

# NINETY-NINE *News*

THE INTERNATIONAL WOMEN PILOTS MAGAZINE

March/April 1993

- A TASTE OF THE VAPORS
- EMERGENCY MANEUVERING
- THE PEPSI SKYWRITER!





## Better Flying Weather Ahead!

In the central U. S., winter begins to fade sometime during the month of February. (Of course, at the moment Oklahoma City is blanketed with several inches of snow and startled by a bitter North wind.) But, it's no longer dark when I drive home from the office, so I know the days are getting longer.

Speaking of the office, we display a new quote, or thought for the day, every day. Today's just seemed to put a bit of perspective on some of the comments I've been receiving by fax and mail. Opera star Beverly Sills said, "You may be disappointed if you fail, but you are doomed if you don't try."

Maybe the renewal that springtime brings to our world is just that - an example of what it is to try. The natural world awakens and brings us another season to relish, another chance to make a difference.

Speaking of making a difference, in her all-too-short tenure on the International Board of Directors, Bonnie Gann certainly did that. We'll miss her positive contribution while we also welcome Mary Lou Waite, who has been appointed to complete Bonnie's term.

Looking ahead, we have a busy spring and summer palate of activities from which to choose. By the time you read this, you'll be attending, or planning to attend, your spring section meeting.

Right on the heels of these gatherings will come mailings from International containing proposed Bylaws for your consideration. You'll also be receiving proposals from the Nominations and Elections and Standing Rules Committees, both mandated by delegates at the 1992 Convention in Kansas City. Their proposals will come before the delegates for consideration at the 1993 Convention in Portland, Ore. USA.

At about the same time, your chapter chairman will receive the appropriate number of delegate slips from the Credentials Committee, well ahead of the August 11-14 Convention. All these steps in our governance procedure will bring us to the Business Meeting in Portland, an opportunity for each of you to participate in the conduct of the business of your organization.

Take the time in your chapter meeting to discuss the proposals before you, as well as the qualifications and philosophies of the candidates who are running for positions on the Board of Directors. If your chapter should not be represented by members in Portland, make sure that your delegate slips and your wishes are conveyed to a neighboring chapter that will be represented, or to your section governor or an international board member.

This is your organization: its management and governance is directed by you, the individual member, through the power of your vote. Decide for yourself how you wish to be governed. Besides gaining great personal satisfaction, you'll be giving a part of yourself back to the 99s ... a very worthwhile organization composed of diverse, energetic women who love to fly.

Happy Springtime Flying!!!

### **Insurance Information**

*Spring, with better flying weather, is just around the corner and our flying activities will be on the increase. Be sure to allow plenty of time to contact Susie Sewell for your chapter event insurance coverage.*

*You may reach Susie by calling (405) 943-0663. An answering machine will record your message, should she be away from the telephone.*



## All Eyes Sky High! Suzanne Asbury-Oliver is the Pepsi Skywriter

story and photos by Ann Cooper

No one goes skywriting with her, but a few lucky souls can hop into the blue in her Pepsi skywriting Travel Air, a vintage craft that dates to 1929 and drips with nostalgia. Pepsi Skywriter™ Suzanne Asbury-Oliver paints the sky with PEPSI and smiley faces. She draws eyes sky high at over 30 events per year.

Home is Bartow, Florida and Morrison, Colorado, although, like geese, she and her husband, Steve, migrate. They spend a short winter getting airplanes into prime condition doing a bit of skiing, and the rest of the year is spent in the air.

Suzanne's father involved her in his interest—sailplanes. She explained, "When my dad discovered that I could solo at 15, he asked instructors in Oregon to start teaching me at 14. We pursued it together. I started power lessons after high school."

She became a flight instructor by age 18. "I was flight instructing and simultaneously adding CFII, ME, and ME-CFI. I'd been teaching flying for two years when Pepsi ran an ad for someone to fly this," she said, gesturing toward her biplane.

The corporate interviewer admitted to a four-foot high stack of applications, but that didn't discourage Suzanne. A month later Pepsi representative Jack Strayer called. "I'll be in Oregon. Round up a taildragger for us to fly after we talk."

Strayer asked Suzanne, who had arranged for a Super Cub, her ordinary seat and when she indicated the front, he immediately climbed into the front and directed her into the back with its blind view. Hiring test pilots for Grumman Aircraft, he made it a practice to put them into situations they'd never faced, believing that a pilot reveals a great deal in reaction to a new situation.

Inviting her to fly with him for a three-month trial, Strayer flew with her for a year. Suzanne said, "He taught me the art of skywriting before he died very unexpectedly. Pepsi was unnerved. The company had readied a full schedule for the airplane and wondered about a young girl left handling it.

# NINETY-NINE *News*

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MARCH/APRIL 1993

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

President's Message .....	2
The Pepsi Skywriter .....	3
Emergency Maneuver Training .....	4
A Dynamic 99—Michelle Marceau .....	5
Calendar .....	7
A Book Review—Instrument Pilot's Survival Manual .....	8
Section News .....	9
Your Aviation Career .....	15
Getting to Know Us .....	17
Oral History Update .....	18
New Certificates, Ratings, Wings Program .....	19
Notams .....	22

They considered cancelling the season; then took a 'wait and see' attitude. The tour was a complete success—thanks to Suzanne! The job was intended for two, but she carried it off for the crucial first year and for the following year as well. Kudos to her for her talent and perseverance.

During the second year, she met Steve Oliver—banner-towing, aerobatic, air show pilot, mechanic, and good-looking guy! A Stearman pilot, