK

30

North Central Mid-Winter Chicago, IL

FEBRUARY

6-7

Southwest Mid-Winter

14-16

Northwest Mid-Winter Coeur d'Alene, ID

20

Southeast Mid-Winter Perry, GA

20

Amelia Earhart Lunch at Meadowbrook Hall, Oakland
University, Rochester, Michigan. Call: Janet Anderson, Box
766, Belleville, MI or call 313 781-6488. Speaker: Yolanda
Jacques of Hughes Aircraft Co., designs and builds satellites.

MARCH

4-6

4th Annual Women In Aviation Conference, St. Louis, MO.
Call: Dr. Peg Baty, Associate Vice Pres. and Dean,
Parks College of St. Louis University, 618 337-7575, ext. 203

14-19

World Congress Bombay, India

19-21

Tenth Annual Shamrock Air Derby, Arizona Sundance 99s.
Call: Karen Maish at 602 961-1172

17-21

AEMFS Trustees Meeting Oklahoma City, OK

21

New England Mid-Winter Norwood, MA

25-28

Spring Board Meeting Oklahoma City, OK

APRIL

3-5

NY/NJ Spring Meeting

17

West Canada Calgary International Airport

18-24

The Gift of Flight. The 19th Annual Sun 'n Fun EAA Fly-In
and International Aviation Convention. Lakeland Linder
Regional Airport, Lakeland, FL. Call: 813 644-2431

23-25

North Central Spring Kansas City

28-May 2

NIFA National Competition Killeen, TX

30, May 1-2

Southeast Spring Greenville, SC

MAY

1-7

Great Southern Air Race Columbus, GA to Paradise
Islands, Bahamas. Call: 1-800 247-1006. \$20,000 in prizes

7-8

New England Spring Bradley Field, CT

11-13

ISA + 21 Atlanta, GA

14-16

South Central Spring El Paso, TX

28-30

East Canada Spring Halifax, Nova Scotia

29-30

Southwest Spring Sacramento, CA

JUNE

19-21

Forest of Friendship Atchison, KS

22-25

Air Race Classic Corpus Christi, TX- Quonset, RI

30-July 4

Northwest Section Fairbanks, AK

JULY

28-August 5

EAA Convention and Fly-In OSHKOSH

AUGUST

4-7

Palms to Pines Air Race Santa Monica, CA to Bend, OR

5-7

2nd Canadian Women in Aviation Conference
Abbotsford, BC

7

Abbotsford Air Show Abbotsford, BC

11-14

INTERNATIONAL CONVENTION
PORTLAND, OREGON

Museum of Flight Honors Aviation Pioneers

Vanecia Adderson wrote, "This is quite an honor for Barbara Erickson London, another 99 to be recognized for her accomplishments."

In 1944, five years after she first soloed in a Taylorcraft seaplane, Barbara Erickson London became the only woman during World War II to receive the esteemed Air Medal. Her Air Medal was awarded for outstanding service as a member of the WASPs, Women's Airforce Service Pilots, and for flying four 2,000-mile trips across the United States in five days.

London continued to carve a brilliant aviation career that has lasted over five decades. It began in 1939 when she enrolled in the government-sponsored CPTP, Civilian Pilot Training Program. She was a junior at the University of Washington and became the first woman in the course to solo. After the United States became involved in WW II, she had logged 1,000 flight hours and was instructing in CPTP. Air Transport Command issued a call for women with 500 hours of flight time and a 200-hp rating. London responded and, in September 1942, became one of the elite 25 original members of the Women's Auxiliary Ferrying Squadron, the WAFS, led by Nancy Love. After merging with the WASPs, London and her fellow WASPs ferried B-17s, P-38s, P-51s and other warplanes from factories to air bases and ports around the country.

London rose through the ranks to become a squadron commander of the 6th Ferrying Group at Long Beach, CA. In addition, she was one of only two women during the war to qualify as captain of a B-17. After the WASPs were disbanded, London continued her involvement in aviation and was commissioned a major in the Air Force Reserves until 1967.

As a civilian, London served for 15 years as the executive director of the Powder Puff Derby and on the Board of Directors of The Ninety-Nines for eight years. She has received numerous awards during her long

Continued on Page 15



The BOOK HANGAR

No Place for a Lady

Book and Review by Shirley Render

NEW HORIZONS

ADELLE BAKER

Adelle, long-time South Texas member, passed on in June. Donations in her memory can be directed to the M.D. Anderson Cancer Center in Houston, Texas. *Reported by the Rio Grande Valley Chapter.*

DONALD HUGHES

Donald Hughes, 49 1/2 of Marjorie, Central Illinois Chapter, made his last flight after a year and a half battle with cancer. His love of flying and instructing touched many lives. He is sadly missed by his family and friends.

This is the first book written about Canada's women pilots. It covers every aspect from 1928, when the first woman qualified for a pilot's licence, to 1992, when Canada's first woman astronaut rocketed into space. Filled with never-before published photographs, the book is based on hundreds of interviews—with women, their families, their flying instructors, former DOT, RCAF, airline and bush company personnel. It is a colourful yet poignant account that fills a long neglected gap in our aviation history.

No Place For A Lady tells of the women who flew in the early romantic days of flight, who wore the golden wings of the Air Transport Auxiliary and the Women's Airforce Service Pilots, who penetrated the brass and brigade of the flight decks of the airlines and the military and one who flew to the stars.

However, it is much more than an historical account of the progress of Canada's female flyers. It is the inside story: a mixture of narrative and anecdotal history which reveals their hopes, frustrations, dreams and accomplishments.

As much as possible, I use the words of the women themselves. When describing passenger reaction, bush pilot Ruth Parsons said, "Some thought it was great to be able to say they had flown with a woman pilot or to have their picture taken with one, along with the fish they had caught."

No Place For A Lady is, I think, an insightful look at a band of pilots who followed their hearts to the skies.

To order, contact Portage & Main Press, 1-800 667-9673 or 520 Hargrave Street, Winnipeg, Manitoba R3A 0X8 or your bookstore.

From the book: "Glenys Olstad Robison was born in New Norway, Alberta, a little town about 65 miles south of Edmonton. ... 'It sounds corny but one beautiful summer evening in 1976 I happened to be watching a bird and thought, 'Wouldn't it be fun to fly.' I went to the Edmonton Flying Club the very next day, took a 'fam flight' and signed up for lessons. I was so inexorably hooked that I could think of nothing else but flying.' ... Glenys won the Edmonton Flying Club Pilot of the Year Award for flying more than 1400 hours in a year and for training that year's top two private pilots and top two air cadets.

'To do this I moved closer to the airport to cut down on travel time—I lived practically on the approach to one of the runways—and got two part-time jobs along with my full-time instructing job. I've always had a passion for work.' Within eighteen months Glenys had her private, commercial, instructors, multi-IFR and ATL."

(Ed. note: Shirley Render, a member of the Manitoba Legislature, is an award-winning aviation historian, past president of the Western Canada Aviation Museum, and winner of the Prix Manitoba for her contribution to aviation history. Shirley is a pilot and flies her own two-place 1948 Luscombe as time permits.)

DO I NEED A COLLEGE DEGREE?

How much education IS required for a job as a pilot with an airline? Let's start with the most restrictive—a major U.S. airline. Virtually everyone who is hired has a minimum of a 4-year degree and many have a master's degree or a total of six or more years of college. Airlines may not state an education requirement, but they will hire FIRST those with the best credentials. Does that mean your chances are nil with 0-2 years of college? Not necessarily. As a minority, you will be competing mostly with others in your situation. The more education the better, but it is all considered as a package. How do you measure up when all of your qualifications are considered together?

You can improve your "hireability" by adding various "extras" to your applications which allow a prospective employer to know you're aware of your deficiencies and are working on them. Enroll at a local college and show your current status on your application. If you can't afford the time to take classes, look into some of the alternative schools that offer credit for life

experience. You probably have a lot of that and much of it can be turned into college credits from an accredited institution.

Perhaps you're working for a company that has a "learn while you earn" program and will help you to finance the cost of your higher education. Sometimes you can combine flight training with "learn while you earn" at schools that give college credit for flight ratings and employ their students as well. There are combinations to consider before discounting your qualification as being short on education and hence not "hireable."

The answer to, "Do I need a degree to fly for an airline?" can be viewed in many ways. Mostly we find there are alternate solutions to accomplishing the goal. Also, your explanation as to why you didn't finish/start your degree can help offset what some interviewers might consider a minus on your application.

Smaller airlines will be more lenient on

the education rule. When pilot hiring at the majors picks up, the other airlines find their supply of applicant becomes limited. Minimum qualifications (including flight times, ratings, education and experience) will be adjusted according to what is available among their applicants.

Never presume that you're unqualified for the job. Instead, assume that you're unique and have special qualities that distinguish you from other applicants. Work to highlight your talents and accomplishments. If you don't sing your own praises, who else will?

Not sure about how to make your resume or application shine? Talk to someone who is well versed in that area. You will find it well worth the investment to have your application noticed now rather than "maybe later."

Next month we'll talk about the resume and how to present the "best you" to a prospective employer.

Karen Kahn is a Captain with a major US carrier. She is type-rated in the MD-80 and Lockheed JetStar and holds a Gold Seal CFI for Airplanes and Instrument. Also rated in gliders, seaplanes and helicopters, she runs Aviation Career Counseling, a service for pilots.

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

Kathleen Browne, Glendale, AZ and reporter for the **Southwest Section**, sends word that the **Aloha Chapter** members set aside a date for a Lanai Sale as a fundraiser and enjoyed the Dillingham Airfield Airshow in October. They planned on presenting the Air Bear Program to four classrooms of students in November.

Those members of **Antelope Valley Chapter** who attended the Apple Valley Tour in September found it terrific. Antelope Valley took first place in Airmarking for the Section. Members completed the compass rose at Fox Field in October and looked forward to APT month in November. APT rides were scheduled at Rosamond Skypark as well as information on mountain flying and rescue operations and a mountain flying lesson with the CAP in Tehachapi—an all-day affair.

Arizona Sundance Chapter members look forward to the Tenth Annual Shamrock Air Derby, March 19-21, 1993. Members of **Arizona Sundance** and **Phoenix Chapters** cooperated to produce the Section Banquet table centerpieces. October's meeting program was a videotape by Rod Machado. A Chairman's pin was presented to Karen Maish. November 2nd was designated "Sundance History Day" to organize the chapter's scrapbooks and write the history.

Sue Reynolds, **Bakersfield Chapter**, earned her Private in September. Edwards Air Force Base is being considered for a future visit.

A fly-in was planned by members of **Bay Cities Chapter** to Vonne Anne and Gene Lauerma's at Lake Alminor. Bay Cities members were invited to the

Cameron Park Chapter's annual Pasta Party in October. January 16 is the date for the Right Seat Seminar.

Cameron Park Chapter's Pasta Party is their 13th annual event. Traditionally, the members of sponsoring chapter, Bay Cities, and the sister chapter, **Sacramento Valley**, are included. A fly-away was held in October to hear Bobbi Trout speak about her life of flying. Mary Chesnut is an elected member of the Cameron Park Airport District Board. The chapter's Annual Fall Safety Seminar was held in El Dorado Hill Community Service Center on November 12 and a Christmas Cookie Boxing was scheduled for Mary Chesnut's on December 9.

El Cajon Chapter members had a display table for information about The Ninety-Nines and sold ice cream at the

Please turn the page

SECTION NEWS

Gillespie Field 3rd Annual Career Day and Open House in October.

Members of **Fullerton Chapter** assisted at the Rod Machado Seminar in October. A Scout Tour has been re-scheduled for December. Annette Smith, Sylvia Paoli, Kim Ernst, Evelyn Craik, Lynn Hsia, Denise Jennings and Pat Savage attended the Fall Section Meeting in Albuquerque and had a terrific time. The first official airmarking of the chapter's home airport has taken place. September 26 was the Pancake Breakfast for the Fullerton Airport Fly-In and Super Safety Seminar. Thanks go to Kathy Pruett, Annette Smith, Joyce Ilves, Evelyn Craik, Kim Ernst, Sue McNutt, Muriel Unruh, Pat Savage, Sylvia Paoli, Ann Kocherhans, June Leach and Denise Jennings.

Members of **Golden West Chapter** are considering a 10-cent a pound ride or a Flying Companion Seminar for fund raising ideas for next year. There is an awards banquet being planned for the chapter's

Sprague and Mary Jo Volk (Rita Buhl's daughter) flew the Palms to Pines race which was dedicated to the memory of Rita. Jacquie and Mary Jo flew Rita's plane in the race and the plane was sold upon their return. Ann McNeeley's daughter planned to demonstrate Tri-Chem Fashion Tee-Sweat Shirt painting at a chapter meeting. Sixteen members attended the Fall Section Meeting in Albuquerque.

Los Angeles Chapter's Back To Basics race was held in October.

Marin County's Julia Amaral, Marke Strate, Aimee Moore, Rosemarie Vonusa, Sara Shapiro, Cindy Pickett and Peg, and Rog Williams spent a weekend airmarking Willits. Boonville was the next site for an airmarking and four Rod Machado Seminars were planned for November. The chapter did well at the drinks booth at the Smith Ranch BBQ in September and a Halloween Fly-out was planned for—of course—October 31.

spree.

Congratulations to **Mt. Shasta Chapter's** Eleanore Scott who was recently



Winners Pam Hengsteler, professional category, and Mary Silitch, non-professional category, display their Pilot of the Year trophies.

honored for her 25 years of service to the Redding Medical Center. A new emergency room was named after her. Congratulations, too, to Lee Agnew. She won the Western Area Instructor of the Year.

An article appeared in the *Reno Gazette Journal* inviting women pilots to join the **Nevada High Sierra Chapter**.

Orange County Chapter members welcomed Tim Peterson, CFI&I, ATP, MEI, AGI, A&P, OFG (One Fun Guy!) as a speaker on Special VFR flight. The annual Pilot of the Year Banquet saw Pam Hengsteler named Orange County Chapter's POY in the professional category and Mary Silitch, editor of *Private Pilot Magazine*, named POY in the non-professional category. Mary went on to be named Woman Pilot of the Year, Southwest Section, and earned Orange County's award for having flown the most miles in 1991-92. Mary flew an astounding 36,000 miles. Congratulations!

Orange County members heard Al Germain, member of the Southern California Airspace Users Group, speak. He also addressed plans and ideas for future configuration of the Los Angeles Basin airspace. Michael Hurich, engineer at the Jet Propulsion Lab in Pasadena presented a slide show tour of the Solar System and a computer-generated, high-speed, low-altitude video flight over Southern California. Corona Airport was the site for a fund-raising airplane wash in September.



Orange County 99s wash an Aeronca at their Airplane Wash fundraiser

anniversary in April.

Margaret Bolton is the **Hi-Desert Chapter's** Pilot of the Month. She got APT'd, her BFR and instrument currency. Joy Provart assisted in spotting for the Valley Air Derby in September at Barstow-Dagget airport and Virginia Rainwater spotted at Hesperia.

Imperial So-Lo Chapter members planned to airmark Imperial Airport in October. Calexico's airmarking as yet has to be determined. A fly-in to Borrego to meet with the **Coachella Valley 99s** at Casa De Zorro was planned and the Patton Museum Fly-in and Girl Scout Tour have not yet been scheduled.

Long Beach Chapter's Jacquie

Members of **Monterey Bay Chapter** held their 17th Annual His and Hers Great Pumpkin Class Air Race on October 31. The Airlift at the Salinas Airport Open House was a success. Ellen James is welcomed as a new member and Gene Fitzpatrick, Dell and George Hinn, Harriet and Bill Brin, Louise Minniear, Paula Thomson, Donna Crain-Bailey and Dean Bailey attended the Picnic on the Beach in September in Carmel.

Members of **Mount Diablo Chapter** welcome Tracy Williams and Lynne McWilliams. An October fly-in was to Sierraville Hot Springs and November's to the Nut Tree in Vacaville for a shopping

Phoenix Chapter members anticipate the 25th Annual Kachina Doll Air Rally. Dottie Helgeson is the chapter's newest



Dallas Chapter member Shirley Mastenbrook takes daughter Erin flying in style.

member. Al Cronin from Phoenix TRACON spoke to the chapter members in October and discussed the re-classification of air-space.

Prescott Chapter's Motoyo Yamada and Amy Schaper participated in the Kachina Doll Air Rally, hosted by the Phoenix Chapter. Their navigators were Kellie Kelly and Sean McHugh. ERAU provided two American General Tiger aircraft and the chapter members would like to extend their most heartfelt thanks to the university.

Roxanne Fynboh is the newest member of the **Redwood Empire Chapter**. Melissa Snyder organized the chapter's involvement in Aviation Awareness Week in October, including baked goods sales, balloons, water, coffee, and T-shirts as well as information on The Ninety-Nines. Cinda Weber arranged for a tour of Oakland Center in September.

Members of **San Fernando Valley Chapter** sold tickets for a drawing for a lunch at the Elephant Bar at the Santa Barbara Airport with transportation in a 1944 B-25 Bomber. October members of the month are: Mary Rawlings and Betty Irwin as co-chairs of the Valley Air Derby and Kathy Smithers as PR Chairman and taking 2nd place in the PR competition at the Section Meeting in Albuquerque. Chapter delegates to the meeting were: Lorrie Blech, Shirley Thom, Mary Rawlings,

Felicia Hoppe, Paula Sandling, Ely Rickabaugh, Melinda Lyon, Fran Slimmer, Sylvia Sanderson, Lois Rifkin, Jeanne Krihofer, Delores Matthews, Marcia Fuller, Mary Glassman, Loreli Cangiano, Bertie Duffy, Liz Dinan, Jeanne Fenimore, Bunny Newman, Laura Ricks, Ceci Stratford, and Jan Gageby. The November fly-in was to Chino to visit the Planes of Fame Museum. Future Women Pilots proudly accepted their pins at the October general meeting: Linda Allevato, Joyce Anderson, Beth Ertz, Judy Frank, and Lois Peck.

San Gabriel Valley Chapter members planned a fly-in to Tehachapi. Ilse Hipfel, Sheila Drayster and Maureen Oster entered the Jim Long Air Rally and won the "Tail End Charlie" award. Ilse took 3rd place for the spot landing. Mesquite was the planned destination for November. Newest to the chapter are Maureen Oster and Becky Thomas. Chapter members sold sodas at the Riverside Expo in October (*where your editor and husband were thrilled to buy more than a soda—a Cessna 150! There wouldn't be much to the story, except that your editor lives in New Jersey and is in the*



Long Beach 99s Mary Wenholtz and Sigrid Ramelli are about to 'slip the surly bonds of earth' with Dexter Coffman's help.

process of moving to Ohio! The C-150 is waiting patiently in California for her happy owners to puddle-jump across most of the USA enroute to a new hangar, a new home!)

Congratulations to Pat Lowers for POY, **Santa Clara Valley Chapter**, to Tammy Barron for professional POY and to Barb Murren for the Service Award. Welcome to Janine Mitchell, Jaclin Cordes, Laura Pomerleau and Zelda Gifford, new members. Members of the chapter awarded three Marion Barnick Memorial Scholarships to Christina Johnson, Santa Clara Valley Chapter; Bernadette Hayward, Golden West Chapter, and Mary Lamoy, Idaho Chapter. Congratulations. Peggy Ewert, Mayetta Behringer and Barb Murren presented cards of thanks and baskets of goodies to the SJC Tower and the local FSDO. A visit is planned for Prescott/ERAU 99s in Prescott, AZ in November.

November was also the time for the planned Oakland TRACON tour for members of **Santa Rosa Chapter**. Kris Kaldunski, a new private pilot, won the trophy for the proficiency Landing Contest. Cloverdale Airport planned an Open House in October and members of the chapter assisted at the recent Open House at Redwood Aviation.

Placerville Airport Appreciation Day found members of **Sierra Foothills Chapter** selling food. In recognition of Aviation Week, they sponsored an aviation memorabilia exhibit for the entire month of October at the Government Center in Placerville.

Sara Carson, reporter for the **South-east Section** and a member of **Blue Ridge Chapter**, noted a group of new members to the **Spaceport Chapter**—Bobbi Lasher, Jayne Garrison, Murray Sellars, Maura Sommer and Pat Ohlsson. Very active in training and local aviation education programs, they are continuing their aviation training and advancements. Welcome!

Members of **Florida Suncoast Chapter** held spot landing contest with Shirley Denton winning. She was presented with five gallons of gas and a framed certificate attesting to her achievement. Barbara Sierchio has been named International Sun 'n Fun Liaison, a job that she has been doing for several years already. Thanks, Barb. Bonnie Gann acted as Chief Judge for the Region IX competition of the National Intercollegiate Flying Association in Deland, FL in October. Jackie Cochran, aviation pioneer and leader of the Women's

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SECTION NEWS

Airforce Service Pilots (WASP) program during World War II, was inducted posthumously into the Georgia Aviation Hall of Fame at Robins Air Force Base in November. (Ed. note: Also inducted with Cochran was Belford D. "B.D." Maule, pioneer pilot, inventor, designer and founder of Maule Air Inc., Moultrie, GA and the grandfather of our illustrious Susan Maule, USAir pilot and a member of Maryland Chapter. Congratulations!)

Linda Ross wrote that members of **North Georgia Chapter** participated in DeKalb-Peachtree Airport's Neighbor Day in September. This year they included a



Bambi Greene and Monica Wichmann display items for sale at DeKalb-Peachtree Airport's Neighbor Day event.

special presentation to outgoing chairman, Joyce Pittman. She has served for three years, the same number of Neighbor Days in which they have participated, and was honored with a luncheon at the 57th Fighter Group Restaurant. Two members, Susan Shropshire and Linda Ross, attended "Aerodrome '92" in Guntersville, Alabama.

In the **Florida Goldcoast Chapter** newsletter, it stated, "Hurricane Andrew has left many of our chapter members displaced from their homes. ...Some of us have been very lucky. Other 99s and their families will deal with difficulties for months—loss of income, home, personal memorabilia and their airplanes. The *Southern Aviator* magazine reported that 658 aircraft were lost or badly damaged throughout South Florida. Members who have been chased from their homes by the hurricane include Mary Ann Zdunczyk, Connie Wilds, Fran

Sargent, Ruth Fleischer, Susie Reese. We haven't hear from many others who lived in South Dade. Many have no telephones and no postal service. We hope all is well." The rest of us echo that sentiment!

Barbara Sandow, **Australian Section**, has written that Australian members Sue White, Neva Cavenagh, Adrienne Williams and Fran West attended the Ninety-Nines' dinner at Oshkosh and enjoyed the hospitality of 99s in their U.S. travels. Also travelling overseas were Kath Flynn and Nan Manthorpe. They met in Vancouver and were entertained by local 99s.

Kerry Hilsberg is instructing at the



Lucy Young, right, presents Joyce Pittman, outgoing North Georgia Chapter Chairman, with a barometer for three years of service.

Australian Aviation College at Parafield, South Australia, and has been elected Federal President of the Australian Women Pilots' Association. Bev Roediger has completed her endorsement on the Rockwell Commander 690, funds being provided by her Amelia Earhart Scholarship.

Nancy Bird Walton has been moving house. Many will remember her delightful home and garden where she dispensed hospitality to visiting 99s.

The next Australian Section Annual Meeting will be held in Dubbo, New South Wales during the Australian Women Pilots' Conference in March, 1993. Overseas visitors are most welcome to attend.

Bonnie Tassa, **South Central Section**, notes that the **Colorado Chapter** was represented at International Convention by Kittie Hach, Von Matheny, Linda Horn, Joyce Hilchie, Nancy Aldrich, Carol Leyner

and Paulie Perry. The FAA Certificate of Merit was awarded to the Colorado Chapter for outstanding support in General Aviation Accident Prevention Programs.

Congratulations to Carol Leyner who received the Chairman's award for Most Outstanding Member 1992. Carol was chairman for four years and headed up the SCS Sectional Meeting in October '90 and the Chapter's 50th Anniversary in September '91. She helped start the Flight Without Fear program and has worked and flown the Mile High Air Derby. Carol is now a judge for NIFA and is liaison for the EAA for aviation legislation and for the Boulder-users group. Colorado is very proud and happy to have Carol still so involved with its chapter.

A **Dallas Chapter** pancake breakfast was not only fun, also a tremendous success as over 100 were served. Many were members of the EAA, conveniently holding their monthly meeting that morning. Aero-Country Airport is boasting a new surface and bright new numbers thanks to a crew of 13—six 99s, two 49 1/2s, some students and flight school operators and the airport manager. Dallas members were entertained by Frank Haile who spoke of his worldly adventures in a Bonanza and also by their own member, Marion Jayne, who related the experiences she and her daughter had as second-place winners in the Round The World Race. See the article elsewhere in this issue.

Sandy and Al Buschhorn traveled to the Fiji Islands, Australia and New Zealand, planning a stop at the Southern Hemisphere Airshow near Melbourne. Bennetta Rusk and Kimberley Bassett left for South Africa—three weeks on safari!

Dallas Redbirds did their part to make the "Flight Thru Time 1992" Static Display at Dallas Love Field a huge success. The show was presented by the Frontiers of Flight Museum. Olive Kemper, Kathy Long, Nell Magouryk, Elaine McReynolds, Mike Conlin and Fran Shelton manned booths selling tickets, sno-cones, and gift shop items to the more than 40,000 attendees to the two-day event. The Shelton's shiny L-19 *Bird Dog* was part of the display that included aircraft from the B-17 Flying Fortress to the F-117A Stealth Fighter. Newest member? Welcome to Michelle Paluck.

Kathy Long went to Mississippi for a NIFA event and she, Helen Wilke and Fran Shelton attended the Section Meeting in Albuquerque. Nell Magouryk joined EAA as well as CAP. She attended Oshkosh and then traveled to Wright-Patterson AFB, Dayton, OH for seminars and tours of the Women's International Air & Space Museum and the USAF Museum.

Members of **High Country Chapter** who attended the section meeting in Albuquerque were Judy Humphries, Kennie Ruth Patterson, Phyllis Kramer and Mary B. Hermann. They were proud to bring back the following awards: Aerospace Education (chapter with 16-25 members)—first place; Flight Competition—Certificate of Merit; Membership (chapter with 16-30 members)—first place; News Reporter—third place tie; Chapter's Certificate of Merit to outstanding member—Phyllis J. Kramer. Special thanks to Judy Humphries for her work as membership chair. High Country hosted a barbecue at Crawford Air Park, Colorado. Judy Humphries has a new plane—a blue and white Cherokee 235. Congratulations on your new bird, Judy.

Emporia Airport was the site of airmarking by the members of **Northeast Kansas Chapter**: Virginia and Jack Colbert, Dottie and Dick Martin, Sondra and Dale Ridgeway, Jan and Bob Raymond, Daphne Fautin and Brooks Powell. Welcome to new members, Connie Johnson, Leslie Jo Jenison and Catherine Kovar. Connie is working on her commercial license and doing some training in aerobatics. Leslie is working on her instrument rating. Jan Raymond and Sondra Ridgeway attended the International Convention. Members of Northeast Kansas are proud of Brooks Powell who was appointed a member of the Aviation Advisory Committee in the Division of Aviation, Kansas Department of Transportation.

Oklahoma Chapter had 14 members and several 49 1/2s at the South Central and Southwest joint section meeting held in Albuquerque during the Balloon Fiesta. Chapter member and hot air balloon instructor, Edna Thompson, flew her balloon each day, taking along with her International President Lu Hollander. Other lucky members got to ride with Edna and also helped with the ground crew. What a great event to showcase the fine talents of bal-

loonists—very special pilots.

Oklahoma Chapter members had a fly-away/drive-away to the western part of the state to meet with members who can't always make it to the city for meetings. They coordinated and presented a super program on Angel Flight. Zyvonne Powell is the flight scheduler in that area.

Oklahoma Chapter members co-sponsored (with the local FAA) a symposium for the National Air Space Users. Lu Hollander was the emcee for the evening. Congratulations to: Susie Mitchell, Outstanding 99 News Reporter at the Section Meeting; Leslie Owsley, named Chief Flight Instructor for Southeastern Oklahoma State University with currently over 160 flight students; Michelle Marceau, accepted by the U.S. Navy to begin her career in Aerospace Physiology (she is looking forward to everything except water survival) and to Oklahoma's newest members: Lin Modestino, Pam Fishman, Michelle Jean Tallon, Susie Lutz, and Tia Linn Reed.

Alice and Mark Palmer of **Pikes Peak Chapter** spent a week in Alaska—floatplane heaven—and already are trying to figure out how to get back soon. Phyllis Wells and 66 Kym Ceres flew Phyllis' C-180 to the Women Soaring Pilots Association Seminar in Waynesville, OH and spent a week soaring in a new locale.

Congratulations to Pikes Peak's Kelly Hamilton—Colonel, USAF.

Georgia Matteson and her 1991 Air Race Classic co-pilot Jennifer Ewald gave a classic presentation on air racing—funny and illuminating. Six potential members attended: Vi Chambers, Diane Rose, Erin Edney, Judy Myers, Nita Rabatin and Lottie Teucht. Hospitality was a "must stop" at the Mile High Air Derby in Pueblo, CO in September. Nineteen racers were greeted and member Clancey Maloney had an automatic cheering squad in Joanne Wormsbacher, Cindy Wright, Angel Smith, Phyllis Wells, Cam Stomberg, Bev Giffin, and Pam Mahonchak. Vice Chairman Angel Smith and Geran are moving to Massachusetts and will be missed! Secretary Ruth Lucy has agreed to do double duty through the next election in May 1993.

Purple Sage Chapter members hosted a Flying Companion Seminar at Cutter Beechcraft, Midland International Airport. This is an annual event for the chapter and

is always well-received. They also participated in the Confederate Air Force's annual air show by having a concession booth and hosted a safety seminar in Odessa in September.

Starr Stone, chairman of the **Shreveport Chapter**, was honored at a noon open house. Starr was recently married and will be leaving for some lucky chapter in the Fort Worth, Texas, area. Are you listening, Golden Triangle? Shreveport Chapter members have only one fund raising event each year and again it was a smashing success. The annual fish fry was held in the Southern Aviation Hangar and 200 satisfied custom-



Oklahoma balloon instructor Edna Thompson prepares her balloon for flight during the Albuquerque Balloon Fiesta

ers filled up on fried catfish, hush puppies, slaw, etc. Jere Saur labored long over outstanding decorations, Dottie Ports rounded up crowd-pleasing music, Ray Hardey took care of the liquid refreshments and everyone enjoyed a really fun evening.

Members of the **Wichita Falls Chapter** provided breakfast at Kickapoo Airport for about 15 pilots who flew a caravan in connection with their city's 11th Annual "Hotter 'n Hell Hundred" bicycle race. Pat Eby presented an interesting video on the reproduction Gee Bee, a Golden Age racing craft. Nineteen members and guests were entertained at a dinner given by longtime area pilot, Fred Ridenour. Wichita Falls Chapter members assisted as hostesses at the annual Classic Bonanza Asso-

continued next page



President Lu Hollander installs South Central Section Governor Judy Reinhart, Vice Governor Carol Sutton, Secretary Shirley Brown and Treasurer Phyllis Kramer.

ciation Fly-In in September at Kickapoo Airport. Dave Eby and Tom Bagnetto won several prizes with their airplanes. One of Tom's prizes was a three-bladed prop which his wife, Dawn, carried home on her commercial airline flight. Dawn said that going through security was a real experience and that Tom will owe her for this adventure for a long time!

Nancy O'Neil Holden, reporter for the **East Canada Section**, reports that the Fall Governor-In-Council meeting was held in November at Buttonville Airport. Shirley Render of Greater Winnipeg Chapter was to be present for a book-signing of her recently completed book on Canadian women in aviation entitled, *No Place For A Lady*. The 99s Canadian Award in Aviation was presented this year to the Atlantic Canada Aviation Museum. The \$2000 award will be used towards the cost of a security system to protect the artifacts and enable the Museum to display many interesting and rare items.

Maple Leaf Chapter members held their annual meeting in October with present officers and committee chairmen all acclaimed to a second term. Several members got together to prepare Air Bear Kits.

First Canadian Chapter's successful Poker Run resulted in 51 aircraft flying 651 hands. Congratulations to Denise Egglestone and 49 1/2 Jim on the birth of Ian Charles in August.

Atlantic Chapter members held their annual meeting at the home of Erna Scriven making plans for the upcoming Spring Section meeting which is planned for Halifax.

Eastern Ontario Chapter members

kept getting weathered out, but still have hopes to fly to Quebec City. Isabel Pepler and 49 1/2 Bill are the new owners of a C-model Bonanza and have been enjoying several trips in it.

Canadian Rockies' chairperson Sonja Wilford noted that Canadian Rockies' Allison Major was featured in an article in *The Okanagan Sunday*: Allison, a flying instructor, has had to overcome two hurdles in her drive to become a fully-licensed commercial pilot and to fly for a living: her private and, according to the newspaper report, "a regular surfacing of male chauvinism." Hired by James Anderson's Central City Air, Allison anticipated towing advertising banners around the Okanagan Valley skies during this past summer and to continuing to seek a career in aviation. She successfully completed a search and rescue course conducted by the Canadian Armed forces. As an accredited ASM, she is qualified to assist the military in SAR. She joined the Kelowna District Flying Club and is one of about 100 women pilots in British Columbia who belong to The Ninety-Nines. Our best wishes!

Myrna Stephens, **North Central Section** news reporter, wrote that Wendy Holferty presented a program on her trip to Russia to the members of **Lake Michigan Chapter**. Wendy spent the summer in Russia studying aircraft design and is already planning to return.

Members of Lake Michigan Chapter are participating in the Young Eagles flying program sponsored by the EAA. Paula Lupina flew two young people in September and Barbara Goodwin flew three students from her school.

Josephine Richardson, **Three Rivers Chapter**, has been selected for inclusion in the 1992-93 edition of *Who's Who of American Inventors*. Selection was based on her animal trap device for trapping sparrows, starlings and rodents.

Chicago Area Chapter members Nancy Haraldson and Diane Logan gave new meaning to the words "power shopping." After receiving the list of outlet

malls from Nancy's daughter, Kelly, the two 99s flew Nancy's Mooney 201 to Wittman Field, Oshkosh, WI where they hopped a cab for the five-minute ride to great outlets.

Susan Sommers daughter, Natalie, took a Young Eagles Flight on her 14th birthday with Chicago Area's Tina Thomas. Natalie now has her name recorded in the World's Biggest Logbook at Oshkosh.

Congratulations to Chicago 99 Kristen Jensen who has recently become engaged and has also begun instructing at the University of Illinois. Chicago Area Chapter Poker Run winners were Sharon Ann Schorsch, second; Madeleine Monaco, third; Karen Ballard, fourth. Chairperson of the event was Marge Sundmacher.

Winners of the Chicago Chapter Air Meet included Ellen and Chuck Herring, first; Cynthia and Ralph Madson, second; and Kristin and Lance Nuckolls, third, in Proficiency Derby Teams. The Spot Landing Contest was won by Mary Lou Mueller with Lance Nuckolls second and Rosemary LoGiudice, third. Lance Nuckolls placed first in flour bombing with Kristin Glick-Nuckolls, second and Chuck Herring, third. Cynthia Nixon was named best Rookie Pilot.

Welcome to new members of the Chicago Area Chapter, Marilyn Krenger and Diane Logan. Both fly out of Lake In The Hills Airport. Marilyn, sponsored by Marge Sundmacher, has a Private and flies a C-182. Diane, pinned by sponsor Nancy Haraldson, purchased a Cherokee 180.

Jean Fraser Duke was featured on a prominent page of the August 1992 issue of *Main Events*, the newsletter of her alma mater, Agnes Scott College. The article stated, "Out of 50 planes competing during Duke's first year (in the *Air Race Classic, 1991*), she and co-pilot Nancy Toon were in seventh place when they landed at the next-to-last leg of the race. 'We did taxi in, but we were plumb out of fuel,' she remembers. 'We figured it too close. They disqualified us. It broke our hearts.' In the 1991 Classic, Duke finished 14th.

'This July she was co-pilot, flying with longtime friend Dot Williams in her Bonanza. ...They came in 20th.' Jean, Class of '49 at Agnes Scott, started flying in 1985. She was quoted to have said, "When I fly visually, I'm free as a bird. I love it."

LORAN, GPS—A Wild Goose Association Meeting

by Joyce Malkmes

I attended the 21st annual meeting of the Wild Goose Association (WGA) in Birmingham, England. No, this was not a gathering of bird lovers and environmental aficionados. The WGA is a technical organization and its members are concerned with the development and applications of the Loran navigation system.

I have a Northstar M1 Loran receiver in my Cessna 172, so I thought this would be a fine opportunity to enrich my vacation in the United Kingdom with a better understanding of how my Loran works. It turned out to be an excellent decision.

SECTION NEWS

Chanda Sawant Budhabhatti, Governor, **India Section**, was presented the "Chuck Yeager Aerospace Education Award" for Outstanding Support, Dedication and Untiring Efforts in Aerospace Education Development at the 25th Pacific Region Aerospace Education Conference on October 16, 1992 at San Diego, California. Congratulations, Chanda.

WORLD CONGRESS

Chanda and The Ninety-Nines, India Section, invite all Ninety-Nines to participate in the World Aviation, Education & Safety Congress. It will convene at the Centaur Hotel Juhu, Bombay, India on March 14-19, 1993.

With planned exotic tours to North India, South India and Nepal, the total cost of Congress Registration, round-trip airfare, hotel accommodations and tours range from \$2,100 to \$3,500 depending upon the length of the tour.

Send Congress registration: \$225 (and \$200 for an accompanying person) prior to January 31, 1993. Make checks payable to World Aviation Congress.

For further information: Mohini Shroff, Vinod Villa, 10th Rd. Khar, Bombay, 40052, India. FAX: 261-0596 or Barbara Harper, 1051 N. Columbus #101, Tucson, AZ 85711 USA, FAX: 602 325-7243.

The conference, held at the Copthorne Hotel in the center of Birmingham, offered a program that focused on joint use of both Loran and the Global Positioning System based on the use of satellites (GPS).

I asked which system would best fit the needs of a GA pilot like myself. The consensus was that either would be adequate, although Loran would provide more accurate signals for return flights to my home field, Brookhaven Airport, Shirley, Long Island, New York.

Also, Loran signals are everywhere in the United States at this time. GPS, on the other hand, will not be fully operational until sometime in 1994. Based on that information, I decided to stick with my Loran. In the future, however, it seems certain that a combined Loran and GPS will be the best choice because working together they can guarantee the availability of signals just about all the time. Signal availability is a worry you do not need when shooting a final approach.

There was one word of caution that came out of the meeting. If you are buying an IFR rated receiver, whether it is Loran, GPS, or a box that combines the two, insist on a unit that has been certified by the FAA to make non-precision approaches. (*Ed. note: I flew with Lisa Buzwell Dahl as she piloted the Partenavia owned by Il Morrow as they tested the use of Loran for FAA approval of non-precision approaches. To my understanding, this is an ongoing program that is still in the experimental phases*

and will lead to the eventual publication of official non-precision approaches.)

The WGA meeting held three days of special sessions that included discussion of the latest technical advances in Loran and GPS. Augmenting the technical sessions were visits to Startford-on-Avon, Blenheim Castle, Oxford, and Warwick Castle. Impressed with the history at each stop, we always departed wishing for more time to absorb the significance of events that took place hundreds of years ago.

My personal favorite was a luncheon visit with Marilyn Beukers at her home, East Ridge, in Longborough, Moreton-in-Marsh, a picturesque setting surrounded by waving wheat fields and green hillside pastures. John and Marilyn Beukers are dear friends who were my neighbors in Stony Brook, Long Island, before moving to England last year. John was the Chairman of the WGA meeting.

A highlight of the meeting was a gala formal dinner at which the guest of honor was the Lord Mayor of Birmingham. Accompanied by his own toastmaster and the Lady Mayoress, the Lord Mayor was resplendent in his ceremonial robes.

My mission was accomplished. I have a much improved understanding of my Loran navigation system and a better appreciation of what it can do for me. As for England, I can hardly wait to return for another visit.

One last note: I am now a member of the Wild Goose Association.

Museum of Flight Honorees (continued)

career and, in 1991, was invited to attend the Air Force Command & Staff College's "Gathering of Eagles" at Maxwell Air Force Base, Alabama, joining a long list of previous honorees—the greats in aviation.

Today London remains active in aviation, operating Barney Frazier Aircraft, Inc., an aircraft sales company in Long Beach. Although it would be more than 32 years after the WASPs were disbanded before

women could again fly military aircraft, Barbara Erickson London's early achievements helped to pave the way for today's women military aviators.

Barbara London was honored with another aviation great, Peter M. Bowers, at the 1992 Pathfinder Recognition Banquet on November 14, 1992 at the Museum of Flight, Seattle, WA. Our heartiest congratulations to both. □

FALL BOARD MEETING

by Director Bonnie Gann

The newly-elected Board of Directors convened its first meeting at the board room of Ninety-Nine Headquarters in Oklahoma City from October 23 through October 25.

President Lu Hollander solicited self introductions from all present: Vice President Joyce Wells; Secretary Lois Erickson; Treasurer Alexis Ewanchew; returning Directors A. Lee Orr and Jaye Howes, new Directors Bonnie Gann and Doris Abbate; Immediate Past President Marie Christensen; and Governors or Vice Governors present from the following ten Sections: New England, New York/New Jersey, Southeast, North Central, South Central, Northwest, Southwest, East Canada, Western Canada and India; General Counsel, Sylvia Paoli; and Executive Director Loretta Gragg.

The day prior, the Board met for a professional seminar on strategic planning. This workshop featured brainstorming sessions, small group planning, finding areas of consensus, full group discussions, prioritizing, and writing the first draft of a planning document for the 99s, something the organization currently needs. Further work is planned on this document before spring. We reported to the governors about the seminar, its outline and methods. Together with the governors we used these skills to draft a Mission Statement as well as to produce recommendations after presentations made to the Board over the course of the weekend. The business of the Board began with approval of minutes, review of the audited financial statements, and a discussion of our finances. The Board is developing a policy which will look forward at least two years to help with long range financial planning and stability.

We received some good news about finances. Oklahoma benefactor John Kirkpatrick has offered The Ninety-Nines a matching grant of \$4500 to encourage contributions to their account with the Oklahoma City Foundation. United Parcel Service sent a representative to present The Ninety-Nines with a check for \$5000, earmarked for the Amelia Earhart Scholarship Fund. It will be used to present two scholarships in 1993. Later during the meeting, Anita Lewis reported to the Board about the status of the Twenty-First Century Fund, the long range funding program which The Ninety-Nines intend will provide us annually with monies to be used for our charitable projects. She outlined a plan to increase participation in the fund. The governors joined in making suggestions about ways and means.

