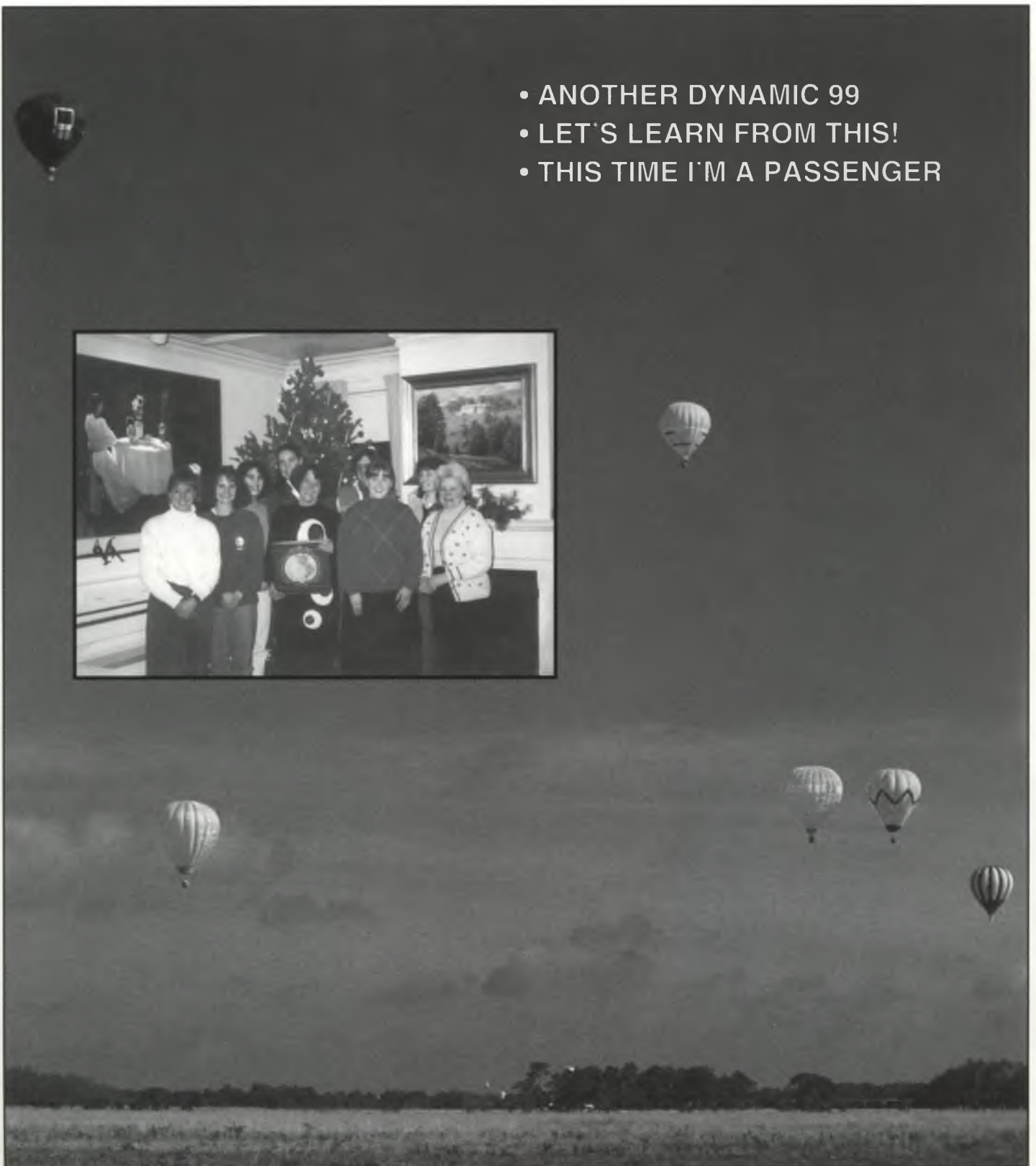


NINETY-NINE*News*

THE INTERNATIONAL WOMEN PILOTS MAGAZINE

JAN. - FEB. 1993

- ANOTHER DYNAMIC 99
- LET'S LEARN FROM THIS!
- THIS TIME I'M A PASSENGER



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



Neatly nestled on the banks of the Willamette River, Portland is the cultural and economic center of Oregon. The variety of entertainment and scenic beauty found here is unmatched. Equally impressive is the Red Lion Hotel Lloyd Center.

Overlooking the downtown skyline, the Red Lion Hotel is across the street from the expansive Lloyd Center mall, home to more than 175 stores, numerous restaurants, movie theaters and a skating rink. The new Oregon Convention Center and the Memorial Coliseum Complex are just four blocks away.

The MAX Light Rail System and vintage trolley cars run directly from the hotel to historic Old Town and other downtown locations. The new Oregon Museum of Science and Industry (OMSI), International Rose Garden and Washington Park Zoo are also nearby.

Extensively remodeled from top to bottom, each of the Red Lion's 476 guest rooms and suites has a bright, airy decor. The entire hotel provides easy wheelchair accessibility and many rooms have been designated "non-smoking."

Some of the Rose City's finest dining can be found within the hotel at Maxi's, featuring traditional favorites and fresh regional specialties. Try the Coffee Garden for a quick breakfast, light lunch or more casual dinner. Eduardo's Restaurant & Cantina serves fresh Mexican food in authentic surroundings. Maxi's Lounge is one of Portland's hottest nightspots. Visit the Quiet Bar for more intimate conversation.

A swimming pool, exercise room, free parking and complimentary airport shuttle will make your Red Lion stay even more enjoyable.

(Ed. Note: An Added Attraction! Howard Hughes' Spruce Goose has been moved to nearby McMinnville, Oregon.)



Letters

CORRECTION to the November issue. Mea Culpa from your editor who gave credit for the authorship of the book, *EARTH SCIENCES REFERENCE*, to Mary Jane McNeil, Long Beach Chapter, when the correct author should have been **Mary McNeil**, Palomar Chapter, Southwest Section!

In her letter renouncing claim to having written *EARTH SCIENCES REFERENCE*, Long Beach Chapter's **Mary Jane McNeil** generously stated, "No real problem. I just didn't want to take credit for something I didn't do! Whomever had sent in the brochure for the book probably neglected a chapter notation." Mary Jane called author Mary for verification and wrote, "She is so interesting and knowledgeable, I am going to visit with her!"

From **Daphne G. Fautin**, Ph. D., Northeast Kansas Chapter:

I read in the November issue of the *Ninety-Nine News* about Mary Mc Neil's book *EARTH SCIENCES REFERENCE*. I, too, am an author and I think that many 99s—women of diverse and exotic interests—will be interested in my recently-published book." *FIELD GUIDE TO ANEMONEFISHES AND THEIR HOST SEA ANEMONES* by Daphne Fautin and Gerald R. Allen was published in September by Western Australian Museum. Daphne is an authority on sea anemones and Jerry on coral reef fishes.

They have planned this book since they met on a marine biological expedition in Indonesia in 1975, mapped out the details during several weeks at the Christensen Research Institute (a financial supporter of the book) in Papua New Guinea in 1987, and finalized it in 1988 when Daphne visited Jerry at his home institution, the Western Australian Museum, Perth.

Anemonefishes, or clownfishes, live within the protective tentacles of sea anemones, a habitat that is deadly to other fishes. In the book, Fautin and Allen investigate the partnership and discuss in detail and illus-

NINETY-NINE News

VOLUME XIX • NUMBER 1

JAN. - FEB. 1993

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On the cover:

A charter is in the works for a new Chapter. **Katahdin Wings'** members; Jodie MacDonald, Kristy Hauschka, Danielli Martel, Laura Read, Jean Briggs, Mary Henriques, Laura Smith, and Kelly Sbardella, met with Hut Ferree at Jean Briggs' home in Kennebunkport, ME.

trate in color each of the 10 species of anemones and 28 species of fishes.

The book is a must for divers in the tropical Indo-Pacific. It will be enjoyed by anyone who has ever kept or even seen these animals in aquaria. It can be ordered from Sea Challengers, 4 Somerset Rise, Monterey, CA 93940 USA (phone: 408 373-6306) for US \$30 plus postage. It is also available for A \$29.95 plus postage directly from the publisher; Publications Office, Western Australian Museum, Francis Street, Perth, WA 6000 Australia (phone: 61-9-328-4411).

Daphne is a pilot SEL & S, a scuba diver, and a marine biologist at the University of Kansas. She is treasurer of the Northeast Kansas Chapter and was formerly a member of Bay Cities 99s. During the past year her work has taken her to Israel, Malaysia, Japan, Taiwan, Guam, Jamaica, and, in the U.S., to Maine and California.

From **Marilyn McLaren-Smith**, Long Island Chapter:

My "pitot cover's off" to Michelle Marceau for her article/short story *Routines and Ceremonies* which appeared on Page 26 of the November issue, *Ninety-Nine News*. For anyone who missed it at the back of the magazine, it is a **must read** and worth the time to dig out the back issue or borrow it from another 99 who saves her back issues!

This is "love and romance" at its best and deserves a page in *every* aviation magazine! What better "object of affection" in one's life than aviation?!? (And, of course, our 49 1/2ers, too.)

Letters are continued on page 25

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

If you win the
Air Race Classic,



and your aircraft is



we'll give you a factory overhauled engine.
Or two, if you win with a twin!

And, everyone's invited to the
Saturday night clambake, June 26th,
sponsored by Textron Lycoming.

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NINETY-NINE News

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Wally—First Woman Specialist for SWAP

Watch out! She carries a "Wally Stick" and she knows how to use it. But, honeymooners Barbara Harris, Florida Goldcoast 66, and John Detzel ignored the "Wally Stick." They were more interested in having Wally and American Airlines first officer Louanne Gibson (Long Beach Chapter) pilot them in a Seneca twin. They wanted to get married two miles above Miami, Florida. Funk reported, "ATC was a bit miffed about what the twin was doing at 11,000 feet, carving circles in the sky; but it was a touching ceremony."

Harris met Funk at Space Academy in 1990 in Huntsville, Alabama. If we know Wally Funk, she *already* is Barbara's mentor—a remarkable pilot, a gregarious woman, a dynamic Ninety-Nine!

Funk probably hit the ground running the day she was born. She has an astounding background and continues to be actively involved in life; living to the minute. With over 13,000 flying hours to her credit, she counts a professional flying career that dates back over 33 years and links her name with some of the most auspicious aviation organizations: NASA, FAA, NTSB, to name a few.

An expert marksman at the age of 14, Funk received the Distinguished Rifleman's Award and simultaneously represented the southwestern United States as Top Female Skier in slalom and downhill races. She graduated from Stephens College in Columbia, Missouri, in 1958 with an Associate of Arts degree, rated first in her class of 24 aviators. Within six years she had distinguished herself to become the youngest woman in the college's history to receive the Alumna Achievement Award.

Obtaining her BS at Oklahoma State University, Funk also earned her Commercial, Single-engine Land & Sea, Multi-engine Land, Instrument, Flight Instructor



St. Petersburg JC Team, NIFA Safety Trophy, Region IX, Deland, FL. 99s are: Gloria Cotton, Cristina DeLosh, Ciney Melnyk, Maria Johanson and Wally Funk.

and all Ground Instructor ratings. She was an officer of the *Flying Aggies* and flew for them in international collegiate air meets. For two years she garnered the "Outstanding Female Pilot," the "Flying Aggie Top Pilot," and the "Alfred Alder Memorial" trophies.

Hired to teach the non-commissioned and commissioned officers of the United States Army, she started as their civilian flight instructor. She has soloed 400 students and graduated 500 pilots that have from Private to Airline Transport on their certificates.

Most of us who know her, though, know that she could have been one of our first female astronauts. At 21 years of age in 1961, Funk volunteered to take a battery of vigorous physical and mental tests, those devised for initial Mercury Astronaut candidacy. She was accepted as fourth on the Women in Space Team Program, having successfully been subjected to, as she reported from Phase I, "swallowing of 3 feet of rubber hose for a stomach test, having 18 needles stuck into my head to record brainwaves, and drinking a pint of radioactive water."

In Phase II, she was isolated in an 8-foot deep tank of warm water in a small airtight room with 8-inch walls that rendered it sound-, light-, odor-, humidity-, and vibration-proof! Removal of all sensory input was accompanied by feelings of weight-

please turn to page 8

A FIRST—project with Russia and US (and a 99 and her Young Astronauts!)



Carolyn Carpp's Young Astronauts with Digswell, the alien Dog, flown in Space.

Carolyn Carpp, Northwest Section Governor, wrote in her Section newsletter, "On a personal note, I have had some exciting opportunities recently that I would like to share with you. If you have been following International News, you will know that a Russian Satellite splashed down just off the Washington coast and was retrieved by a formerly top-secret Soviet ship, the *Marshal Krylon*.

"Members of my Young Astronaut group were invited to be a part of ceremonies, as the ship docked in Seattle, and the opening of the space capsule at the Museum of Flight on November 28, 1992. The Young Astronauts actually cut the ribbon before the satellite was unloaded!

"I also had the honor of being selected (partly due to being Governor of the NW 99s) to meet at SEATAC, Alexander Baslov and Nicholai Smirnov, the Russians responsible for this first privately-funded rocket, satel-

lite, and peace project with the USA. It would take more than this issue of *FANCY PROPS* to share all the experiences we've had during the last week.

"However, when these gentlemen and their interpreter, who were experiencing their first ride in a privately-owned vehicle (my Honda Civic), realized that I was a pilot as well, you should have heard all of the rapid Russian exclamations.

"I tried to explain that American school teachers are not rich, but I don't think they were convinced when they also learned that I am a partner in a Cessna Cardinal and I did not need a governmental clearance to go flying whenever I wanted to fly! I haven't really come back to earth yet from the whole experience, but I do have six medals that were flown in the space capsule.

"So, flying does take all directions and I hope that you have been close to your airplane recently!"

GETTING TO KNOW US

by Leda Hedglon

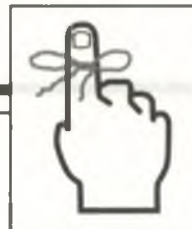
In the last issue of the *Ninety-Nine News* we focused on Cindy Rusher, our Secretary, International Headquarters. Here is a reminder that Cindy and Loretta Gragg, Executive Director, process all the information pertaining to membership applications, renewal, reinstatement and transfer. If you have any questions regarding these, you will receive prompt answers by calling or writing Headquarters directly. I always enjoy hearing from members, but we all want you to have your answers quickly and economically.

Any and all communication dealing with membership strength and growth, I welcome most eagerly and that communication is beginning to flow. I can feel the pulse of a vibrant organization. Commitment, communication and consideration combine to fuel our membership plane.

EAA/99s Coordinator Cathie Mayr's report was one of the first communications to come to my attention. Cathie shared most of the information with us in the October issue of the *Ninety-Nine News*. Thank you, Cathie, for an excellent report. Your commitment to the 99s is much appreciated. We are hoping to add two new international sections in the not-too-distant future.

Our President Lu Hollander sent me a copy of North Central Section's *Waypoint* that had NCS Membership Chairman Helene Holton's membership "Call to Action." Just recently NY/NJ Section Membership Chairman Marilyn McLaren-Smith sent me a copy of the NY/NJ Section Membership program which emphasizes "regenerating, retaining and gaining membership." With the copy Marilyn wrote, "Looks like many of us got on the same wave length." I hope each and every one of us will commit to that wave length of growth and support.

Gwen Newlands, Columbia Cascade Chapter Chairman asks, "Once committed, how do we achieve unity with such a diverse membership?" Hopefully some answers will come through this column. As Lu Hollander points out,



CALENDAR 1993

(Subject to Change)

we all share a love of flying. In addition to our love of flying, I think that most of us would like to be recognized for our own unique talents and to feel a part of a group, most especially on the chapter level.

In my experience as Oklahoma Chapter Membership Chairman, I found that communication was a major key to growth. Picture the acts of flying. We are committed. We have done our flight plan, checked the weather, done a pre-flight and are prepared to take off from a controlled airport. We climb aboard, check the panel, clear the prop, start the engine(s) and turn on the radios. Communication becomes a major issue. We need to talk to the controllers, and we need to listen and hear what they have to say.

The first task I undertook as Chapter Membership Chairman was to ensure I could effectively communicate with members; past, present and prospective. With the help of our Vice-Chairman Helen Moulder, an accurate and comprehensive phone list was compiled and a calling committee was created. We found that calling members was our best method of generating the information we needed to best serve chapter growth.

Just as with controllers, effective communication, listening and receiving accurate information was vital to our chapter's best interests. Through contacting pilots personally, whether they be airline pilots, flying farmers, military pilots, balloonists, flying housewives, students, etc., we gathered information we needed to taxi and take-off.

I'll be sharing more with you about communication in future columns, and I hope committee members will contribute some of their ideas on membership strength and growth. I also hope to share with you some information from Bev Sharp, Washington DC Chapter, on a successful adoption program.

Speaking of communication, Marilyn Kamp, did we get any pictures when I took off at Kamp Airport in July?

Please, 99s, keep communication flowing (flying). □

FEBRUARY

6-7
14-16
20
20

Southwest Mid-Winter
Northwest Mid-Winter Coeur d' Alene, ID
Southeast Mid-Winter Perry, GA
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
World Congress Bombay, India
Tenth Annual Shamrock Air Derby, Arizona Sundance 99s. Call: Karen Maish at 602 961-1172
AEMFS Trustees Meeting Oklahoma City, OK
New England Mid-Winter Norwood, MA

14-19
19-21

17-21
21

APRIL

1-4
3-5
17
18-24

Spring Board Meeting Oklahoma City, OK
NY/NJ Spring Meeting
West Canada Calgary International Airport
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
North Central Spring Kansas City
NIFA National Competition Killeen, TX
Southeast Spring Greenville, SC
Mid Atlantic Crystal City, VA

23-25
28-May 2
30, May 2
30, May 2

MAY

1-7
7-8
11-13
14-16
28-30
29-30

Great Southern Air Race Columbus, GA to Paradise Islands, Bahamas. Call: 1-800 247-1006. \$20,000 in prizes
New England Spring Bradley Field, CT
ISA + 21 Atlanta, GA
South Central Spring El Paso, TX
East Canada Spring Halifax, Nova Scotia
Southwest Spring Sacramento, CA

JUNE

5-6
13-14
19-21
22-25
30-July 4

NY-NJ Spring Rochester, NY
Garden State 300 Race Millville, NJ
Forest of Friendship Atchison, KS
Air Race Classic Corpus Christi, TX- Quonset, RI
Northwest Section Fairbanks, AK

JULY

28-August 5

EAA Convention and Fly-In OSHKOSH

AUGUST

4-7
5-7
7
11-14

Palms to Pines Air Race Santa Monica, CA to Bend, OR
2nd Canadian Women/ Aviation Conference Abbotsford, BC
Abbotsford Air Show Abbotsford, BC
INTERNATIONAL CONVENTION
PORTLAND, OREGON, USA

OCTOBER

1-10

Balloon Festival Albuquerque, NM

1994

July 5-10

International Convention, Norfolk, Virginia, USA

Members are encouraged to participate in our network of events and meetings. There are no registration fees for meetings. If you would like to see your event in this perpetual calendar, please send additions and updates to International Date Coordinator Doris Abbate. Phone or FAX: 516 676-7852.

CALENDAR ADDITIONS 1993

FEBRUARY:

- 5 Washington State Seaplane Pilots Assn, Annual Dinner & Business Mtg, Renton Airport. Bob Hamilton, 206 464-2460.
- 6-7 Northwest Aviation Conf & Trade Show, Tacoma Dome Convention Center, WA.
- 7 Aviation Safety-Education (for seaplane pilots) Seminar Fly-In, River Ranch Resort, Frostproof/Lake Wales, FL. Call CAPA 800/WE-FLY-TOO, Dave Joseph.
- 27 Needles Fun Day, Needles Airport, CA, London Bridge 99s. Contact: Joyce 619 326-3473, Tookie 602 768-4806 or Lou Carroll 602 768-8959.

MARCH:

- 10-14 Lawyer-Pilots Bar Assn Meeting, The Doral, Miami Beach, FL. Contact: David Prewitt, 1700 Market St., Suite 3131, Philadelphia, PA 19103 or 215 569-0300.

APRIL:

- 18-24 Sun 'n Fun, Lakeland, FL. Contact: Bonnie Higbee 813 644-2431.

MAY:

- 1-7 Great Southern Air Race Send \$5 to Florida Race Pilots Assn., Inc., P.O. Box 11464, Daytona Beach, FL 32120 or 800 247-1006.
- 7-9 MN Seaplane Pilots Assn Fly-In and Safety Seminar, Craguns Resort (800-CRAGUNS) on Gull Lake. Jerry Potter 612 884-7509 or 301 695-2083.
- 26-30 Reunion VP/VPB-204 WWII P.B.M. (Mariner) Squadron, New Orleans, LA. Geo. Thaker, 310 S. Main St., Chippewa Falls, WI 54729. 715 723-2822.
- 29-31 23rd Annual Illi-Nines Air Derby, Bloomington, IL. Send \$5 to Lisa Woldow, 2204 Wildwood, Pekin, IL 61554 or 309 346-7566.

JUNE:

- 11-13 Otsego Lake 12th Annual Midwest Fly-In, Gaylord, MI. Contact: Randy Rhodes 313 698-1237 or 313 682-3900.
- 18-20 20th Annual Seaplane Safety Seminar, Speculator, New York. 518 548-4311, SPA 301 695-2083.

lessness engendered by being submerged in warm water—controlling the body's temperature to further fool the senses.

"Under the conditions of sensory deprivation," Funk reported, "the normal reaction is for the subconscious mind to take over. One lapses into uncontrollable hallucinations. The ability to remain in touch with reality with such lapses is all-important. I spent 10 hours and 35 minutes in the tank—setting a record. I did not hallucinate, although I must admit I snuck a few naps."

Phase III was performed at different test sites. The first woman in the history of El Toro Marine Corps Base to undergo a high altitude chamber test and the Martin-Baker seat ejection test, Funk was also in the centrifuge test which simulates the gravity forces like those that are encountered in lift-off and re-entry of a space vehicle. Aerospace physiology course and tests were conducted at FAA offices in Oklahoma City as well. That *women* were not selected to fly with the Mercury and Apollo astronauts was a frustrating, crushing disappointment.

Accepting a job as Certificated Flight Instructor, Charter and Chief Pilot in Hawthorne, California, Funk has received the Gold Seal and become the 58th woman in the U.S. to earn the ATP rating. An air racer, she has flown in the Powder Puff, the Palms to Pines, and the Pacific Air Race, then proceeded to enjoy ballooning, hang-gliding, and parachute jumping.

In 1965, she was selected as one of the Outstanding Young Women in America and, later, in two Who's Who compilations. Funk has flown the C.S.T. Apollo static space simulator at Edwards AFB Flight Test Center. She holds a Commercial glider rating and has taught Aeronautical Science to high school students.

In 1971, she was the first woman to successfully complete the FAA General Aviation Operations Inspector Academy course. In 1973, she was promoted to FAA SWAP (Systems Worthiness Analysis Program) as a specialist; the first woman in this position in the United States. At the end of

1973, she entered the FAA Academy again to take courses involving air-taxi, charter and aviation rental businesses that readied her for inspection tours of flight schools and air-taxi operations in Arizona, Nevada and California. Also added to her series of firsts: first woman investigator with the National Transportation Safety Board in Washington, DC.

Schooled in aircraft engines, engine accessories, aircraft, and as a field investigator in the elements of aircraft accidents, Funk is in demand as a speaker for any one of her various areas of expertise. She has addressed groups across the U.S., in India, China, Russia and Finland. She has attended ground and flight courses at the Bell Jet Ranger Helicopter School, at Cessna Citation Jet School, and the Mitsubishi MU-2 School. She has made two FAA safety films and has a safety slide presentation that delineates the functions of the NTSB and is aimed at accident prevention and survival.

To say that it was a disappointment to Funk that women were not accepted into the space program, despite the high achievements of the first 13 to undergo secret testing, is a gross understatement. But this dynamic Ninety-Nine used disappointment to redirect her energies. She has racked up an impressive list of achievements and, today, she is one of the first to applaud that Sally Ride, Rhea Seddon, Tamara Jernigan, Millie Hughes-Fulford, Eileen Collins and all of the other female astronauts that those few represent, are having their time in space. They owe a bit a gratitude to the likes of Wally Funk!

If she is speaking in your area, don't miss her. She's one dynamic and witty Ninety-Nine. For further information about her video, *Fly and Stay Alive*, write Wally at 2300 Grayson Drive, APT 623, Grapevine, TX 76051. For those planning to attend the Women In Aviation conference in St. Louis, Missouri, in March, she will be a featured speaker. Whatever her topic, it's guaranteed—she'll leave you wiser about aviation and she'll have you laughing while you're learning.



From the top ^{real}

**A CHRONICLE OF EVENTS by
International President Lu Hollander**

As president, my initial approach to prolific letter-writing has been to answer relevant questions and ignore misdirected personal attacks, especially those sent anonymously.

Most of us have also tried to keep our differences internal. With wide distribution of a letter by Sylvia Paoli, former legal counsel, our bickerings are now posted for the outside world via an article in the December issue of *General Aviation News & Flyer*.

Miscommunications about election procedures initiated a cold war in 1990. Those who have worked within our system of governance have been able to resolve some of their concerns. The remaining few are waging personal, emotional attacks.

Because the disagreements have become public, and because the facts have become obscured, I believe the strong grassroots membership of the Ninety-Nines should be informed and given the opportunity to direct their organization.

Please consider the following chronicle of events, reconstructed as accurately as possible, based on the communications I have received. Then issue your recommendations as Ninety-Nines to me or to your Council of Governors.

JULY 1988 - Shangri-La Convention

Moving International Convention control from sections to the International Board stirred controversy.
Gene Nora Jessen was elected President.

JULY 1989 - Convention in New York City

With friction brewing over Convention administration and other issues, Sylvia Paoli submitted and later withdrew her resignation as legal counsel.

AUGUST 1989 - A Blue Ribbon Committee chaired by Thon

Griffith was appointed by Pres. Jessen to study policy pertaining to nominations and elections.

WINTER 1989 - Marie Christensen was the only candidate who
filed an intent to seek the Presidency.

FEBRUARY 1990 - Queries were submitted to Headquarters
concerning ballot counting and other election procedures.

APRIL 1990 - General Counsel Paoli advised that write-in votes
were out of order, and Pres. Jessen explained that the policy is to retain ballots for 30 days. Although ballots have traditionally been preserved until after Convention, some members were concerned that ballots

could be destroyed prior to the 1990 Convention.

JUNE 1990 - A petition was filed to retain ballots beyond the
30-day minimum, seeking assurance that all votes, including write-ins, would be counted. The petition also concerned other policies, procedures and records. Petitioners were Virginia Mattiza, Shirley Patterson, Clara Johansen, Beverley Sharp, Barbara Evans, Carol Leyner, Joyce Hilchie, Iris Critchell, Kaye Moore, Mary Pinkney, Betty Gillies and Fay Gillis Wells. The cost of a ballot count spot check conducted by outside accountants was paid by the petitioners and one of the candidates. No irregularities were found.

JULY 1990 - Convention in Las Vegas

Unopposed on the ballot, Marie Christensen was elected President. The Council of Governors was formed to facilitate communication between members and the Board and to provide a voice at Board meetings.

SEPTEMBER 1990 - No legal action was taken on the petition
before it was withdrawn in August by Mattiza, who forfeited any right to re-enter the action. The other 11 withdrew in September but retained rights to recourse.

NOVEMBER 1990 - Arthur Andersen's audit revealed no im-
proprieties but recommended procedural adjustments. The \$8,500 audit fee covered two years.

APRIL 1991 - Spring Board Meeting

The Grievance Committee was established. With subsequent appointments, it was chaired by East Canada Gov. Sue Ehrlander. Others on the committee included Board member Mary Lou Waite, Past Pres. Barbara Sestito, Southwest Section Gov. Lois Erickson and Northwest Section Gov. Carolyn Carpp.

APRIL 1991 - Christensen declined Mattiza's request for a copy
of the 1985 audit conducted by Price Waterhouse, which Christensen and her husband had donated to the Ninety-Nines.

SUMMER 1991 - Mattiza sent a letter to Price Waterhouse,
criticizing Christensen and her husband, who is employed by Price Waterhouse.

JULY 1991 - Convention in Orlando

Members verbally recommended no legal action be taken against R.J. Reynolds, but Pres. Christensen urged members to write letters of objection to the use of the Camel 99 cigarettes name. Two members who claimed Paoli had threatened to sue them introduced a resolution calling for her dismissal as general counsel; the resolution was soundly defeated by voice vote.

NOVEMBER 1991 - Fall Board Meeting

Acting on information not known at Convention, and with volunteer assistance from a patent / trademark attorney, the Board (with Council of Governors support) agreed to oppose R.J. Reynolds in filing a trademark, "Ninety 99

Nines," which could result in our organization being prohibited from using our own name. Based on Arthur Andersen audit queries posed to the Board, Christensen advised members to withhold Forest of Friendship donations pending an inquiry into the deductibility of those contributions. Oklahoma City attorney Larry Cassil wrote to the City of Atchison on our behalf. A draft of Grievance Committee guidelines was considered.

MARCH 1992 - Grievance procedures were mailed to chapter chairmen for their information, specifying that all parties will be responsible for their own expenses.

MAY 1992 - Arthur Andersen prepared, mailed and tabulated election ballots. In previous years, ballots had been processed by Headquarters staff. Mailed to members with the ballots was a survey about membership termination and the AE Birthplace.

MAY 1992 - Virginia Mattiza, Shirley Patterson, Dee Watson and Lola Tomlinson wrote letters to R.J. Reynolds, objecting to the use of organization funds for legal expenditures to block the tobacco company's trademark application. The letters also questioned the organization's structure, internal audits, and the debate over Forest of Friendship contributions.

MAY 1992 - Lu Hollander volunteered to go to Atchison, and fellow Board member Pat Forbes asked to accompany her. They met with Atchison / Forest officials to review financial records.

JUNE 1992 - The Board filed a grievance against Mattiza for "interfering with the conduct of the business of the organization."

JULY 1992 - Convention in Kansas City
At the pre-Convention Board meeting, the Board approved a Grievance Committee recommendation to take steps to suspend the membership of Mattiza. While the bylaws provide for terminating a member by her chapter or section, this was the first time the issue of membership suspension by the Board of Directors had ever been raised in this organization. On July 9, Mattiza was notified of her suspension, for an indefinite period of time, and 30-day appeal options. Because of Mattiza's suspension, she was denied admittance to the general business meeting which is limited to members in good standing. Members requested formation of Election Procedures and Standing Rules Committees, which were subsequently established. Lu Hollander was elected President.

AUGUST 1992 - Mattiza received an anonymous letter with a threatening reference to the pre-convention death of fellow petitioner Clara Johansen in an airplane crash. Christensen and Paoli received anonymous letters threatening physical harm and damage to professional reputation. In an August 17 conference call, the Board defeated a motion to terminate the membership of the four R.J. Reynolds letter-writers by a vote of 5-4. In a subsequent conference call, after 45 days of suspension, the Board voted 5-4 to end the indefinite term of Mattiza's membership suspension. Pres. Hollander notified Mattiza of the suspension's termination and her appeal options on August 26. The Board later learned that Mattiza wrote a letter critical of General Counsel Paoli to the California Bar Association on August 23.

SEPTEMBER 1992 - Hollander issued our Statement of New Direction for the 99s:

"As your president, I propose an organization-wide commitment to displace no-win bickering with constructive communication. Free us, your Board of

Directors, from divisive distractions and help us identify and concentrate on your concerns. I pledge every initiative that the Board of Directors and I can generate to restore and nourish unity, and I challenge every 99 to contribute effectively to the implementation of real solutions to real problems."

SEPTEMBER 1992 - Questions about the propriety of Forest of Friendship contributions were clarified. The Forest is tax-exempt under IRS Section 170 because it is on public land. The City of Atchison will provide Headquarters with an annual summary of contributions, checks will be stamped with federal tax information, and donations will continue to be acknowledged with a receipt.

SEPTEMBER 1992 - Survey results were announced. By a response of 1,281 to 954, members indicated they do not want the Board "to bring proceedings for termination of membership against any member who brings suit against the corporation. . . or against its officers." Although questionnaire items concerning the AE Birthplace were in some cases ambiguously worded, responses indicated that members do want to retain ownership but they do not want to incur significant costs for renovation or maintenance.

SEPTEMBER 1992 - Mattiza amended her letter to the California Bar Association.

OCTOBER 1992 - Contrary to grievance procedures distributed in March, Mattiza demanded that Christensen reimburse her for some \$1,900 of expenses allegedly incurred in the grievance process.

OCTOBER 1992 - Fall Board Meeting
A strategic planning session to train Board members in effective communication and decision-making skills was funded from the International President's expense account; Christensen and Paoli did not attend the preliminary session. After convening, the Board voted to pay a \$200 handwriting analysis bill submitted by Paoli that indicated anonymous letters previously written to Christensen and Paoli were allegedly authored by Robbie McBride; McBride denied authorship. Without prior notice, Paoli tendered her resignation as counsel. The Board voted to decline her resignation, but Paoli would not withdraw it. On October 26, the California Bar Association notified Mattiza they found "no grounds for disciplinary action" against Paoli.

NOVEMBER 1992 - An anonymous letter "FROM THE TOP" was circulated, calling for Hollander's ouster. The letter criticized the ending of Mattiza's suspension, Forest of Friendship contributions and financial issues. A letter from Paoli to the entire membership was also circulated, explaining her reasons for resigning as legal counsel; she cited personal and professional attacks.

DECEMBER 1992 - Hollander urged Board members to refer outside queries about our disputes, such as those from the press, to her as the organization's official spokesperson. The *General Aviation News & Flyer* followed up on Paoli's letter and printed an article about controversies in the Ninety-Nines, quoting not only Hollander, but also Christensen, Mattiza and Patterson. The article cited the letter-writing, the membership suspension, the handwriting analysis of the anonymous threats, California Bar considerations, and the possibility of borrowing up to \$100,000 to alleviate cash flow problems posed by unanticipated legal and auditing expenses. (The possibility of a loan had been discussed and dismissed at the fall 1992 Board meeting without

coming to a vote.) The article also quoted dissenters, questioning organization structure and 501(c)(3) status.

JANUARY 1993 - The anonymous letter "FROM THE TOP" was recirculated with Christensen's signature added, a suspicious effort to attribute authorship to her.

JANUARY 1993 - The Finance Committee met in Oklahoma City to consider belt-tightening measures for the current budget year and to begin working on 1993-94 budget planning for proposal at the spring Board meeting.

JANUARY 1993 - When Mattiza paid her dues in November 1992, Headquarters issued a card based on an August 1992 initiation date, reflecting the time her suspension was lifted. Mattiza argues that, even if her membership was suspended, it was not terminated. Pres. Hollander has placed this question on the Board's agenda.

JANUARY 1993 - Without prior notification to the President, Headquarters staff issued an unscheduled mailing to chapter chairmen and governors that included a letter from Christensen, disclaiming authorship of the anonymous letter "FROM THE TOP," and a fee schedule for use of the Headquarters building. Although the fee schedule has been proposed by the Finance Committee, the Board has neither discussed nor voted on it. Headquarters has been advised that all subsequent mailings must be cleared by the President.

In preparing this report, a review of our recent history makes several conclusions clear. Valid questions have been posed by concerned members. Questioners and respondents alike have sometimes become impatient. Ill-advised communiques tend to be contagious. Each point of view has merit, but reason departs when emotions take over.

Two years ago in her column in the *Ninety-Nine News*, Jessen listed the many accomplishments of the Ninety-Nines. "They are legion," she wrote. "Our strengths in accomplishing such an astonishing menu of activities come from the talents of the individual members . . . with team spirit and camaraderie underlining their dedication. Obstacles come from those very strengths. We are a group of strong women," a fact "which is sometimes manifested in a lack of cohesion, or fractionalization."

That is exactly what has happened, but now is the time to heal the wounds and move forward.

Our media remains more positive than negative, including coverage in the January 1993 issue of *AOPA Pilot* magazine and the February 1993 issue of *Flight Training* magazine.

I will not participate in the destruction of any of the small warring factions. They have made mistakes; we all have. They have value; we all have.

I support whatever efforts can be made to resist personal attacks against Marie Christensen, Sylvia Paoli, Virginia Mattiza, or any other Ninety-Nine. I urge everyone to pitch anonymous letters for lack of merit. And I will make every effort to implement the mandates of the grassroots membership concerning these or other issues.

IT'S YOUR ORGANIZATION ... TELL US WHAT TO DO

Give sober reflection to these questions:

✓ ELECTIONS

Currently, members who complete the Nominating Committee selection process, but are not listed as candidates for office, are eligible write-in candidates. *Do you want members who do not complete the selection process to be eligible as write-ins?*

The accounting firm of Arthur Andersen, which handled the 1992 written ballot election, required a signature on the ballot itself. *Do you approve of signing the ballot? Would you prefer the double envelope method with a signature on the envelope?*

Ballots were received and counted by Arthur Andersen in 1992. *Would you prefer having them received at Headquarters, held unopened, and counted by an outside entity such as the League of Women Voters?*

✓ FINANCES

Among the reasons contributing to our present slow cash flow are higher legal and auditing fees, significantly lower interest income earned on investments, and a membership total that has remained relatively stable at 6,700 - 6,900. *How do you think we should improve our financial situation?*

- 1) Dues increase? How much?
If yes, would you also increase section funding?
- 2) Organization-wide membership retention and recruiting campaign?
- 3) Organization-wide fundraising effort to get our long-range funding plan, the Twenty-First Century Fund, under way?

✓ MEMBERSHIP STATUS

Suspension: The Board has approached the issue of member suspension for the first time in the history of the organization. *Should this member retain her original anniversary date, or should she be given a new anniversary date that reflects the 45-day suspension of her membership?*

Termination: Our current bylaws address termination procedures for chapters and sections. *Should the International Board also be empowered to terminate membership?*

✓ GRIEVANCE PROCEDURES

The Grievance Committee is currently reviewing its procedural rules. *Do you have any suggestions for them to consider?*

✓ AE BIRTHPLACE

Ownership by the Ninety-Nines has generated considerable discussion since the Birthplace was given to the organization in the mid-1980s. *Do you concur with recent survey results concerning ownership and funding?*

✓ R.J. REYNOLDS (CAMEL 99)

With the volunteer assistance of a 49 1/2 attorney, negotiations are still in process. *Based on the additional information, how do you feel about this issue?*

Try to keep your statements as concise as possible, but please make your wishes known right away. Send your comments to your Council of Governors, chaired by Carolyn Carpp, 11021 N.E. 123rd, Lane, #C-114, Kirkland WA 98034.

We must agree on solutions, and we await your direction.

Lu

The "Intent to Seek Election" form is required of all those who wish to be considered for elective position and also serves as the means of identifying members who otherwise might not be known to the Nominating Committee.

The qualifications for elective offices are printed in the The 99 NEWS and are in accordance with the Bylaws and Standing Rules which are printed in the Membership Directory. Check them carefully before submitting your "Intent" form.

Name of the current Nominating Committee Chairman and filing deadlines are published in The 99 NEWS.

To be considered for elective office, follow these steps:

1. Complete "Intent to Seek Election" form. You may not seek or state endorsement by entire Chapters, Sections, or Boards of Directors.
2. Prepare a resume, and a statement of goals.
3. Write a summary of your resume as you wish it to appear in THE 99 NEWS (not to exceed 200 words—it will be edited to conform). This summary may include your statement of goals.
4. Make 6 (six) copies of items 1 thru 3. Also make six copies of your airman certificate, current membership card, current* medical and biennial flight review (or other applicable forms from non-USA countries).
5. Obtain 2 (two) recent photos (black and white passport type preferred).
6. Send one complete set of above documents and one photo to: International Headquarters, The Ninety-Nines, Inc., Will Rogers World Airport, P.O. Box 59965, Oklahoma City, OK 73159.
7. Send five complete sets of documents and one photo to the current Chairman of the Nominating Committee. Keep one set of documents for your file.

*Candidates for Nominating Committee need not be current pilots.

DEADLINE: MARCH 1

Nominating Committee Chairman
JUNE LEACH
1005 Tularosa Ave.
Orange, California 92666
(714) 532-3207 (714) 779-2111

INTENT TO SEEK ELECTION

Office Sought _____

Name _____ Phone _____

Address _____

Chapter _____ Section _____

99 Member Since _____ Classification _____

Date-Class Medical _____ Total Hours _____

Date Biennial _____ Total Hours last two years _____

Ratings _____

Service to Ninety-Nines, include dates:

Chapter, Offices - Committees _____

Section _____

International _____

No. Conventions Attended _____ Section Meetings _____

Special aviation related awards _____

Membership in aviation oriented organizations and offices held _____

Specific training and/or experience related to office sought (attach resume) _____

Occupation _____

Date _____ Candidates
Signature _____

Send one complete set of documents and one photo to: International Headquarters, The Ninety-Nines, Inc., P.O. Box 59965, Will Rogers World Airport, Oklahoma City, OK 73159.

Send five complete sets of documents and one photo to the Current Chairman of the Nominating Committee. Keep one set of documents for your file.

This Time I'm A Passenger

by Anne Howland, 99, Southhampton, MA.

Climbing up the steps to get on board, it's as if I'm climbing into the cozy cabin of a boat. Not just any boat, but one I've been living happily on for rare occasions. When I enter that cabin, I leave negatives behind. When I enter the cabin, I'm already thousands of miles away from the FBO, my house or anything earthbound. It's a sumptuous, inebriating feeling. Looking out of the window I see a few birds on the airport and feel a bond with them. They know the secret of the air, too.

During this ride I'm a passenger, sitting in the cabin unconnected to Bob and Doric flying the plane or the voices they are hearing. I like being a passenger instead of the pilot in this vessel sometimes, for it affords me the luxury of pure sensation without responsibility or logical thought.

The left engine comes to life and with its familiar deep rumble comes a flood of feelings. I can't help but smile at the combination of memories and expectancies that waft into my consciousness.

It's a pleasure to hear more from the plane than from the humans within. It takes me even farther from the human world.

Bob turns to ask if we are all set and I prepare for the excitement of the take-off. I open up all my senses as much as possible to take it all in. I watch Bob's hands bring the throttle slowly up, mixture rich. I feel the plane vibrate smoothly, increasingly. I hear the engines like two horses pound faster in unison or apart. Bob lets it go. I feel urged toward the back as we set off down the runway. The ground, the birds I'd communed with earlier go by the plane. We build up speed simultaneous with excitement. Sure the increased motion also indicates increased opportunity for harm by impact, but that adds to the thrill. The fear, I imagine, stems mostly from the unknown—humans don't usually move this fast, or leave the ground. The takeoff, the release from the ground is nothing less than orgasmic. My breathing has sped

along with the craft and the culmination of sensations is barely contained within me.

The ground races away and is gone as we enter the blotchy clouds which stubbornly keep most creatures on the earth, keep most creatures ignorant of today's sky. We cut through the grey-ness to get to the outside and see the fresh, cool, pale morning blue at 5,000 feet. The barrier of clouds below lies like the fleece of an Olympian lamb and we are but a speck floating above it, allowed once again to briefly see what most mortals never know.

I laugh at my idea to take pictures of this beauty. I know it wouldn't capture a fraction of the sights and sensations. Along with the privilege of experiencing this comes the restriction that I cannot share it clearly with any other who remains on the ground.

There they are again. They welcome us at the next destination—the birds flying in formation and winking at us with the secret. □

Kristine Kopecky — On Aviation, Time Management And Other Matters Of Importance To Today's College Women.

We started our conversation at what I believed was the logical place, "Why aviation?"

"Why not? It's challenging, exciting and wide open." she responded, her answer reflecting a quiet self-confidence.

"Tell me more. Specifics?"

She paused, rather than hesitated, before answering. "I'm studying both engineering theory and applied technology, learning about the differing requirements of the designer and the manufacturer; what it takes to turn theory into practical application."

"Why Embry-Riddle?"

"My guidance counselor recommended the University. I have strong math and science skills — and a fascination with flight."

"Has the experience lived up to your expectations?"

"It's great! Small classes where I learn theory, good labs where I can apply what I've learned and can see the results, excellent faculty, the latest course materials and an outstanding library."

More importantly, I feel as though I really belong here; it's hard to describe, but it's a great feeling."

"Extracurricular activities?"

"I'm a Student Ambassador and just getting active in the Student/Alumni Association. I wish I had time for more. There are a lot of support services for women, both personal and academic, on campus."

"Off campus activities?"

"I volunteer as a guide for the Florida Blind Rehab, for field trips and try to help out there whenever I can."

"Biggest challenge?"

She laughs, "Passing! I have three tests next week. Oh, and time management — there's just so much to do here!"

"Graduation?"

"Spring of '94."

There was no need to ask if she thought she'd make it.

Looking for your challenge? Write to us, today!

Look at us now.

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AERONAUTICAL UNIVERSITY

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Director of University Admissions
600 South Clyde Morris Boulevard
Daytona Beach, FL 32114-3900
Or Call 1-800-222-ERAU

Please send me more information about Embry-Riddle.

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M2

Locations:

- ☐ Daytona Beach, FL or Prescott, AZ Campus
- ☐ College of Continuing Education
- ☐ Department of Independent Studies

State _____

Zip _____

"Apparently as the rain came down in buckets, the pilot had expressed concern about the soggy grass strip, a heavily loaded airplane, and being able to get the plane off."

LET'S LEARN from this Accident!

by Marilyn McLaren-Smith

The helplessness and frustration you experience as an accident unfolds before your eyes is not easily forgotten. If on later reflection you still find no way you could have intervened and prevented it, you feel compelled to do SOMETHING regarding it. "Something," I decided, would be to tell of the scenario I witnessed in the hope it will prevent future accidents.

My husband and I had been invited to a pig roast hosted by friends of ours as an annual pre-Oshkosh event. Although the weather had been inclement, a break occurred so that we could fly to our host's grass strip, pitch our tent in their backyard and congregate in the hangar with several hundred of their friends for an evening of great food, music and socializing, undaunted by the heavy downpour that persisted for the remainder of the night.

By morning the rain had ceased, but puddles and gobs of mud persisted in low areas and in spots where the sod was thin. With the festivities of the night over, many who came by car were gone. Most of us who remained had been prepared to stay overnight rather than to depart when the party ended.

Some were more anxious than others to get on their way.

A few of us stood and chatted in the doorway of the hangar facing the downwind end of the grass strip, a low section of which was very muddy and significantly puddled. The sodden area was far enough down the runway that any airplane would be airborne before reaching that point...if the pilot took off upwind!

Our conversation was interrupted by the sound of an aircraft applying throttle for takeoff although no aircraft was visible at the downwind end of the runway. The hangar behind us blocked our view of the upwind end until the Skyhawk, loaded with pilot, two passengers and overnight camp-

ing gear, rolled past on what appeared to be its takeoff roll *downwind*. The low muddy and puddled portion of the strip appeared to slow its momentum significantly, and I commented to my husband and a few others around us, "It doesn't sound like the Skyhawk is producing full power!"

Things were happening quickly now! As the aircraft passed, I said, "He's getting awfully close to a GO-NO GO decision. He should be aborting now!"

I had this fleeting wish that I could be superhuman—that I could run to catch up with the plane and be able to yell at him to abort. I wished for a radio transmitter so that I could say, "Abort! You're not going to make it!" But I couldn't do either.

As the plane lumbered toward the end of the strip, I said, "I hope he chops the power and lets it run into the corn field. He's nowhere near flying speed and he hasn't picked up any speed since going through the puddle."

At those words, I watched the plane reach the end of the strip and be "pulled off" by the pilot. I shouted, "He's going to crash!"

We watched in horror as the nose pitched up to an angle that was certain to create a stall; the left wing dipped. Then the nose dropped with the plane's right wing now dipping. He was approximately 50 feet above the ground.

In a matter of seconds the nose plunged into the corn field and all that could be seen was the vertical tail fin indicating that the airplane met the ground at a near-90-degree angle to the runway.

As yells of "Oh my God, he crashed!" went from those watching, men started running down the strip toward the downwind end and others looked for vehicles to get them there more quickly. Someone called 911 for assistance.

The first to return brought word that the three occupants were apparently uninjured,

fortunately. Their calling out to rescuers aided the location of the wreckage which was 120 rows into the corn field. While many were breathing a sigh of relief, I felt anger building up—anger that the pilot did what he did. How could it appear so obvious to me that this plane was not going to get off that strip, yet it apparently wasn't obvious to the pilot of the plane?!

Emergency vehicles summoned by the call raced down the strip and, in a short time, the passengers were brought back to the hangar, covered with mud. I was amazed by their calm and, while others just watched them and refrained from talking, I couldn't resist asking them how they were and did they realize they were going to crash.

"Yeah," he told us, "we're not gonna make it, we're gonna crash! There was so much stuff packed in the plane. I guess that's what cushioned us and kept us from getting hurt. We're okay."

The other passenger added, "The pilot's still down there by the plane. Just as well...he's in a TERRIBLE mood."

The pilot appeared in the hangar later. He looked surprisingly calm as he requested a phone to call a rental car and to notify the place from which he had rented the airplane. Those who went to the crash scene told of a sheared-off nose gear, a wing partially separated from the fuselage and the possibility that fuel had been leaking from one wing.

As the emergency vehicles, pilot and passengers left, I thought, "Is this all? Is this the way an accident ends? Don't we get to know WHY?!"

I began to ask questions. One person volunteered that when the pilot was doing the magneto check during his run-up, he could tell there was a problem with one mag by the sound of backfiring. "I would have stopped right there, but he pulled out and started his takeoff roll."

Another recalled something from the night before. Apparently as the rain came down in buckets, the pilot had expressed concern about the soggy grass strip, a heavily loaded airplane, and being able to get the plane off the next morning. Some had offered the idea that they drive his passengers and camping gear to a nearby airport with a longer paved strip so that he could take off solo with an empty aircraft. He evidently

made the decision against that.

A third, who spoke to the pilot after the crash, said that the pilot had felt that he could make it until he felt the tail hit the tops of some cornstalks. He said he decided to land in the field.

I couldn't stop myself from interjecting, "I think the PLANE decided to go into the corn field before he did!" I was still angry and felt the two passengers were unsuspecting victims of more than one instance of poor judgment on the part of the pilot attempting to fly a plane that couldn't and shouldn't have taken off under the conditions that prevailed. My anger surged when I overheard someone say, "...and I hear he's a flight instructor."

The "Feds" came the next day and went, speaking only to our host, who was not an eye witness to the accident but was the official spokesman as the owner of the strip. Though he was very concerned that the accident occurred at his strip, all of us who saw the accident and the actions leading up to it knew that it was not at all his fault or the fault of the strip.

We left, one by one, exercising caution in our departures as the tail fin of the downed plane stuck up from the corn field, a sore reminder of what CAN and DID happen. The events of that day have haunted me because it seemed "wrong" to just accept that it happened and it was over. I decided that this accident was not going to be over for me as an eye witness until I told its story for others to read and to learn from. If you read the scenario again, you will find that almost any ONE of the numerous instances of pilot error could have prevented this accident.

Had the pilot calculated weight and balance before he flew *into* the grass strip **OR** before *departing* the grass strip, he might

have decided to reduce his load for safety. Perhaps he could have taken into account that the takeoff conditions would not be as favorable as the conditions of the strip from which he originally departed.

Had the pilot taken up the suggestion of others that he take off empty and go to another airport with better conditions and a longer paved runway, he may have had an uneventful takeoff and flight home.

Had the pilot shut down after the apparently bad magneto check, he might have investigated/rectified any problem. Had the pilot looked at the wind sock and taxied to the proper end of the strip for takeoff, he might have had a better chance of achieving flying speed before running out of runway. Had the pilot done a practice run down the runway to see how the plane performed prior to takeoff, he might have decided that the departure was not going to be successful.

Had the pilot pre-determined and adhered to a GO/NO GO decision point, he could have safely aborted. Had the pilot, upon reaching the end of the runway at full throttle, merely chopped the power and let it roll to a stop in the bean field prior to the corn field beyond, he could have saved the aircraft from most or all of its damage and his passengers from a lousy experience.

Had the pilot, as an instructor, adhered to the teaching syllabus he probably uses with his students, he probably wouldn't have made ANY of these judgment mistakes.

I hope that you, the reader of this story, have gained something from it. No accident's chapter should close until it has served to prevent reoccurrence for as many as possible. Now, I will let go of my anger over this pilot's errors, but be ever mindful that the human factor is constantly present to threaten **EVERY** intended safe flight.

*"Now, I will let go
of my anger over this pilot's errors,
but be ever mindful that the human factor is constantly
present to threaten **EVERY** intended safe flight."*

From AOPA: REPORTING REQUIREMENTS FOLLOWING SUCCESSFUL TREATMENT OF MALIGNANCY

*Submitted by Dorothy Gillis,
Greater Detroit Area*

Although cancer does not seem to present a "risk of sudden incapacitation," FAA includes malignancies among the disqualifying diseases. The airman who has been diagnosed with cancer must provide adequate information concerning the disease and the treatment in order to attain medical certification.

IT IS USUALLY NECESSARY TO HAVE COMPLETED TREATMENT AND/OR MEDICATION AT LEAST 60 DAYS PRIOR TO THE PHYSICAL EXAMINATION by the Aviation Medical Examiner.

Information concerning the **TYPE, LOCATION and EXTENT OF the MALIGNANCY** must be presented by the treating physician. Also, the doctor must indicate the **TYPE(S) OF TREATMENT** regimen used to address the disease (i.e., chemotherapy, radiation, radical surgery); the **DATES ON WHICH TREATMENT BEGAN AND ENDED** are critical, as is the physician's **PROGNOSIS**.

It is important for the pilot to be aware that **THE MEDICAL EXAMINER IS NOT PERMITTED TO ISSUE THE MEDICAL CERTIFICATE IN HIS OFFICE**; the medical information is packaged with the airman's application and sent to the Aeromedical Certification Division of the FAA (in Oklahoma City) for review; **ALLOW AT LEAST SIX WEEKS FOR THE REVIEW PROCESS** to be completed.

The FAA generally issues a medical certificate only after the pilot treated for cancer has **COMPLETED TREATMENT** and the attending physician can attest to a condition of **REMISSION OR the ABSENCE OF SYMPTOMS OF A MALIGNANCY**.

In short, the airman seeking medical certification after treatment for cancer should provide a complete report of the originally diagnosed condition; surgery and/or treatment, including complete information about medication; status at the time of application for medical certification; and prognosis for the future. With adequate information and a favorable status report and prognosis, the airman can anticipate an affirmative response to the request for a medical certificate. □

Minnesota Couple Fly the *Dominican 500*

Karen Myers wrote, "The highlight of our year was a flying trip to the Caribbean in February to visit the Dominican Republic to help to celebrate the 500th Anniversary of Columbus discovering the New World—1492. We spent seven wonderful days in the Dominican Republic and several extra days on islands in the Bahamas. The event was, in part, sponsored by the Dominican government and involved 1200 people from all over the world and 350 aircraft. The Dominican people were wonderful and we made many new friends."

Also in 1992, Karen was Chairperson of the 2nd Annual "I CAN FLY!" Weekend in Owatonna. Two years ago, she and Don made history when they flew round trip to Alaska. For the trip to the Dominican Republic, Karen flew solo from Owatonna to Ft. Lauderdale, Florida. In the *Owatonna Photo News* she was quoted as having said, "I really lucked out with the weather. I hit one of the days to fly when it was clear—a high pressure ridge all the way. Flying at 7,500 feet, the scenery of the Tennessee River and the Cumberland Plateau was gorgeous."

After an overnight stop in Smyrna, Tennessee, Karen proceeded to Ft. Myers where she spent a week with relatives until Don could join her, by commercial airline.

While in Ft. Myers, Karen changed the oil in their Cessna, which surprised some of the male workers at Page Field. She said, "They obviously haven't met many 99s."

On the morning of February 8, 1992, Don and Karen left Ft. Lauderdale Executive Airport and headed over the Atlantic.

"When we pointed the nose over the Atlantic, it really hit us," she said. "I just thought, 'Let's get this plane as high as we can'."

Soon after climbing to 9,500 feet, the Myers spotted the island of Bimini. "The island looked much smaller and closer to the mainland than we expected," Don said.

After spending the night with many other **Dominican 500** flyers in Provo, they embarked on their longest leg over water, a 126-mile flight to the Dominican island of Hispaniola. Because of overcast skies, they spent most of the flight only 1,000 feet above sea level.

After an hour over open water, the Myers sighted land, Monti Cristi. "We wondered if Columbus was as excited as we were when we finally saw land. The Cabio Valley was below us, green and fertile with huge mountains as high as 10,500 feet on either side.

While in Santiago the Myers attended several special events including an air show that attracted over 300,000 people. "The people were just great. They treated us (light aircraft pilots) like celebrities. Everything was very well-organized and well-run."

One of the local attractions they enjoyed was the Columbus Light House where Pope John Paul recently buried the remains of Columbus. The largest attraction was another air show in Columbus Park, attended by more than 1,000,000 people. A special banquet was held to honor the **Dominican 500** who were proclaimed "Good Will Ambassadors" by the Dominican government.

The only mechanical trouble encountered, with minimal resultant problems, was when they lost their vacuum pump. "We didn't realize it at the time, but that happened as we were flying through the Bermuda Triangle," Don said.

After re-entering the United States and going through customs in Ft. Lauderdale, Don and Karen began their journey back to Minnesota. After 2,200 miles in the air, they were finally done in by weather—33 miles from home.

Karen explained, "We hit an isolated snow storm and had to put down in Austin. We completed the trip when Don's brother picked us up in Austin to drive us home."

Undoubtedly, the Myers have long since returned to Austin to pick up their aircraft. Aha! The aircraft. Does anyone remember reading about their trip to Alaska in a previous issue of the *Ninety-Nine News*? Do you recall their aircraft type? It enhances and adds excitement to their tales when you realize that these intrepid pilots have done their long distance flying in a trusty **CESSNA 150**! Our congratulations and our admiration.



Editor's note: My husband and I plan to leave on January 14, 1993, to pick up a C-150, our first airplane. It waits for us in California and we'll ferry it home to Ohio. Karen and Don Myers make what we look forward to as our "adventure" seem tame indeed. Thanks, Karen and Don. You inspire us!

Resumés for the Airline Pilot

Sitting in his Chief Pilot's office, my friend noticed the Chief Pilot sorting a pile of papers with great dispatch. Every second or third sheet got tossed into the wastebasket and he seemed happy to make short order of the stack. My friend asked what he was doing.

"Grading resumés for neatness," he explained. "With so many from which to choose, why bother with ones that aren't neat and orderly? No doubt their flying resembles their paperwork."

A resumé is a reflection of you, your work habits, and your opinion of their job opening. It's a *snapshot* and should reflect the best possible "you." The resumé needs to convince the reader *here's* something of interest that contains the care and quality they seek in their employees. At best, you have 20 seconds to make a good impression and to pique the interest of your reader.

Use a good quality white or beige paper (nothing flashy or gaudy—dayglow green paper used by one applicant at a major airline was pulled immediately and tossed in the trash!) and be sure it's typeset or letter-quality computer printed. No dot-matrix printers. You've **ONE** chance to make a good first impression!

Karen Kahn is a Captain with a major US carrier. Type-rated in the MD-80 and Lockheed JetStar, she holds a Gold Seal CFI:AI and is rated in gliders, seaplanes and helicopters. She runs Aviation Career Counseling, career guidance and interview counseling, based in Santa Barbara, CA. See her ad in the Classifieds.

Regarding content, remember you'll want to show your best. This *snapshot* is of your finest APPLICABLE attributes, not an autobiographical treatise. Keep it short and to the point! One page, printed on one side, mailed in a flat 9 x 12 manila envelope will make the best impression. A cover letter containing a 2-line summary of your qualifications can be included, but keep it short and pertinent. I recommend it only if it contains information not mentioned in the resumé, i.e.: who recommended you for the position.

As to style, there are 100 different ways to organize and present information. If you don't have a good format, it's worth it to invest in a commercial resumé preparation service (you **DO** want the job, don't you?) or purchase a do-it-yourself kit from a reputable aviation firm (such as FAPA or AIR Inc.). Be sure your data is current, correct, and complete. Give the company name, type of business (if not obvious from the title), location, dates employed and position/duties—your employment history.

Your name and address/phone should be prominently displayed at the top followed by sections dealing with: Job Objective, Certificates/Ratings, Flight Experience,

Education, Recent Job Experience and Personal Data. Information for each category should be carefully worded to present your qualifications in the best light. Avoid giving excess data to fill the space—better a brief statement that piques their interest than a long-winded dissertation.

Avoid jargon, slang or abbreviations that aren't universal. You're trying to inform, not dazzle the reader with esoterica. References to cultural, religious or fraternal organizations should be carefully considered lest they unknowingly offend and/or eliminate your resumé from consideration.

Finally, have an aviation professional critique your completed resumé. A professional can help you identify information that might be added for enhancement or information to be subtracted because the reference detracts from your credibility.

Update your resumé when changes occur or every six months while job hunting. Also, keep a copy of your current resumé with you at all times and a simple business card showing: name, address, pilot status and phone number. Business cards can cost as little as \$12 and are crucial to a successful job search.

Remember, your resumé is designed to sell **YOU**. Present yourself in the best possible light and with a minimum of frills. Let them know you're a professional they'll be proud to have working for them. □

SECTION NEWS

... What's going on in OUR world?

From Bonnie Tassa, reporter for the **South Central Section: Austin Chapter** members held an airplane wash at Lakeway Airport. Helping at the fundraiser were Paula Fought, Carol Foy, Carol Heiser, Mary Lynn Koenig, Virginia Mattiza, Lynn Preston, Cynthia Grant, Judy Reinhart, and Melinda Walton. Surprisingly, the weather cooperated most of the day. Airplanes washed included a Cherokee, a C-210, a T-34 and a Baron.

Five members from the **Redbird Chapter** and one member and her 49 1/2 from the **Golden Triangle Chapter** joined members of the **Dallas Chapter** for their October meeting. Everyone was anxious to hear about member Marion Jayne's adventures in the Around the World Air Race. Flown with her daughter Nancy Palozola, the air

race offered Marion many fascinating stories as well as a second-place trophy, which she displayed at the meeting. Marion also wore her race garb—a jumpsuit bedecked with the pins collected from countries along the route. The Fifth Annual Poker Run was held on Halloween with 17 planes participating and 55 poker hands sold. Event chairman, Bonnie Tassa, thanks members of the committee for their work and support: Belinda Allen, Laura Arnold, Holly Barr, Helen Biron, Catherine Crowder, Anne Davis and her daughter Katie, Dorinda Herzog, Chris Hettenbach, Eileen Hucklebee, Sue Matlock, Marge Watson, Nancy Whatley, Pauline Winthrop and Jerry Witbeck. On November 14th, 14 people flew to Granbury Airport to have lunch at the Nutt House.

Members of **Golden Triangle** visited the Fort Worth FSS at Meacham Field for briefing of the automated weather briefings and filing flight plans by FAA guides Stan Fulgham and Sonja Brantley. The attendees included: Betty and Jerry Thomas, Beverly and J.C. Stephens, Mary and T.W. Wheelock, Claude Yates, Helen Hill, John Robertson, Angelo Spelios and daughter Jennifer (student pilot), Penny White, Nan France, and Dottie and Bob Hughes. A tour of the computer center completed the day.

NOTAMS from **High Country Chapter** members: Amanda Woodward and Richard Roth have sold their Pembroke but borrowed it for a November airshow in Phoenix. Richard is working toward his pilot's certificate. Betty Costa and Larry attended the October Rod Machado Safety

Seminar—inflight emergencies—and reported that it was very good.

Kansas Chapter's November meeting was an interesting and informative tour of LEARJET followed by lunch and a meeting. Kansas members are awaiting a fly-in house warming party by Marty and Howard Benham who moved into their new home on a runway. While on the subject of airports, Janet and Don Yoder held an official Windsock Raising Ceremony on the airport they are developing west of Wichita. Kansas' fly-in picnic at Maize Airport was a roaring success. The food was great (thanks, Karen Tucker), and awards were given for the bomb drop, balloon bust and spot landing.

At the October meeting of **Wichita Falls Chapter**, Mrs. Stanley Williamson gave a delightful sketch about her godmother, Mrs. Jimmie Kolp, a well-known pilot from Electra. Carol Walker was a guest at the meeting. Carol, a glider instructor from Pennsylvania, is in Wichita Falls to be near her sweetheart, a T-37 instructor at SAFB. Congratulations to Doris Kelley and Tom Filline who were married in October in Wichita Falls with a reception and dinner at their Jacksboro ranch. They planned another ceremony in December in Germany for all of their friends there.

Jean Blake wrote that **Gavilan Chapter, Southwest Section**, offers "Innovative recruiting," a familiarization flight and check ride program. The first such event, designed to bring enthusiastic 66s into the chapter, was a great success, judging from the display of fun, emotion and satisfaction. Three intrepid student pilots: Maryanne Collom, Marcy H. Baker, and Kathy O'Dell flew left seat for the first time. Kim J. Cramblit regained the confidence imparted by Super Instructor Bud Collom, South County Airport, San Martin, CA. Willy Gardner and Jean Blake joined the fun on brief refresher flights in the "Trauma Hawk," so named by the fledgling pilots. Nicole Giroux, PR rep, will schedule future flights for new recruits early in 1993.

Kathleen Browne, reporter for the **Southwest Section**, wrote that Rick Van Arkle, A & P, was the featured speaker at the November meeting of **Aloha Chapter**. He

gave valuable pointers on buying an airplane. The Lanai Sale was a success and the proceeds designated for the chapter scholarship. January 9 is the date being planned for airplane rides at Dillingham Field.

Antelope Valley Chapter's official APT day was in November and George Fisher, Rosamond CAP officer, presented a program and planned to fly those interested in the Tehachapi mountains. The compass rose at WJF was repainted thanks to George and Shirley Williams. A Cookie Run was



Entry to the Women In Aviation exhibit, 99s, San Diego Aerospace Museum, California

scheduled for December and the chapter fly-in and meeting for January was to Death Valley.

Arizona Sundance Chapter members will hold the 10th Annual Shamrock Air Derby on March 19-21, 1993. The chapter's scholarship winner for 1991, Shannon O'Hara, was a guest at the October meeting. An annual Guayman trip was scheduled for December. The chapter history is completed and canned goods were collected at the Christmas party and intended as charitable donations. Plans were underway to paint the compass rose at Falcon Field. Naomi Witmer is contacting local hospitals to investigate heliport marking.

The Cookies to the Tower and FSS disbursement of **Bakersfield Chapter** was held in December. Jody Hisaw conducted a tour of International Flight Training Academy facilities with the West High School aviation class in December.

Bay Cities' Ruth Rueckert has had a cerebral hemorrhage and has required two surgeries. Our best wishes to you, Ruth. Susan Leigh Sloan transferred into the Bay Cities Chapter. A Right Seat Seminar was

planned for January 16 at Oakland Airport. Kate Corvo and Mary McCormack joined the Bay Cities Chapter in October. Catherine McMahon is taking aerobatic lessons.

Coachella Valley Chapter members will airmark Imperial Airport in December. The distribution of cookies to the towers and FSS will take place during Christmas week. Eleanor Wagner is being sponsored into the Forest of Friendship next June.

A fall Safety Seminar was held by members of the **Cameron Park Chapter** and the program included "Airspace Reclassification" and "Inflight Decision Making." Members met at Mary Chesnut's home in December to box cookies for personnel of the tower and TRACON. Julie Clark (air show pilot) was able to attend the chapter's Pasta Party. She was also scheduled as speaker for the Sacramento Valley Pilots Association in November.

Members of **El Cajon Chapter** have renewed membership in the El Cajon Chamber of Commerce and the California Pilot Association. Evie Ambrose was honored for completing her AE Scholarship work and receiving the medalion. El Cajon took second place for small chapters for the Southwest Section Publicity Award. Doris Ritchey was a workshop presenter at the Pacific Regional Aerospace Conference in October.

The monthly Girl Scout tour was planned for December 12 in **Fullerton Chapter**. June and Harold Leach hosted the Christmas party. The chapter members sponsored a continental breakfast prior to the Safety Seminar in December. PCIFR competition is scheduled for February 12-14 at Hemet-Ryan. Cathy Fergeson and Denise Jennings will be judging the events. According to Winnie Houston, airmarking chair, the airmarking at Fullerton was so successful that the chapter is being contacted by other airports. Big Bear has requested a compass rose and Fla-bob has requested a compass rose and letters. The Southern California Invitational Safecon was to be hosted by Mt. San Antonio College in January.

Members of **Golden West Chapter** are being asked to support General Aviation in the face of economic problems at the San Carlos Airport. Yvonne Malloy passed her

private checkride and immediately became a chapter member. Jo Kerlinsky, private pilot, parachute jumper and aviation attorney, also joined the chapter. Pat Forbes and Jeanne Fenimore placed third in the Valley Air Derby. planned to see the video "99s-Awesome Women Pilots" and to hold a scrapbook session at the January regular meeting. Nancy Stock, Bernadette Hayward, Pat Forbes, Carol Ford, Julia Huber, Yvonne Souza, Yvonne Malloy, and Marjorie Bouliege attended a Weather Bureau tour. Pat Forbes is a member of the National Aviation Exploring Committee. The committee's purpose is to promote formation of Explorer Posts, under the auspices of the Boy Scouts of America, with the emphasis on aviation.

Members of **Imperial SO-LO** decorated the car for the Christmas Parade in December. Imperial Airport was to be co-airmarked with members of **Coachella Valley Chapter** in December. Dale Rose of Imperial is the winner of the Captain Semmes Scholarship administered by the chapter. Marie Woods and Mari Hurley report the way to keep Customs Inspectors happy is to BE ON TIME and notify AOPA of your experiences with Inspectors. Charlotte Hammond will be honored in Memory Lane of the Forest of Friendship in June 1993.

Members of **Long Beach Chapter** planned to co-sponsor a CFI Refresher Clinic in January. Jacquie Sprague is working with the "Share Old Spectacles" program. *Rod Machado Seminars* made a nice donation to members of the chapter for their assistance in the presentation of the seminar. Kudos to Dee Bowers, Nancy Clinton, Nancy Hewett, Vicki Norton, Mary Pinkney, Jean Schiffmann, Nikki Tennant, Tanya Cardono, Amy Ellsworth, Mary Jane McNeil, Lori Papp, Sigrid Ramelli, Jacquie Sprague and Birdie Ward for their help at the seminar. November's program featured Julene Stelmak and ballooning.

Los Angeles Chapter's Back to Basics air race was run in October and all who started finished the race. The top five winners were: (1) Lorrie Blech and Richard Salit; (2) Mort Greenberg and Fred Erstein; (3) Eugenia Rohrberg and John Klute; (4) Doug Abney and Glen Saurie; and (5) Deanna Bowers and Jacquie Sprague. The Big Bear fly-in was

scheduled for January 23.

Marin County Chapter's Peggy Williams, Althea Moore, Maryn and Larry McClasky, Aimee Moore, Cathy and Jeff Morshead, Phyllis Manning and Jason, Julia Amaral and Mark, Carolyn Coleman, Brooke Austin and Len, Anne and Dave Silverman, Cindy Pickett, LaVonne Boyle, and Elaine and Peter Bull all assisted with the several Machado Seminars. They were all successful with a total attendance of over 574 over three sessions. Marin County has a new member, Gina Sevieri from Vacaville. Gina's mother, Candy, was an active member during the '70s and is now First Officer on a UAL 737. Gina works for United at the FBO at Sacramento. Chapter member Aimee Moore is moving to Alaska. LaVonne Boyle guided chapter members through the airspace reclassification at the November meeting.

Mission Bay Chapter's Aileen Mellott will be helping the Air Race Classic on the West Coast. Jill Baker is keeping her Beechcraft exercised by working on her night currency. Lucky Isabelle McCrae got an aerobatic flight in a P-51 Mustang as a birthday present from her son, Mike.

Members of **Monterey Bay Chapter** held an annual Santa Ynez fly-in and shopping trip to Solvang in December. Dell Hinn and partner won the Great Pumpkin Classic and Earline Arnold and Dick Nuckton placed third.

Mount Diablo Chapter's Christmas Potluck was a success and also gifts and food for the adopted Christmas family were collected. Bonnie Megel is the newest member of the chapter and is working on her CFI rating. The Nut Tree Fly-in was enjoyed by Linda Ellis, Bonnie Megel, Betty Dunn, Betty Salcedo, Anne Pepler and Sue Grass. Victoria Wilson flew a reporter around Concord and her photo and an article about the Ninety-Nines made the paper. The chapter now has a 25th Anniversary Yearbook. A fly-in to Harris Ranch was planned for January.

Mt. Shasta Chapter's Diane Schneweiss and Barbara Boot will be chairing a Flying

Companion Seminar in Chico in 1993. New pilots include: Nancy Everett, Elaine Tews, Tammy Richins, and Pam Buick Miller. Members celebrated Aviation Week with groundbreaking ceremonies at Benton Field for a shelter/campground. It is hoped to later add showers and bathrooms. An Air Symposium luncheon was held with John Baker, former AOPA president, and Jack Kemmerly, Aviation Branch of Cal Trans, as guest speakers. Lee Agnew was honored as Western Area Instructor of the Year. Career Day at Redding Municipal Airport was held in October. Students from local schools were bussed in and the tower was available for tours. Lucy Shepard earned her Private certificate and joined the chapter. 66 Nina Coggins has soloed. Former chapter chair, Bev Romero, recently lost her mother. She has our sympathies. Ray Schutte, 49 1/2 of Audrey Schutte, won second place at the Reno National Championship Air Races Medallion Race, T-6. Good job, Ray.



Mildred (Hut) Ferree, 5th from left, Governor of the N.E. Section, with seven past N.E. Section Governors at the Plymouth, MA, Section Meeting in October.

Nevada High Sierra Chapter members headed for Chester as a fly-in destination for October and to Columbia for November. Congratulations to Charlie Peterson for being awarded funds from the Lake Tahoe Scholarship and to Deborah Richied for earning her Private certificate.

Orange County Chapter's Bonnie Seymour spoke and showed a video at the October meeting on the AE Scholarship. Celia Vanderpool and Sandy Ruller spoke in November recounting their summer flying adventures through the northwest, Canada and Alaska. Chapter members assisted with registration and advance publicity for two Rod Machado seminars. A fly-

SECTION NEWS

in to Harris Ranch was held in November.

Palomar Chapter's Heather Cissna did a superb job coordinating the airmarking at Warner Springs. A Flying Companion Seminar is planned for late March and an Air Tour was a success. Sandra Chanis De



*Carolyn Carpp, Barbara London,
Vanecia Adderson and Jean Kope—
Northwest Section*

Bonds and Vicki Baker are new members.

Cynthia Collings and Angela Lang are the **Phoenix Chapter's** newest members and Judy Gholson is the newest 66.

Members of **Redwood Empire Chapter** participated at the Open House at Napa County Airport by operating a concession stand. Thanks to Melissa Snyder, Roxanne Fynboh, Sue Chambers, Jo Patton (and daughters), Wendy Lipsey (and fiancé), Marcia Hughes, Erma Chance, Colleen Turner and Gail Bertolucci.

Congratulations to members of **Sacramento Valley Chapter** as they celebrated the chapter's 45th anniversary in November. In addition to hosting the Spring 1993 Section Meeting, members are planning to help with the Executive Airport Fair. The annual joint dinner with the Zontas was planned for January.

Kudos to **San Fernando Valley Chapter's** Bunny Newman for organizing the Cookies to the Tower. There were deliveries to 20 locations and many thanks to: Nina Yates, Paula Sandling, Wanda Ogne, Lois Rifkin, Irene Adelson, Kathy Smither, Golda Neuman, Lois Peck, Lorrie Blech, Lisa Sandler, Jan Archibald, Lisa Gersch, Jaye Howes, Jeanne Fenimore and Chris,

Laura Ricks, Sue Skalla, Lola Ricci, Eileen Harte, Dolores Mathews, Bertie Duffy and Sylvia Sanderson. Lorrie Blech went on the Tucson Treasure Hunt and had lunch in Death Valley. Laura Ricks and 49 1/2 took a wonderful trip to Australia. Fran Slimmer is going to China for a satellite launch. November's "Rose of Achievement" goes to Cathy Rezos for getting her Private certificate and getting checked out in a high performance aircraft. Shirley Thom is the member of the month for the Rod Machado Seminar. The sales of raffle tickets for the B-25 ride are going well. Five lucky winners will be the guests of the chapter for lunch at the Elephant Bar in Santa Barbara. Transportation to and from lunch will be in a North American B-25 Bomber! San Fernando's Lorrie Blech took first place in the Back to Basics race, sixth in the Great Pumpkin Race and fifth in the Valley Air Derby. Jeanne Fenimore placed third in the Valley Air Derby. Delores Pynes-Yellin took first place in the Palms to Pines race and Mary Rawlings took fifth in the Great Pumpkin Classic. Felicia Hoppe, Marcia Fuller and Helen Pillars assisted Santa Paula at the Magu Air Show. Gayle Rhines, a 1992 scholarship winner, has already earned her MEL rating. Beth Ennis and Al Ruiz, the other 1992 winners, are applying their scholarship winnings to a CFI and IFR rating, respectively. Bill Dougherty, 1991 winner, is now able to apply his winnings to A&P training with Continental Airlines. Beth Ertz is the chapter's newest member.

Members of **San Gabriel Valley Chapter** met for the Annual Invitation to the Blanchard's at their retreat in Tehachapi and a few hardy souls experienced a sail-plane ride. Linda Martin is the chapter's newest member. She is a CFI and simulator instructor at Mt. Sac. the November fly-in was to Peppermill Resort & Casino in Mesquite, NV. The Christmas Party was used to present a \$200 contribution to the Mt. San Antonio College in memory of Analee Holden. January promised to be busy: an IFR Ground School, the Cable Air Show and the annual Poker Run.

Santa Clara Valley Chapter's Nancy Searby, Nancy Sliwa and Marcie Smith gave the Navy at Moffett Field Tower a terrific sendoff with cookies, fruit, nut

bread and candy among other things. The chapter information booth was well-staffed at the Moffett Air Show and resulted in a list of people interested in attending a Flying Companion Seminar, tentatively scheduled for April. The Reid-Hillview Open House saw chapter members manning the 99s information booth. Kudos to: Pat Lowers, Debby Cunningham, Mayetta Behringer, Lois Letzring, Nancy Cleveland, Nancy Ramirez, Nancy Rodgers, Anita Kohfeld, Marcie Smith and Barb Murren.

Thank-yous to **Santa Rosa Chapter's** Linda Thomas, Peggy Rohde, Jim Reinemer, Cheryl Brown, Robin Anderson, Martha Rust, Tina Cole, Judy Simmons, Barbara Benson and Valerie Suberg for assisting at the first FAA/EAA Airworthiness Seminar. The November meeting included an earring sale by Laird Designs with 10% of the proceeds going to the chapter. Members of Santa Rosa Chapter enjoyed the Bay Area TRACON, Oakland FSS and FEDEX tour. Former Southwest Section Governor, Kathy Walter, has transferred her membership to Santa Rosa. Members were invited to sell food at the FAA and EAA Chapter 124 "Better Pilot Program" in November.

Sierra Foothills Chapter members sponsored the FAA Safety Seminar on Decision Making in December. After a busy fall (making necklaces and earrings; flipping nearly 500 flapjacks for the Pancake Breakfast; creating aviation exhibits for three display cases; cooking nearly 200 hot dogs for Airport Appreciation Day), members of Sierra Foothills will take a break until beginning 1993 with a Flying Companion Seminar.

Utah Chapter's Helen Hilburn organized help at an airmarking at Grassy Meadows for Mary Santosuosso. Barb Coleman, Helen Hilburn, Sidney Sandau, Ann Liv Bacon, Judy Davidson, Alberta Nicholson, Betty Lou Manwaring and Mary Jane Ashton had a terrific time at the "Controller for a Day" program.

Bonnie Porter, Section news reporter from **New England Section**, sent word that the 1992 winner of their \$2000 Marjorie Van Vliet Memorial Scholarship was Andrea LaBaume of Daniel Webster college. Andrea is studying to be an air traffic control-

ler. Anne Bridge Baddour has funded a \$1000 scholarship for a woman pilot in her name and the first winner was Justyna Oles, also a Daniel Webster student (and member of the **NNE Chapter**). Justyna plans a career as an airline pilot. Both scholarships were awarded at the annual award luncheon in Sudbury, MA, and the featured speaker was Hannah McCarthy, President of Daniel Webster College. The **ENE Chapter** raised money for the scholarship by selling raffle tickets on a leather jacket (donated by Joe Benkert of the Norwood Pilot Shop), a headset (donated by David Clark), and lessons donated by Allegra Osborne. Donations and income from advertisements in the monthly newsletter, *Flylines*, also contribute to the scholarships. The Air Race Classic will terminate at Quonset State Airport in Rhode Island in June, 1993. The 17th Classic will race to New England for the first time in its history. In the past three years Anne Honer, Lottie Nunn, Bess Walker, Harriet Fuller, Ginnie Ursin, Mary Lee Blais, Michele Cabot, Barbara Gard and Gwen Bloomingdale raced in ARC.

Eastern New England's new member Cynthia Jeans was awarded an Aviation Education Scholarship by ACONe (Aero Club of New England), the oldest flying club in the Western Hemisphere. (*Ed. note: As a member of ACONe, I'm proud to be part of an organization that predates the flight of the Wright Brothers. ACONe came into being with balloon enthusiasts!*) Cynthia has completed her instrument, commercial and multi-engine certificates and ratings and plans a career with a major airline.

Western New England's Terri Morrison and Pam Gonyer chaired Kids' Day at the Northhampton, Massachusetts, airport. Exploring the excitement of aviation education were 800 children! With static displays, airplanes, helicopters, balloons, airplane rides, parachutists and photo sessions, 800 children in attendance spelled a great success.

All-Ohio's Peg Figley was interviewed for the Ashland, Ohio *Times Gazette*. Peg learned to fly at the Ashland County Airport after becoming interested in flying through information on kit airplanes. She obtained her Private certificate in 1987, her

instrument rating in 1989, commercial certificate and multi-engine rating in 1990 and is now a CFI. An active 99, Peg serves on the Ashland County Airport Authority, is a member of EAA, and is a shift supervisor of manufacturing at Ashland Chemical. Peg was scheduled to be one of the Ashland County Airport pilots offering airplane rides during the airport's fifth annual Fly-In/Drive-In, 1992.

Florida Panhandle Chapter is planning the Fall 1993 Southeast Sectional meeting. Members met at the San Destin Beach Resort in Destin, FL, to select this resort as the convention site. Outstanding features will include beach relaxation, a seafood festival, three golf courses, complete health spa and lots of flying fellowship. "Start packing your beach towels now," wrote Shelly Hudson.

Far East Section: Rikako Carpenter wrote that she and Miss Yea Nozoki will be attending the WAEO&S Congress in India in March. Ms. Toyoda may attend. Mr. Ono, a WWII Zero pilot and instructor and a strong supporter of The Ninety-Nines, will also attend. Rikako promoted the upcoming International Convention to be held in Portland, Oregon, and suggested that each member attend this important convention.

October 1, 1992, was the first anniversary celebration of Shonai Airport in Yamagata Prefecture where Miss Yae Nozoki was raised. Miss Nozoki, pilot in command, Ms. Toyoda, Ms. Kanao and Ms. Idogaki flew into Shonai Airport for the celebration. They intended to fly from the Tokyo area; however, the weather in Tokyo was poor so they took a bullet train to Niigata and flew a rented aircraft to Shonai Airport. The rented aircraft for the two-hour round trip cost 70,000 Yen (\$560.00) which was paid by Miss Nozoki. They reported that they had a wonderful time.

Rikako wrote, "At our last meeting in 1992, we went to a noodle shop for lunch. The January 1993 meeting was planned for the JWIA office." Vice Chairwoman of the Greater New York Chapter Ms. Janice Kay Kestembaum was in Tokyo and Rikako Carpenter went to Shinjuku and had lunch

with her.

A Cessna 172 from Yokota Air Base, Japan, crashed off the end of the runway at Kozushima Island, a newly-opened airport. The Pilot (a CFI) and three passengers were not injured. The island is located on top of a hill and the airport is cut out of the side of the hill. It is suspected that strong ocean winds and down drafts caused the accident, which is still being investigated by the FAA. Rikako reminded members to avoid this type of situation. Ensure that the winds and weather are good before flying to this airport.

Anita Hapka Taylor, **Northwest Section**, reported that members of **Alaska Chapter** are busy planning the 1993 Section meeting which is to be held in Fairbanks, July 1-4.

Eastern Idaho Chapter members flew to Henry's Lake landing strip where they completed their "Adopt-a-Runway Project" for the season. (Highways aren't the only thing organizations can "adopt" in Idaho.) The fence is down, the Department of Transportation is happy, as are the pilots,



Ray Steinkraus and Louis Brown, Redding, California, give Lee Agnew awards for FAA Western Area CFI of Year

snowmobilers and the antelope.

Members of **Montana Chapter** put on a Flying Companion Seminar and are planning their participation in the Aviation Conference.

Columbia Cascade Chapter's Pegge Blinco and Betty Prakken are co-chairpersons for the 1993 International Convention in Portland, OR., and are busy coordinating the participation of the chapters in the Northwest Section.

Members of **Greater Seattle Chapter**

honored Vanecia Anderson's 35 years of membership in The Ninety-Nines and her outstanding record of service to the north-west aviation community.

Rainier Chapter's Helen Eades recently completed a survey of the Northwest Section Chapters' 66 programs. Look for Anita's synopsis elsewhere in this issue. It is of interest for all members.

Western Washington Chapter members are proud of Marilyn Moody who won the Northwest Section Achievement Award. Western Washington members sponsored a family of four in a local hospital's holiday program for area needy families.

Myrna Stephens, reporter for the **North Central Section**, noted the new officers of the **Indiana Chapter**: Sue Sears, Chairman; Lois Hawley, Vice-Chairman; Sharon Pfeiffer, Secretary; and Sylvia Topper, Treasurer. Indiana Chapter Historian, Dorothea Hendricks, contributed both personal and chapter material for the aviation exhibit, *Quest for the Skies*, at the Minnetrista Cultural Center in Muncie, Indiana. She spoke to the Center's docents and to invited guests. Exhibits included two chapter scrapbooks, trophies from Fairladies Annual Indiana Rally (FAIR), photographs, a WWII Civil Air Patrol uniform, aviation leather jacket and parachute silk scarf.

Indiana Dunes Chapter's Phyllis Webb has eaten enough pancakes for two years while attending Dawn Patrols and speaking about airspace regulations. Loretta Collins, Barb Jennings and Diana Austin, Indiana Dunes Chapter, used Diana's first grade class as guinea pigs for the chapter's first Air Bear program. Loretta spoke to a fourth-grade class during Aviation Education Week and is involved with the EAA Young Eagles program.

Largely due to the efforts of Mary Creason, project officer, **Lake Michigan Chapter 99s'** Aerospace Conference for Teachers was a success according to the teachers who attended. Assisted by other 99s and guest speakers, the topics addressed were: the Air Bear program, Introduction to Flight, Excite the Reluctant Learners, Weather Briefing, Aerospace Careers and Aerospace Resources for Teachers. The afternoon session included a tour of the tower and a weather station, examining

aircraft and a paper airplane contest. The workshop should have effects in area schools as many teachers left with plans to teach aerospace science in their classrooms. Members will recognize Mary Gardenier for 50 years as a member of The Ninety-Nines. She will recount her experiences at the chapter's February meeting.

Chicago Area Chapter's Yvonne Warren is celebrating 15 years as a 99. Meanwhile, new members have joined Chicago Area: Linda Hartoonian, Karen Ballard, Shirley Schoelkopf, Sandy Bufka, and



Marilyn Moody, ready to race in the Palms to Pines with Nancy Jensen.

Beverly Chandler. Sharon Krause and Deanne Drozd have been reinstated. Chicago Area's Cynthia Madsen and 49 1/2 Ralph celebrated their twenty-fifth wedding anniversary cruising the Aegean Sea. Chicago Area members and spouses who worked at the teachers' workshop at DuPage Airport included Ellen O'Hara, Mary Lou Mueller, Ruth Rockcastle, Kristin Glick-Nuckols, Diane Cozzi, Sharon Schorsch, Barb Muehlhausen, Yvonne Warren, Cynthia Madsen, Loretta Sincora, Frank Schorsch and Ralph Madsen.

Central New York Chapter's Elaine Roehrig received a Letter of Recognition and Certificate of Appreciation from Albany FSDO for her work in promoting, organizing and helping with Safety Seminars. Marilyn Kamp received a plaque from the National Aviation Club in Washington DC in October. She was nominated by The Ninety-Nines for her work on Skywatch. Nancy Morgan, Joyce Revelle, Marilyn Kamp, Marcia Buller, Queen Clark, Marge Holdsworth, Joanne Bolton, Karen Stumpf and Heather Bettig attended a Safety Seminar sponsored by AOPA, FAA and AVEMCO in October. Jayne Waters helped

with the set-up for refreshments and Dorothy Mercier was unable to attend, but sent cookies. DeBorah Young, Susan Moore and Carleen Walton were also at the seminar and asked to be placed on a mailing list for Central New York Chapter.

Nancy Wrenn, **Carolinas Chapter**, wrote that members and guests of the Carolinas Chapter met recently at Moore County Airport, Southern Pines, to honor their late member, Page Shamburger. A \$1000 check for the pipe organ restoration project of the Page Memorial United Methodist Church

in Aberdeen was presented to Page's brother, Chris, his wife, Elise, and the Rev. Julian Scott. Making the presentation were Nancy Wrenn and Chairman Sylvia Harris. The church dates from the 1800s and has figured prominently in the his-

tory of Aberdeen and with many members of Page's family. She was vitally interested in the restoration project.

Following the business meeting, the group adjourned for luncheon at the classic Pinehurst Hotel where Lori Griffith, co-author with Henry Holden of the recently-published *LADYBIRDS*, entertained with tales of her flying experiences. Lori is a B-737 Captain with USAir via Piedmont and is a recent transfer into the Carolinas Chapter.

Eileen Malan, vice-chairman of the Carolinas Chapter, was honored by the Southern Pines Business Association when she was presented the 1992 Page Shamburger Distinguished Service Award. Page was the first woman elected president of the organization and received the award in 1989. It was subsequently named in her honor. Eileen is a well-known realtor in the Sandhills, is the current president of the Business Association (the second woman to be elected to that office) and is heavily involved in community affairs. She also serves on the Moore County Airport Commission and finds time to fly a gull wing Stinson Reliant.

The **Colorado Chapter's** 1992 Mile High Air Derby took place during September. The racers began to arrive on the 18th for impound and a pre-race briefing. The route started at Centennial Airport in Englewood, CO; to Harriet Alexander Field in Salida, CO for a fly-by; to Pueblo Memorial Field, Pueblo, CO, for a fly-by and mandatory fuel stop; to Kit Carson County Airport in Burlington, CO, for another fly-by; and finally to the new Denver International Airport for the final fly-by and timing. The racers then returned to Centennial.

That evening at the banquet, various winners were announced and presented with their prizes and trophies and door prizes were given. First place: Mardell Haskins and Richard McInnes; Second place: Marilyn Rawlings and Mary

Jane Rios; and Third place: Chris Bentley and Ian Bentley. "Plans are already in the works for the 1993," wrote Anna Scholten, Secretary, Mile High Air Derby Committee.

New York/New Jersey Section Reporter, Jill Hopfenmuller, wrote that the National Aviation Club held its 8th annual luncheon to honor WOMEN IN AVIATION in October. Among the 10 women being honored were Pat Blum, a **Greater New York Chapter** 99 and Marilyn Kamp, **Central New York Chapter**. Pat Blum was recognized for her founding and continuing work of the Corporate Angel Network. Pat is the president of CAN. CAN coordinates the available seats on corporate aircraft on ordinary corporate business with the need of cancer patients to obtain treatment at distant facilities. CAN marked its 5000th flight in September 1992. Marilyn Kamp was honored for her instrumental work and development of "Operation Skywatch" in the United States.

The New York/New Jersey 99s held their fall meeting in October in White Plains, NY. Saturday was a relaxing day to mix time for friendships and seminars about the

Forest of Friendship, Membership, the fun that can be had at International Conventions. In addition, artist Naima Rauam donated her uniquely designed notecards for table favors and Bonnie Sue Rauch displayed her aviation photography portfolio.

BJ Ault, a 99 and FAA Accident Prevention Manager at the Farmingdale FSDO, Long Island, treated attendees to an upbeat talk on the encouragement she has received along her aviation career from many 99 friends. All nine chapters were represented at the business meeting and the new offic-



*In honor of
Page
Shamburger.
Rev. Julian
Scott
Elise and
Chris
Shamburger
and
Carolinas
Chapter
Chair, Sylvia
Harris*

ers and directors were installed. Governor Barbara Mead will be leading the New York/New Jersey Section "Back to Basics," encouraging all to fill the empty back seats as we fly and to help other women pilots.

Two guest speakers addressed the November 8th Annual Membership meeting of the **Garden State Chapter** at Allaire Airport. Twenty-six members and prospective members attended, the largest turnout for a meeting in recent memory. *Ninety-Nine News* editor and chapter member Ann Cooper presented a fascinating slide show on aviation art. It included everything from impressionist style painting to modern sculpture and Ann's narration brought the artworks to life for us all. Our second speaker was aerobatic instructor Marilyn Hubbard. Marilyn trains students in her Pitts Special which is based at Allaire Airport. She spoke of the joys of aerobatics with emphasis on how aerobatic training creates safer and more confident pilots. After the meeting we were invited to Marilyn's hangar for a close look at her gorgeous red bird. Chapter member Shelley Roedel sponsored the meeting and took care of all the special touches

including decorations and even a door prize.