The Board received presentations about two of our important projects. Gene Nora Jessen, past president, reported about the Resource Center, our collection of archives, oral histories, memorabilia and library. Gene Nora said the immediate need is for finishing the floor upstairs to expand our ability to display these collections. Gene Nora will be submitting several articles to the *NINETY-NINE News* about the Resource Center. The other presentation was about the Amelia Earhart Birthplace and Museum in Atchison, delivered by Pam Mahonchak. The AEBPM is in immediate need of restoration. Its administrators are determined to raise the funds to complete the task. Pam outlined a plan to reach that goal through donations from individuals and corporations. Members of the Board agreed with her recommendation to increase the number of persons serving on the AEBPM Board of Administrators to 10 Ninety-Nines and nine Atchisonians. More information about this project will be upcoming in the *NINETY-NINE News*.

A new joint project with the 99s by FAA's Office of Aviation System Standards is underway. A schedule for nine upcoming safety symposia in as many cities was presented. A discussion of involvement in this project ensued and it was agreed that it meets our ongoing need to broaden our image of The Ninety-Nines in the aviation community.

Legal Counsel Sylvia Paoli tendered her resignation. Although the Board voted not to accept her resignation, she declined to reconsider. The Council of Governors joined the Board to commend her for 15 years of service as legal counsel.

During the course of the three days the Board reviewed and received reports on many other items, including:

- Insurance policy requirements for Ninety-Nines events
- The Operation Skywatch program
- A Cockpit Resource Management program under development
- Conventions planning
- EAA Oshkosh, Sun 'n Fun and AOPA Convention participation
- NIFA donation policy and administrative procedures
- World Precision Flight event update
- A new committee on Careers and Networking
- The endorsement of the EAA's Young Eagles flight program
- The grievance committee report and recommendations
- Request to rename the Middle East Section to Mid Atlantic Section
- Promotional materials for sale by The Ninety-Nines
- Committee appointments
- The report of the Council of Governors



Board members Alexis Ewanchew, A. Lee Orr, Bonnie Gann, Lois Erickson, Jaye Howes, Lu Hollander, Joyce Wells, Marie Christensen and Doris Abbate pause for a photo moment during the Fall Board meeting.

President Lu Hollander closed the meeting at noon on Sunday. As Board members and Governors departed for home, we noted that the Council of Governors had made significant contributions through their comments, that the strategic planning session had helped us focus on planning to meet our goals, and that we had worked well together as a Board. As a new Director, I feel gratified to assist in what I believe is the path of growth and success for The Ninety-Nines.

ATTENTION WOMEN PILOTS!

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Air Race Classic

June 22-25, 1993



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ENTRIES OPEN: January 8, 1993

ENTRIES CLOSED-POSTMARKED BY: April 8, 1993 SPECIAL RULES FOR 1993 AIR RACE CLASSIC

Because of numerous requests by prospective racers, we are allowing aircraft with certain modifications (considered legal by the FAA) to race. Individual handicaps will be based on a percentage of basic handicap speeds according to the type and number of speed modifications using a formula worked out after much research. Entries will be considered as per STCs and handicapped accordingly.

A category will be available for "non-competing" aircraft. Fees, rules and regulations will be the same as for competing aircraft, but non-competing aircraft will not be eligible for prizes. Teams that enter the race in this category would include those desiring cross-country experience without the pressures of competition and those whose aircraft are ineligible to compete.

All aircraft will be allowed to carry extra women passengers, holding student certificates or better. For aircraft of 250hp or less, handicap will be adjusted 2 mph per passenger, and for aircraft above 250hp, handicap will be adjusted 1 mph per passenger.

ORAL HISTORY PROGRAM

by Gene Nora Jessen

"Oral history" is a misnomer since the larger portion of the oral history library is actually video. The early oral histories were just that—now we get the picture with the sound.

Some years back, Past President Geraldine Mickelsen recognized the importance of recording the stories and remembrances of our pioneer pilots and generously funded The Ninety-Nines Oral History Program. Wyoming 99 Judy Logue could be seen hauling her equipment all over the country gathering the stories of the pioneer pilots, the objective being to round out the organization's resources for writers and researchers. Today we are a primary information source for women's studies and serious aviation researchers.

It soon became obvious to Judy that without an index, a video was a narrow window of information. For example, a researcher might ask if any women flew P-51s during WWII. "Sure," we could respond, "the WASPs did and we have some WASP oral histories." Then the search would begin, digging through a pile of videos to locate something about the P-51.

Judy Logue hired a couple of college computer whiz kids who transcribed and

indexed the videos into a five-minute summary/key word index and filed them on computer discs for researchers. NOW the researcher can access "P-51" and know instantly in which oral history and where on the tape that information can be found. The Ninety-Nines moved to the cutting edge of oral history collections.

And then the money ran out.



West Canada Section Governor Nancy Rand selects a video of an oral history to view.

Geraldine Mickelsen recently remembered us once again and funded The Ninety-Nines through her will. The Oral History Program is up and running, ready for business. The immediate need is now information—from you. The 99s doing the oral histories request input of the names of women who should be a part of our oral history library. They should be people who have made a significant contribution to aviation. They do not have to be pioneers only in age, but can also be younger pilots who have made a more immediate impact in aviation.

Please send names and backup information to one of our three oral historians: Pat Chan, 535 Albemarle Street, El Cerrito, CA 94530 or Carolyn Martell, 16479 Malt Road, Caldwell, ID 83605 or Dorothy Robinson, 3200 Estes Way, Bakersfield, CA 93309.

Air Racer Marion Jayne

Challenge—Excitement—Icing Conditions—Thunderstorms: the norm for global circumnavigating in the first Round the World Air Race. Organized by Arc en Ciel, a French non-profit organization, twenty-eight planes started and represented the U.S., Belgium, France, Finland, Norway, Hong Kong, Guatemala, Germany, Sweden, Switzerland, Austria, Canada and the UK.

Each plane was given a handicap speed based on manufacturer's specifications. Six competitors flew turbo props and the other 22 flew with normally-aspirated, turbo-charged, and assist turbo-charged engines.

The starting time for the first leg of the race was set by Arc en Ciel and worked very well as the weather was IFR and all filed IFR Flight Plans. In Europe, most flying is IFR due to the many restricted areas. In the evening, awards were given for the leg flown that day. Piloting the *Tailwinds World Flyer*, my daughter Nancy J. Palozola and I won the first leg and, as the only mother/daughter team, were delighted to receive the award—two extra large beautiful wool men's sweaters from Finland.

The second leg of the race from Helsinki, Finland to Moscow's secret air base "Ravenscoe" was in the same takeoff order; however, clearances into Russia were delayed and planes started going in as groups. A line of thunderstorms developed east of Moscow and pilots began to request deviation from the route and altitudes to go around the storms. At that time the pilots did not realize the Russian controllers didn't understand all the terminology being used nor all the different aircraft call signs.

At one point a Russian controller said, "All race aircraft—stay where you are." The pilots understood he meant to stay at assigned altitudes and on the course route, but use of the word "stay" seemed very funny at the time.

Arrival into Ravenscoe was stressful. Many of the planes were trying to get cleared to land on the 15,000 foot runway. The airport was VFR, so pilots were requesting visual landings—an unknown term to the Russians. Their procedure was to have pilots fly to the outer marker and down the ILS whether IFR or VFR. It is not the controller in the tower who clears a landing,

WOMEN AND FLIGHT

1978-1989—an annotated bibliography by Dorothy R. Niekamp. A few copies are available from The Ninety-Nines Headquarters for \$20 postage paid. The research for this book was sponsored by the Amelia Earhart Research Scholar Grant Program.

PLEASE NOTE:

Editor Ann Cooper's NEW mailing address:

AS OF DECEMBER 8, 1992
3410 Darbyshire Drive
Beavercreek, Ohio 45440, USA

THE JAN/FEB Issue of the *NINETY-NINE NEWS* will be combined.
DEADLINE: Jan. 1, 1993



describes the ...

but a man at the end of the runway. Since this was a race—and the clock was running—all pilots wanted to touch down as soon as possible. From that point on in Russia, racers were assigned call signs—Bravo Charlie 3, Bravo Charlie 4, etc.

Only the Bonanza of Bob Wahl and Steve Nagomy, the *Spirit of Rochester*, (with 100-gallon tip tanks) could go non-stop from Moscow to Irkutsk. All other planes needed to stop for fuel in Omsk and, in this race, the clock ran during fuel stops.

Departures started at 8 a.m. and *Tailwinds World Flyer* took off second to last at 6 p.m. headed for a night flight and a night refueling at 3 a.m. in Omsk. The all-night flight lasted for 13 hours and 17 minutes. It was pitch black for four hours and we penetrated a line of thunderstorms. Our sponsors, BF Goodrich and Trimble, provided us with outstanding equipment—a Stormscope and the Global Positioning System for which we were thankful. We completed the leg in second place.