Due to the great success of the Garden State 99s October Pennies-A-Pound at Trenton-Robinsville Airport, they were able to donate over \$400 to Mercer County Community College's aviation program.

Long Island Chapter's Bozena Syska wrote that 99s are spreading the word. Jill Hopfenmuller represented the Long Island Chapter at the annual Long Island-Mac Arthur Airport FSS Open House in September. Stephanie Mocilyn represented the members at the Easthampton Open House the same month and manning the 99s' booth at the First Annual Cradle of Aviation (THE aviation museum on Long Island) Open House were: Mary Ann Katsoulas, Jill Hopfenmuller, Doris Abbate and Sue Mirabel.

Doris Abbate, Mae Smith and Joyce Malkmes participated in a filming of a production by Pixie Bigelow Productions, Inc., Forever Green Television and Film Productions, Inc., in cooperation with Canadian 99s as part of the Skywatch Program, at Kamp Airport in September.

Marilyn Mc Laren-Smith flew with her 49 1/2, Adrian, to the Cessna 195 International Convention in Spearfish, South Dakota in September. Marilyn was elected to the board of directors of the C-195 Club. She met 99 Pat Ward from Louisiana who, with her 49 and 1/2 Roger, are hosting next year's 195 convention. After the convention, Marilyn and Adrian flew to Goodland, Kansas, for their annual, then back home to Long Island. Marilyn proudly said, "We flew 3,500 miles in 24 hours over 10 days for \$900 in fuel."

In October, the Long Island Chapter members once again took the children from the Ida Van Smith Flying Club up for rides. Flying were Mae Smith and one of her partners, Rich Burns, in their Cherokee 180; Pat Rockwell's partner Joe Bocci, who flew the kids in their Cessna 172. In addition this year, Matt Martin and Don McGovern, local pilots, gave rides. Ground personnel were: Jill Hopfenmuller, Ida Van Smith-Dunn, Sister Mary Loretta, Nancy Newmann, Gloria Bryant, Mar Ann Katsoulas and Dotti Campbell.

Dotti Campbell tried her first glider flight with the Long Island Soaring Association

in October at Brookhaven-Calabro Airport. Another bird in the making?

The guest speaker at the October monthly meeting was Trish Mesmer, a local pilot who flies and owns an AT-6. Trish disclosed fascinating information on the air-plane, and we might have convinced her to join The Ninety-Nines.

Doris Abbate served as parliamentarian for the South Central Section at the Joint South Central/Southwest Section Meeting in Albuquerque, N.M. She sat right in the thick of things at the mass ascension of 642 hot air balloons launched in less than two hours.

Members of Long Island Chapter wish Donna Harris a fond and tearful farewell as she departs to Virginia where her husband found a new job. We wish her success with her new chapter and hopes she never forgets us as we will never forget her.

Myrna Stephens, North Central Section news reporter, wrote that members of Indiana Dunes Chapter planned an exhibit at South Lake Mall in Merrillville, IN, as part of an aviation display in January. Three new Ninety-Nines have been welcomed

by Indiana Dunes. They are: Kandy Munson, Lori Anderson and Carol Wren. Two 66s have also been welcomed: Pam Martin and Jan Van Cauwenbergh.

An FAA Safety Seminar sponsored by Indiana Dunes a year ago resulted in a wedding for Dunes member Dee Bohman. Dee will marry Bob Nusbaum, a pilot she met at the seminar, on February 20th. Many happy hours of flying are in store for these two.

Indiana Dunes members celebrated Christmas and a new Private certificate for Carol Wren who passed her check ride the morning of the party, hostessed by Dee Bohman.

Jean Allen and Kathleen Sheeks, All-Ohio Chapter, flew the TV reporter and photographer covering the Young Eagles program. The two pilots, along with Sandy

Gordley, flew children for the program. Jean Allen was the recipient of the 1992 Achievement Award trophy. Jean has been flying for 10 years, owns a Cherokee Six, is a member of CAP, EAA, and Flying Farmers in addition to The Ninety-Nines. Jean, a nurse for a flight physician, passes on information about the 99s to female pilots and student pilots. She participates at the Oshkosh Tent, Dayton Air Show, and Buckeye Rally. Other members receiving recognition were Linda Blodgett, Peg Figley,



Celia Vanderpool with Cessna floatplane in Alaska, Summer of 1992

Sandy Gordley, Marcia Greenham, Cherri Hussan, Kathy Samuelson, Kathleen Sheeks, Judy Westerheide and Jean Wolcott.

Sandy Gordley, All Ohio, has been awarded a 3-year contract from the Wood County Regional Airport Authority. Her company is Northwest Ohio Flying Association, Inc.

From Barbara Meredith, news reporter for the Western Canada Section, comes the good news that Dr. Karen Bailey and David Baker made the delightful announcement that their son, Jonathan Norman Baker, joined their family in July, 1992 and tipped the scales at eight pounds. In anticipation of having the baby join them in the air, David is taking flying lessons and Karen has regained her Class I medical.

Western Canada's Governor Nancy Rand announced, regretfully, that members of

the Saskatchewan Chapter voted to disband. Their assets will be held in trust for one year in case the chapter reinstates. She also reported that the former Greater Winnipeg Chapter has been changed to Manitoba Chapter.

Members of British Columbia Coast Chapter had a number of fly-outs in 1992, the two most popular to Friday Harbor in the U.S. San Juan Islands with a short walk into town for lunch and the second to Pemberton. B.C. Coast members published a "Guide to Favourite Airports," and are pleased with the response it has received.

Manitoba Chapter members participated in a fly-in to Warren/Woodlands organized by the Manitoba Ultralight Association. Members are earning money by selling hockey and football pool tickets to beef up the scholarship fund in order to offer a scholarship to a woman pilot.

Members of Vancouver Island Chapter operated the Victoria Airport stop for the B.C. Coast chapter's poker run. A dilemma yet to be resolved is caused by some members of the chapter who do not care to be members of the International organization. Highly valued members, the problems arise with

such official programs as Operation Skywatch, chapter elections and the like. Lois Brown continues to be involved with aerial photography. Heather Wilkes is busy as a reserve member of the Forces. Roberta Taylor graduated from the University of Victoria with her Bachelor of Social Work and won a fellowship award to begin studies toward her Master's. Robbie is mentioned in the book covered in the last issue of *Ninety-Nine News*, "No Place For A Lady," written by Shirley Render.

Robbie, Special Projects Chairperson, noted that the Transport Canada substance abuse project is progressing with input from their chapter. Another special project being considered is to provide input to Labour Canada which is compiling a collection of writings on the topic of sexual harassment in various workplaces in Canada. □

From Ann Cooper, All-Ohio Chapter:

The title of Michael Sweeney's article, (GAN&F Second December Issue), *Little joy these days in 99s-ville*, is **wrong**. In focusing on the negative, much of the positive is obscured. There is much about which to be joyful in The Ninety-Nines.

As editor of the *Ninety-Nine News*, I daily process reports that detail the exhaustive efforts on the part of Ninety-Nines internationally to contribute to women in aviation and to aviation in general. Report after report tells of Scouts, and 4-Hers that are encouraged and taught; Air Bear programs that reach countless hundreds of grade school children; Operation Sky Watch flights that are made; National Intercollegiate Flight competitions that are judged; the state and local airport commissions that are served; and airports that are airmarked—to mention a few. Ninety-Nines offer active and intense community involvement. The Ninety-Nines' scholarship program is alive and well, benefiting many with educational opportunities and advanced ratings and certificates. A unique camaraderie is enjoyed by Ninety-Nines.

Ninety-Nines join with the FAA to sponsor hundreds of Aviation Safety Seminars and, in partnership with AOPA and the EAA, volunteer with programs that enhance the Young Eagles programs and offer clinics for those with fears of flying. Ninety-Nines sponsor educational seminars that are open to all who are interested in aviation.

The Ninety-Nines is composed of some of the most outstanding pilots in the U.S. and the world. I cannot possibly find the space in the *Ninety-Nine News* to name individually each of the brightest and the best. Ninety-Nines include medical doctors, attorneys, participants in the Olympics, mechanics, air traffic controllers, pleasure pilots, instructors, officials of the FAA, astronauts, military pilots, airline pilots—the list is endless.

Internal strife is limited to a small contingent. What a shame to neglect the vast talents and contributions of the majority. I reiterate, **THERE IS MUCH FOR WHICH TO BE JOYFUL IN THE NINETY-NINES.**

From Judy Logue, Wyoming Chapter:

I have been out of the Ninety-Nines loop for several years, but I eagerly read the *News* to learn what activities my friends around the world have been initiating.

My distancing from The Ninety-Nines, Inc., has allowed me to see how significant our organization is in a historical perspective. Ninety-Nines are of the most privileged population of women in the world. Even the most isolated Ninety-Nine has that common wealth of intelligence, passion, initiative, and courage. Put 7,000 of these individualists together and one has the perfect combination for conflict! That's good. Conflict is a vital symptom of change and conflict resolution is a tool of growth.

However, I find the recent attempt by a regional aviation tabloid to sensationalize conflict between individual Ninety-Nines very disturbing. I think it's incredible that a couple of Ninety-Nines have managed to draw so many well-intentioned individuals into their wars and have sustained the action for so many years. This is not ethical conflict resolution. It's a game of power and control which undermines lifetimes of good work by so many honorable members.

This is a problem that cannot be solved from the top down. Resolution must start with each individual member who must build a base of honesty and trust within her own chapter. I ask that every individual Ninety-Nine recommit her spiritual wealth to healing this hurt organization. Commit to practicing ethical communication and conflict resolution. Exercise courage in confronting any other Ninety-Nine who will not honestly work openly and directly to resolve issues.

If we do our part, those in leadership can direct this wonderful organization to an even greater place in women's history.

Synopsis by Anita Hapka Taylor

Northwest Section 66 Chairperson Helen Eades recently conducted a survey of their student pilot programs. Responses received from 12 Chapters revealed there are 22 active 66s in the Northwest Section. Referrals from local CFIs and FBOs were the most common means of attracting student pilots. Two of the 12 chapters responding have membership goals and only one chapter had a special program aimed at student pilots. These two chapters accounted for 10 of the 22 active 66s.

When asked why they believed student pilots were attracted to the 99s, responses varied from, "because it's a women pilots' organization," and "because it provides aviation-related support," to, "because it provides status, prestige and a sense of belonging."

Concern was expressed over the low retention of students as 66s and ultimately active 99s. This appeared to be the case even in chapters with special 66 programs. In response, Helen offered these recommendations:

At the Chapter Level, new members, especially student pilots, must be the focus of individual attention by all chapter members. This includes a warm welcome with continuing interest expressed in them. Adopt a "buddy" system for students, assigning each to a senior chapter member. The "buddy" takes responsibility for assisting the student throughout her training period and keeps her involved in activities of 99s.

At the Section Level, encourage the establishment of new membership goals, programs, and creativity in overcoming the challenges. Set up annual awards (plaques, certificates, etc.) for the most effective programs. Use a column in the Section newsletter to publicize the availability of recruiting materials as well as to highlight successful chapter programs.

**Due to unavoidable circumstances,
we regret that the
World Aviation, Education and Safety Congress has
been postponed until March 1994.
India Section Governor Chanda Budhabhatti
will provide additional details at a later date.**

ORAL HISTORY PROGRAM

by Gene Nora Jessen

THE NINETY-NINES RESOURCE CENTER ARCHIVES

Archives (ar'kivz), n. pl., a place where public records or historical documents are kept. By The Ninety-Nines. On women pilots.

No one awoke one day and said, "Eureka. Today's the day we start collecting historical documents." History just happened while we were busy flying. Such people as Verna West and Ruth Rueckert and Page Shamburger and Glenn Buffington, who have historical awareness in their bones, collected articles and saved photos and stacked boxes in their basements. When we put together a 50th anniversary history of the organization, the packrats came forth with their photos of early pilots, original letters from the founders, "junk" which turned into memorabilia and, lo and behold, we had archives.

Soon we outgrew our practically new building in Oklahoma City (due to membership growth, I hasten to point out, not our burgeoning "historical stuff"), and enthusiastic, ambitious members gathered together a half million dollars with which to build a much larger building. By this time we were sophisticated enough to recognize that we had ARCHIVES.

We constructed an archives room with state-of-the-art fire protection, outside wall fortification to protect old documents from the effect of airport radar, and humidity control. We advised contributors of the safety and preservation of their historical treasure of the paper variety. We became a recognized major source in the aviation and museum worlds.

Many friends with a special interest in archival materials have helped The Ninety-Nines with their collections. Dr. Larry Sall, Associate Library Director for Special Collections at The University of Texas at Dallas is our generous and knowledgeable consultant. He is shown in the photo in the archives room reviewing arriving collections not yet ready for display. Our Executive Director Loretta Gragg is also shown in the archives. Though not trained formally as an archivist, Loretta's special love of the early women pilots and their colorful stories makes it hard to chain her to her desk away from the archives. When members and friends run across interesting paper treasure, we hope they will send it along to the 99s Archives where it will be treasured, restored and safely cared for.



Loretta
Gragg
and
Dr. Larry
Sall



New England Section has high hopes of welcoming a new chapter: Katahdin Wings of Maine. A charter is in the works after a meeting in Kennebunkport at Jean Briggs' home. Laura Read introduced Hut Ferree who outlined the history and activities of The Ninety-Nines. Officers, a name (Mt. Katahdin, "where the sun first touches the U.S."), meeting date and dues are decided upon, and committee chairs appointed. Kellie Sbardella is making arrangements with the FAA for a meeting to be held in the terminal building of Portland International Jetport at 6:30 p.m. to discuss a jointly-sponsored safety seminar. Hut presented a scrapbook to members of the future Chapter.

Nancy Tier, Connecticut Chapter and Charter Member of The Ninety-Nines, was honored by the members of the chapter at a dinner held at New Haven Airport. Nancy shared anecdotes of her early days of flying (her most valuable companion on flights was her tool kit when she considered six forced landings minor inconveniences), and showed slides and a movie of many wonderful historical flying events. Nancy's honors and activities in aviation, and in particular women in aviation, have been many since August 9, 1930 when she received her license signed by the NAA's "Contest Committee"—Orville Wright and G.W. Lewis. Now in her 83rd year, she often goes out to the Canaan Airport for a flight in her Cessna 170A named "Dillie."

When asked, "Aren't you afraid to fly?"

Nancy answers, "Imagine doing something for over 60 years that you're afraid of!" Nancy was presented with a flight suit made by Chapter Chair Debra Dolan and embroidered with "Dillie" on the back, a drawing of "Dillie" by Denise Dostoler, and a beautiful model of Amelia Earhart's Vega. The New England Section celebrates Nancy's 65th year of continuous flying.

Congratulations, Nancy!

Air Racer Sue Nealey describes the ...

First Round the World Air Race

The Russian air traffic controllers called us "Women-Girls" and re-routed us on a longer route, around mountains and weather, trying to protect us. We warned them that they needed to change their way of thinking toward women. In Moscow we met a general at the French Embassy who lectured us on the foundation and base of life, "that women should be home having babies and not competing with men."

Now that Russia was open, for Sue Nealey and Faith Hillman being part of this historic race was a dream come true. Both are experienced pilots. Nealey has been flying for over 20 years and is multi-engine, instrument rated and has flown aerobatics for over a decade. Hillman has been flying for over 20 years, has more than 11,000 flight hours, and holds an airline transport and flight instructor certificates. She is currently employed by Continental Airlines as a first officer on Boeing 747s. In 1990 they flew a 1954 Tri-Pacer from London to Australia and, though it took persistence, were the only women team to finish.

The Arc-en-Ciel race started in Geneva, Switzerland and ended

in Cannes, France, with 10 mandatory stops through Finland, Russia, United States, Canada, and Greenland. All 26 entrees were handicapped from their aircraft hand book using their best speed. Nealey and Hillman flew the Nealey's family plane, a Cessna 310. Stripped of extra seats and carpeting and equipped with 215 gallons of fuel, we maintained 98% of the 191 knots best speed and ended the race in a very credible 4th place. Preparation was extensive and it took months to organize the many items needed for the race. We had two global positioning systems from North Star which enabled us to know our position at all times as the race officials warned us that Russians would force down anyone who wandered off the route.

We had mailed letters prior to the race to many women pilots, inviting them to meet us during the race. In Russia, Galena Korchuganova, 1968 aerobatic champion and MiG test pilot, welcomed us. We had lunch with Galena and several other retired pilots the next day at a small aviation library and Kay Roam, Arizona 99, also joined us

with her son. In Fresno, California, we were delighted to meet many women pilots who came out to cheer us on. We wanted women all over the world to see what can be done and to promote women in aviation.

I was disappointed to read in the October issue of the *Ninety-Nine News* that we were quoted as having been warned of mountains and then reprimanded by air traffic controllers. Neither of these happened. A retraction was printed and we trust a correction has been made.

Whether you win or lose, come in first or last, if you compete fairly and give your best, you are a winner! All the teams arrived safely and they all deserved a big round of applause. Without them you wouldn't have a race. Faith Hillman and I want to thank all our sponsors for allowing us the opportunity to promote unity in aviation and to set 32 Unlimited Speed records.

What's next? Who knows? We know anything is possible!

If you are interested in the Around-the-World or the Tri-Pacer Adventure, contact Sue Nealey at 708 985-3009.

NOTAM

Intent to Seek Election Forms Are Due MARCH 1!

Forms are in your Membership Directory and on page 12 of this issue.

Please submit to International Nominating Chairman June Leach,
1005 Tularosa Ave., Tularosa CA 92666.

NEW RATINGS, CERTIFICATES, and AWARDS



Julie Collinge	Garden State	Commercial
Linda Langenfeld	NY/NJ Section	IFR
Sharon Ziegler	High Country	IFR
Mary Lou Romagno	Bakersfield	IFR
Luanne Gibson	Long Beach	1st Officer, MD-80, AA
Terri Manriquez Brubaker	Long Beach	1st Off., Metroliner, Air West
Tanya Cardono	Long Beach	CFI
Connie Farmer	Long Beach	ME, Commercial
Vicki Norton	Long Beach	ME
Lori Papp	Long Beach	IFR
Katy Gordon	Mount Diablo	CFI
Kathryn Smither	San Fernando Valley	IFR
Kay Underwood	Sierra Foothills	CFI
Joanne Soucy	Connecticut	IFR
Ruth Roy	Connecticut	IFR
Carol McNeil Golder	E New England	ME
Mia Donnelly	E New England	ME, Comm, IFR
Peg Figley	All-Ohio	CFI
Roxene Zollinger	Los Angeles	CFI
Diann Laing	Nevada High Sierra	ME, IFR
Debbie Giese	Nevada High Sierra	B-737 Type rating
Melissa Snyder	Redwood Empire	CFI
Rosemary Emhoff	Central Illinois	MEL
Linda Hamer	Central Illinois	CFI, CFII
Linda Schumm	Central Illinois	CFI
Robyn Sclair	Northwest Section	Captain, Dash 8
Anita Taylor	W. Washington	Commercial Sea
Lori Brand	Columbia Cascade	CFI Glider
Jane Roosevelt	Columbia Cascade	CFI
Tina Pomeroy	Montana	Commercial
Laura Winkelmann	Greater St. Louis	CFI&I
Pam Croak	Greater St. Louis	ME IFR
Nancy Gavel	Greater St. Louis	Gold Seal CFI&I
Wrenn Redford Herman	Carolinas Chapter	CFI&I
Helene Eades	Rainier	CFI
Jeanen Rodgers	Rainier	Commercial
Gwen Kleeman	Western Washington	IFR
Cheryl DeShon	Western WA	ATP

WINGS PROGRAM



Ilene Helfand	Chicago Area	IX
Jean West	Central Illinois	VIII
Margy Leggett	Mid Columbia	VII
Jean Allen	All-Ohio	VII
Anne Honer	E New England	VI
Lois Van Zelf	Mt. Shasta	V
Diana Syriac	E New England	IV
Bonnie Porter	E New England	III
Marilyn Moody	W. Washington	III
Chris Murdock	Indiana Dunes	III
Jeanne Baston-Lesnik	Montana	II
Anita Taylor	W Washington	II
Pat Theberge	E New England	II
Paula Rooks	E New England	II
Mary Anne Katsoulas	NY/NJ Section	II
Sheila Malbrain	Western WA	I

NOTAMS

EMBRY-RIDDLE, PRESCOTT, OFFERS VIDEO TAPES

Many saw the video titled "99s—Awesome Women Pilots" at the Embry-Riddle Aeronautical University luncheon during the Women in Aviation Conference in Las Vegas, March 1992. The response was so overwhelming that it is now being offered to all 99s by Embry-Riddle's Prescott, Arizona, Chapter of The Ninety-Nines.

The video follows the history of the 99s as they overcame all obstacles to "Fly Free." You'll also meet several of the younger 99s as they reveal their dreams for the future. Written and produced by Embry-Riddle Humanities Professor Luanne Lea, the tape is a wonderful recruiting and educational tool. It is also a tape you will want in your permanent library. The cost is \$10 plus \$2 for postage and handling.

Proceeds from the sale will be placed in an endowment established by 99 Nancy Sliwa, wife of the President of Embry-Riddle, for the "Women's Achievement Award Scholarship."

To order, make your checks payable to ERAU and send to: Joyce Laabs, Director of External Affairs, Embry-Riddle Aeronautical University, 3200 Willow Creek Road, Prescott, AZ 86301.

WOMEN IN AVIATION CONFERENCE

The fourth annual Women In Aviation conference will be held March 4-6, 1993, in St. Louis, MO. The conference, sponsored by Parks College of Saint Louis University, is the world's premier event that focuses on issues relevant to women in aviation. This year's event is expected to draw more than 600 participants from the U.S. and abroad. The conference offers those who attend opportunities to share, learn and to address all aspects of women in aviation—"from careers to training to managing," said Dr. Peggy Baty, Associate Vice President and Dean of Parks College and director of the conference.

The 1993 event will be held at the Hyatt Regency in Union Station, close to major downtown St. Louis sights and a tour of Parks College will also be included.

In addition to three days of informative

sessions, the conference will feature prominent speakers and guests including Camille Keith, Vice President, Southwest Airlines; Emily Howell Warner, the first female airline pilot hired by a modern major carrier; Wally Funk, first female NTSB aviation investigator; and author, William Kershner. For more information, call Hilda Ramage at 618/337-7500 ext. 203 or write Women In Aviation Conference, Parks College, Cahokia, IL 62206.

WOMEN MILITARY AVIATORS, Inc.

Women Military Aviators, Inc., hopes that you will be interested in membership. A Regular membership is open to WASP, women graduates of military pilot and navigational training programs, and aircrew members—a military officer or enlisted personnel who successfully completes a formal course of instruction leading to designation as a flight crew member aboard aircraft and/or flight status eligibility for purposes of collecting flight pay.

An Associate Membership is open to individuals who actively promote the advancement of women military aviators and the documentation of their historic achievements. Non-member support can be offered by organizations that support and/or represent women military aviators in their efforts to continue to open career opportunities to military women through the education of the public sector on the history of women in military aviation.

Membership dues are \$15 annually, payable to WMA, Inc. Entitlements: four newsletters annually, annual roster, and convention eligibility. Mail a check to WMA Membership, C/O Linda McTague, 13541 Lord Baltimore Place, Upper Marlboro, MD 20772.

5th ANNUAL TRANS-ATLANTIC FLIGHT SEMINAR

To be held 5-7 March, 1993, the Transatlantic Flight Seminar will be the most current in a series that have trained more than 60 pilots from 11 different countries for their first Atlantic crossing. Supported by: Transport Canada Aviation, Hotel Loftlendar, Jeppesen and Farner Air Transport, the seminars deal with: pilot and air-

craft preparations, flight planning, routing, special weather conditions, radio communication, flight procedures, ditching, search and rescue—important data for those considering an Atlantic crossing. For further information in the U.S.: Mrs. Ruth Stafford, Route #1, K-6, Lake Lotawana, MO 64063, USA; telephone: 816 578-4161. In Europe: Mrs. Mirjana Fritsche-Ivanovic, Ob. Bodenbergstr. 21, 6353 Weggis, Switzerland; tel: +41 - 41- 93 29 64.

AIRLINE CAREER SPECIALISTS

Kit Darby, formerly with FAPA, is now the president of a new company, Air, Inc. Airline Career Specialists. Offering special reports, personal guides for professional pilots entering the airline pilot job market, and *Airline Pilot* monthly and airline career decisions updates, the company might have resources that interest YOU.

Contact: Becky Dean or Kit Darby, 201 Smokerise Trace, Peachtree City, GA 30269; call: 404 487-0494 or FAX: 487-5988.

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 June Leach. □

**Deadline
for
Nominations
MARCH 1**

MARION CLARK CLENDANIEL

Marion Clark Clendaniel, Charter Member, died October 23, 1992, of a heart attack in Concord, Massachusetts. She was born in Baltimore, Maryland, in 1903 and later lived in Vermont and Maine. Survived by her son and two grandsons, Marion Clendaniel spent her life as a musician and as an avid sportsperson. She graduated from the Oldfields School and the Peabody Conservatory of Music and became a professional violist and cellist. She was an accomplished sailor and she sailed her Ensign almost daily until the age of 85. A skier and bobsledder, she assisted with the Winter Olympics held at Lake Placid in 1932 though women were not allowed to compete. In 1934 and 1935, she was the AAU junior two-man bobsled champion and the first woman to win a title on the Mt. Van Hoevenberg Olympic run. In 1929 she became the first licensed woman pilot in Maryland, joined the original ninety-nine Ninety-Nines and was part-owner of a Curtiss-Wright biplane. She also demonstrated planes for the Fairchild Aircraft Company. Her son Bill Clendaniel wrote to Diana Nichols, "Until the end she was active and alert. ...She certainly had a good, long life and I'm grateful she went so easily. I found your nice letter to my mother, written in 1990, in my father's things. His written comment: "Both these nice girls stopped by for an hour's visit." Our sympathies to her family and friends.

CHARLOTTE HAMMOND

Long fascinated by flying, "I like the sense of freedom," she used to say, Charlotte earned her private pilot's certificate with the help of the Captain Semmes Scholarship administered by the Imperial SO-LO Chapter. She became a member of The Ninety-Nines and continued her training to become an instructor.

Charlotte was driving to the Imperial Airport to give a flying lesson when a farming truck pulled in front of her, causing a fiery collision. The automobile crash caused the loss of her hands and her feet.

After her accident, she vowed to return as much as possible to her old life. She learned to walk and paint with prostheses and drove a specially-equipped pickup truck. She took

French lessons, studied art and literature and was accepted at California Western School of Law in San Diego. She was scheduled to begin classes in January.

Charlotte was an FAA-designated written test administrator, on the board of directors of the San Diego Aerospace Museum and in the Handicapped Pilots Association. The 31-year old El Centro, California native passed away in her sleep from a lung ailment at her home in Rancho Santa Fe. Members of the Imperial SO-LO Chapter deeply regret her loss on August 21, 1992 and will honor Charlotte in Memory Lane in The International Forest of Friendship in Atchison, Kansas, June, 1993. *Submitted by Mari Hurley.*

ADELINE FISET ANDERSON

Adeline Fiset Anderson, a Charter member of The Ninety-Nines, passed away on January 13, 1992. At the time of her death she was 91 years old and still living in her home in Northridge where she had lived since the 1950s. Adeline was the second licensed pilot in Missouri and she continued flying until the age of 65. Adeline and her husband were both pilots and together they operated a flying school in Kansas City in 1928. She moved with her husband to Los Angeles in 1930 where she became a friend of Pancho Barnes, both flying out of the same field. We all regret the passing of another of our treasured ladies. *Submitted by Eleanor Todd, Historian.*

CANDY BARKER

It is with great sadness that members of the Kansas Chapter report the loss of Dorothy Barker's daughter, Candy. Dorothy wrote a thank you for the Kansas Chapter's gift to the Diabetes Assn. in Candy's memory. "She was as sweet as her name." Our thoughts and prayers are with Dorothy and her family. *Submitted by Bonnie Tassa*

RAY MURDOCH

Ray Murdoch, 49 1/2 of Reggie Murdoch, Phoenix Chapter, passed on to new horizons. He was a former Air Force fighter pilot and POW. He will be missed by all who knew him. *Submitted by Kathleen Browne.*

NINA ROOKAIRD

Nina Rookaird, Redwood Empire Chapter, passed on to new horizons. Nina was an avid supporter of Aerospace Education. Donations for Aerospace Education Scholarships can be made to International in Nina's name. *Submitted by Kathleen Browne.*

DEE BARRETT

Dee Barrett passed to new horizons in August. Memorials are requested to be directed to the Oncology Unit of Mercy American River Hospital. *Submitted by Kathleen Browne.*

I. H. SPIKES

On November 8, 1992, I. H. Spikes, 49 1/2 of Virginia Spikes, San Antonio Chapter, passed on to new horizons. He was very active and supportive of the Ninety-Nines for 22- plus years. In fact, when Virginia earned her certificate, I.H. told her to join the 99s! We all will miss him. *Submitted by Bonnie Tassa.*

HAL OTIKER

Illiana Cardinals Chapter members extend their sympathy, prayers and love to member Toni Otiker who lost her 49 1/2 Hal to cancer during the first week in October. *Submitted by Myrna Stephens.*

CARL W. DREBING

Carl W. Drebing, honored 49 1/2, husband of Mardi Drebin, Renaissance Chapter, died November 12, 1992 of a heart attack. He was an active supporter of all the chapter's activities and will be greatly missed. *Submitted by Myrna Stephens.*

ERIN DARDEN

Erin Darden, one of Georgia's earliest female pilots and a friend of Amelia Earhart, died on November 8, 1992, at her home in Dunwoody, Georgia. She was 92. Erin was a charter member of the North Georgia Chapter. During WWII she served in the Cincinnati Civil Air Patrol. Members of North Georgia Chapter are making a donation to the Amelia Earhart Scholarship Fund in memory of Erin and in sincere appreciation of her contribution to women in aviation and The Ninety-Nines. *Submitted by Julie Oster.*



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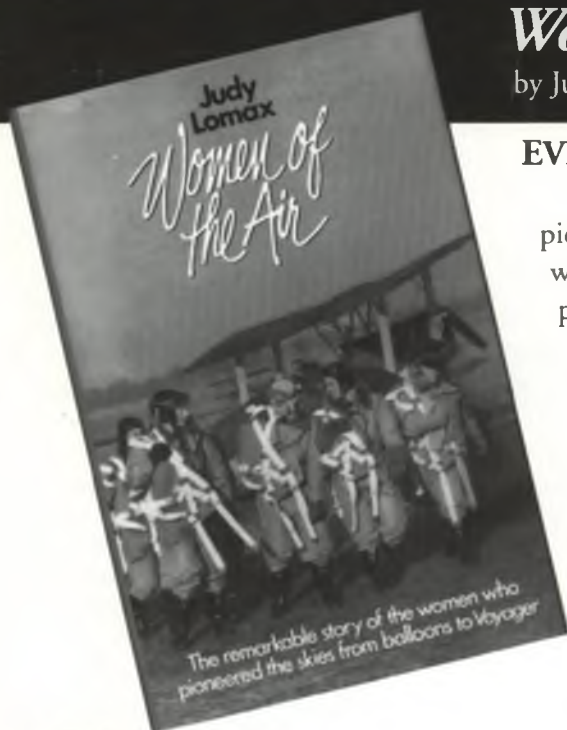
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