Departure from Irkutsk to Yakutsk necessitated a climb to 3900 meters (12,800 feet) to avoid 4- and 5-thousand foot mountains. The Russians, who called the women “women-girls,” felt the route to be too dangerous for the two women teams and gave us a longer route around the mountains. They couldn’t understand women flying planes.

I thought the Russians were joking and opted for the normal race route. On takeoff icing conditions were reported at all altitudes. We found an altitude between layers at 7,000 feet and *Tailwinds World Flyer* won that leg, but stayed in second place to *Spirit of Rochester*. In third place was a Cessna 310, *Double Eagle*, piloted by Harlon Hain and Paul Hamer. Any mistakes by the first two planes would have moved *Double Eagle* into first or second. It was a close race.”

During the leg from Yakutsk to Anadyr via Magadan, it was tempting for pilots to take a few short cuts, but everyone adhered to the 3-mile corridor that had been given to race contestants. (Anyone deviating from the corridor could be shot down or taken to another airport by a military jet! GPS navigation equipment was mandatory for pin-

First Round the World Air Race

point accuracy and safety.) *Tailwinds World Flyer* accrued heavy icing and had to descend to a lower altitude. Slowed, we placed 11th on this leg.

At Anadyr many people crowded to greet the racers and, with no restrictions for airport visitors, pilots cut engines to prevent mishaps. Planes were pulled into the refueling area and, again, refueled by officials; the gas pumped from drums.

As soon as the planes cleared Russian customs, a non-timed, off-race leg followed. At Yakutsk pilots had been given secret transponder codes to be used upon arrival in US airspace. Upon arrival in Nome, Alaska, most racers ate heartily and fell into bed. It had been a long flight.

Departure from Nome was IFR—rain with ice reported at higher levels from Anchorage to Victoria, Canada and 40- to 50-knot headwinds. Another on time fuel stop was necessary with the exception of *Spirit of Rochester*.

Many racers thought they would be cleared directly from Anchorage through the ADIZ to Sitka for fuel. This was not possible unless you were above 20,000 feet. *Spirit of Rochester* was high enough to file directly to Victoria, Canada. *Tailwinds World Flyer* cancelled IFR and went low over the water. We picked up a great tailwind, stopped for fuel at Yakutat, AK, and stayed low until a fog bank developed 100 miles from Victoria. Filing IFR, we climbed to 9,000 feet and discovered we were ahead of *Spirit of Rochester*. *Tailwinds World Flyer* won the leg and moved into first place. *Double Eagle* was second on the leg and closing fast.

A crowd turned out to welcome the racers at Fresno—the location for a maintenance check of the planes. Judy and Jim Bell, Fresno residents and competitors in a Cessna 414, organized a fun time for everyone.

Flying to Frederick, Maryland, a dis-

tance of 2000 nautical miles, necessitated another fuel stop with the exception of *Spirit of Rochester*. Severe thunderstorms were forecast and all planes arrived at Frederick, but some had to deviate to avoid the storms. With the fuel stop, *Tailwinds World Flyer* was back into second place and prepared for the next leg, Gothab (Nuuk), Greenland.

Poor weather at Gothab diverted the racers to Goose Bay, Labrador. At Goose Bay, Arc en Ciel put the leg from Goose Bay to Gothab off race so the time didn’t count, though we thought that by going over the water to Gothab we could gain another half hour and have an excellent chance of winning first. Via Greenland to Reykjavik, Iceland and to the race terminus—Cannes, France, most of the racers headed directly to Ireland. *Spirit of Rochester* did not stop for fuel and won the race. We stopped in Ireland and finished second. Third went to *Double Eagle* and fourth to Sue Nealey and Faith Hillman flying *The Spirit of Paul Mitchell*. The first four places in Group II category were U.S. piloted airplanes and the Turbo Prop Category was won by a Piper Cheyenne piloted by Bruno Keppeler from Switzerland and Victor Andreev from Russia.

Arc en Ciel did an excellent job of organization and racer camaraderie was helpful and outstanding. Racing around the world was truly an adventure—a challenge all the way. Every contestant who finished the race is a winner.

(Ed. note: Marion Jayne’s son-in-law, Jim Palozola, is proud that his great-aunt is Ruth W. Stewart, Charter Member of The Ninety-Nines. Proud, too, of his wife and mother-in-law, Jim said, “Marion has been my flight instructor. She’s a better race pilot than any other pilot, male or female. I’m a bit biased, admittedly, but I really believe that.”)

NEW RATINGS, CERTIFICATES, AND AWARDS



Jane Wilson	Colorado	Comm/IFR
Elizabeth Robertson	Reno Area	Comm
Donna Stevens	Indiana Dunes	Comm
Kari Thompson-Stueber	Aloha	IFR
Helen Biron	Dallas	IFR
Jennifer Wheeler	Tulsa	IFR
Michelle Paluck	Dallas-Redbird	IFR
Hopi Hall	Prescott/ERAU	MEI
Kristi Gerritsen	Lake Michigan	MEI
Sally Somerfield	Reno Area	MEI
Margaret Puckett	Willamette	ME
Evelyn Ambrose	El Cajon	ME
Melani Deer	Aloha	ME
Terry Doumouras	Aloha	CFI
Chris Hettenbach	Dallas	CFI
Shannon Small	Tulsa	CFI
Connie Enos	Lake Michigan	CFI
Jane Roosevelt	Columbia Cascade	CFI
Freya Wood	Coyote Country	CFI
Christine St. Onge	W. Pennsylvania	CFI-ME
Kelli Cammack	Tulsa	CFI, CFI&I
Margaret Childress	Pikes Peak	CFI&I
Lori Brand	Columbia Cascade	CFIG
Judy Swannie	Aloha	Dash-7 Type
Debbie Giese	High Sierra	737-300 Type
Pam Mahonchak	Pikes Peak	UAL Proficiency Check
Mary Norman	First Canadian	ATR
Christina de Auer	FL Goldcoast	ATP
Krissie Katte	Oklahoma	ATP
Pamela Parask	San Fernando Vly	ATP-ME
Luanne Gibson	Long Beach	1st Off, MD-80

WINGS PROGRAM

Wally Funk	Long Beach	X
Ilene Helfand	Chicago Area	IX
Jeane Allen	All-Ohio	VIII
Marij Leggett	Mid-Columbia	VII
Mary Chesnut	Cameron Park	VI
Ada Heffernan	Tulsa	VI
Suann Prigmore	Mt. Shasta	IV
Mary Lou Romagno	Bakersfield	III
Shannon Small	Tulsa	I

United Parcel Service Foundation representative Alf Christiansen presents a check for \$5000 to 99s President Lu Hollander during the Fall Board of Directors meeting in Oklahoma City. This UPS Foundation grant will be used to provide two 1993 Amelia Earhart Memorial Scholarships.



NOTAMS

NAA CONGRATULATES AIR RACE CLASSIC WINNERS

According to *For The Record*, the newsletter of the National Aeronautic Association, "NAA awards were presented by Paul Neuda to Linda K. Schumm of Macinaw, IL; Rosemary A. Emhoff of Peoria Heights, IL; Esther Grupenhagen of Arroyo Grande, CA; Mardell Haskins of Overton, NV; Susan Collier of Bloomington, IN and Nancy Toon of Atlanta, GA." The awards were presented at the finish of the 1992 Air Race Classic by Paul R. Neuda, a member of NAA's Contest and Records Board, to the top three finishers in this legendary American aviation competition for women pilots. The race began in Thermal, CA and ended in Elk City, OK and included 30 aircraft.

WORLD CHAMPION HELICOPTER DUO

Jean K. Tinsley, President, Helicopter Club of America wrote, "The good news is that our all-female crew, Dorothy Cummings (Whirly-Girl #391) and Gwen Schallow (Whirly-Girl #509) won the prestigious Slalom Event, so we DO have a World Championship. Those girls outflew everyone. They were flying a Bell 206, and 42 crews were competing this year (the 7th World Helicopter Championships)." Our congratulations to Dorothy and Gwen.

1992 WINNERS—Marion Barnick Memorial Scholarship *by Lois Letzring*

Santa Clara Valley, Golden West and Idaho Chapters were represented by winning 99s of the 1992 Marion Barnick Memorial Scholarships. Recipients were Christina Johnson, Bernadette Hayward, and Mary Lamoy.

Christina Johnson attends San Jose State University in the aviation program and is working on her instrument rating. A member of the Santa Clara Valley Chapter, Christina hopes to achieve her life goal, after college graduation, of becoming an airline pilot.

Bernadette Hayward is chairman of Golden West Chapter. She plans to use her scholarship to complete her

commercial multiengine rating and, subsequently, to earn her multiengine instructor rating. Her aviation goal is to become an airline pilot.

Mary Lamoy has a long-sought goal to fly helicopters with the Forest Service. Mary worked her way up from a firefighting field position to that of a firefighting pilot. She flies smoke jumpers in a twin Otter and a turbo DC-3. She recently completed her ATP in a Beech Baron. Congratulations to all!

ALPHA ETA RHO PRESENTS AWARD

Polly Gilkison was recognized by Alpha Eta Rho International Fraternity for Outstanding Contributions To and Understanding Of the Effects of Aviation and Its Development Upon The World. Ronald Kelly, AER vice president, made the presentation at the University Aviation Association awards banquet in Dallas, Texas.

Polly generously wrote, "Good things happen to 'We, the 99s!' Thanks



to The Ninety-Nines for helping me through the years of fund raising for collegiate aviation and to the Chicago Area Chapter officers who assigned me to work with the National Intercollegiate Flying Association in the Fall of 1973. Let's continue to help the students. Looking forward to SAFECON 1993 in Killeen, Texas." Our appreciation and our congratulations, Polly.

While we are on the subject: Planning for the April 20-24, 1993, SAFECON (Safety and Flight Evalua-

tion Conference) includes the important 99s fund raising effort. The students, the National Intercollegiate Flying Association (NIFA) and NIFA Foundation sincerely appreciate our support. Please make your check payable to NIFA and direct it to The Ninety-Nines, Inc., Box 59965, Will Rogers Arprt, Oklahoma City, OK, 73159 USA.

INTENT TO SEEK ELECTION

Two new members will be elected to the Board of Directors at Convention in August 1993.

Check your new International Directory for the new, revised "INTENT TO SEEK ELECTION" form.

If you should have any questions, please contact Nominating Committee Chairman Pegge Blinco.

AMELIA EARHART MEMORIAL SCHOLARSHIP

Remember that the deadline for submission of applications to Chapter Chairmen or Chapter AE Scholarship Chairmen is December 31, 1992. You are encouraged to apply.

ELDER STATESMEN OF AVIATION SELECTED

The National Aeronautic Association, National Aero Club of the United States, has as its primary mission the advancement of the art, sport, and science of aviation and space flight by fostering opportunities to participate fully in aviation activities and by promoting public understanding of the importance of aviation and space flight to the United States. Presented in November, 1992, Elder Statesmen of Aviation plaques went to the following recipients: C. Alfred Anderson, Alexander H. Flax, Jack S. Parker, Courtland D. Perkins, Richard W. Taylor, Clifton F. von Kann, and W. Dillard Walker.

AMELIA EARHART VIDEO— SOARING TO NEW HEIGHTS

Set off by beautiful flying scenes and glimpses of women in various aviation occupations, the AE video was produced to tell the story of The Ninety-

continued next page

NOTAMS

Nines' Amelia Earhart Memorial Scholarship program. Testimonials from the FAA Administrator, AE scholarship historian and previous scholarship winners are included.

The video, 12 minutes long, would make an excellent annual scholarship night program. It may be purchased for \$15 U.S. funds. Send a check written to **Amelia Earhart Memorial Scholarship Fund** and mark on your check **Video Fund**. Mail to: Bonnie Seymour, P.O. Box 1203, Kings Beach, CA 96143. Be sure to enclose your return address and Chapter/Section names. If you are requesting a personal copy, please so note for our records.

36TH MICHIGAN S.M.A.L.L. RACE

The S.M.A.L.L. is a test of a pilot's cross-country navigation and timing skills. This year the 216-nm course was flown with all of the navigational instruments sealed. Race teams submit their expected ground speed a month before the event, and the actual course is unknown until the night before the race. Twenty-four teams from four states had to use charts, stopwatches and eyesight to reach and fly-by designated timing line judges. From Ohio, Illinois, Indiana and Michigan, pilots flew aircraft that ranged from a 2-seater Piper to the Seneca II twin.

Race Chair Lynn Jeffery reported that the 1992 race was a wonderful

success with good weather, exceptional flying and a beautiful site at Tawas Bay, Iosco County Airport.

ANGEL FLIGHT

Mary Webb, Chairman of the Florida Chapter of Angel Flight, wrote: "The day after Hurricane Andrew hit, the base operators, with help, worked to clear the runways and the following day, the FAA cleared Angel Flight to come. We set up a staging area at Pompano Airport and Angel Flight pilots and others gathered. They set up a shuttle and carried 115,000 pounds of supplies, making 200 trips in three days.

"It was a major effort on our part and our pilot Bob Taylor organized and ran the operation. After the Army and Red Cross arrived and the 18-wheelers were able to get in, we shifted our operation to doctors, nurses, medical supplies and even search dogs and their trainers.

"Unfortunately, we had to cover some of the fuel bills for the pilots who had made several trips and our treasury is feeling very low. However, in asking for contributions, we have received several.

Angel Flight feels that we made a real difference during this crisis. P.S. Perhaps the 99s would like to contribute to our fuel fund. Mary's address is 5524 Meander Lane, Lake Wales, FL 33853 and her telephone number is 813 439-3780."

JEFFORD NAMED TO NATIONAL AVIATION HOF

Congratulations to Ruth Jefford, one of Alaska's most celebrated women pilots, for being named to the U.S. National Aviation Hall of Fame. A charter member of the Alaska Chapter, Ruth received an Amelia Earhart Memorial Scholarship in 1972, was the Alaska Airmen's Association's choice for one who contributed greatly to the cause of general aviation in Alaska, and won the pioneer women's award of the OX-5 Aviation Pioneers.

Ruth was the first female flight instructor in Alaska, the first woman in

Alaska to earn a commercial pilot's certificate and the first woman air taxi operator at Anchorage International Airport, a business that she operated for nine years. Talented and versatile, Ruth also was a musician and served as the concertmaster of the Anchorage Symphony Orchestra for 38 years. Our best to a truly deserving pilot.

SYMPOSIA CO-SPONSORED BY 99s AND THE FAA

Watch for upcoming symposia scheduled for several locations throughout the USA and co-sponsored by The Ninety-Nines, Inc., and the FAA's Office of Aviation System Standards. Sites in the U.S. include Portland, OR; Los Angeles, CA; Dallas/Fort Worth, TX; Atlanta, GA; New York State; Boston; Kansas City, MO; and Chicago, IL.

A successful kickoff for the series was held in Oklahoma City, OK.

Presentation topics include, "Magnetic Variation and the National Airspace System," "Standards for Instrument Operation," and "FAA/Jeppesen Sanderson Interface and Flight Data of the Future."

In addition, a panel of local and regional FAA representatives will be available for a short question and answer session.

For U.S. members, watch your mail for a flyer from the FAA announcing the symposium in your area.

EAA ADULT AIR ACADEMY SESSIONS SCHEDULED

The EAA Aviation Foundation has announced a schedule of Adult Air Academy classes that, "will share the skills and lore of aviation in the EAA tradition. ...Those who participate in the Academy learn about the technologies and techniques of building and restoring airplanes." Two sessions will be held in February, 1993 and will offer hands-on workshops, classroom activities, and exploration of the EAA Air Adventure Museum and EAA Aviation Center.

The cost per session is \$700. Contact the EAA Aviation Foundation Education Office at 414 426-4800. □



S.M.A.L.L. Race winners include Ted Nestell and Mike Cicinelli, 1; Edna and Wally Reinhold, 2; Maisie Stears and Nancy Hecksel, 3; Juanita and Pat Curley, 4; and Clarice and Duane Vasold, 5.

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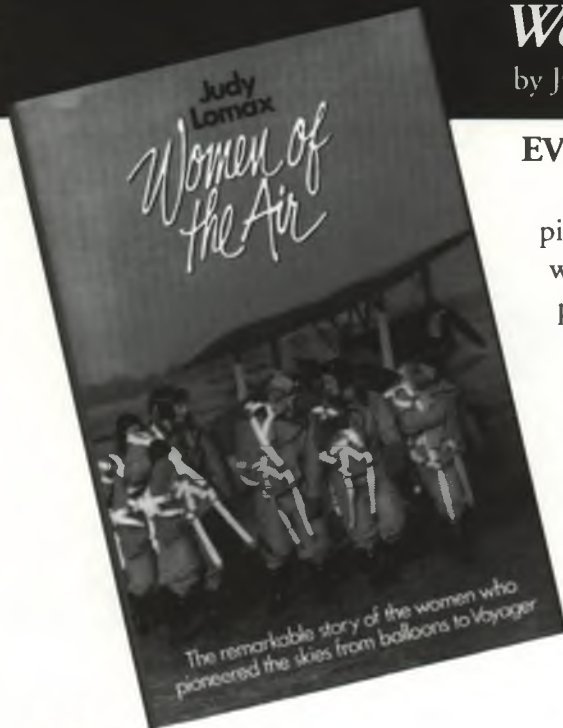
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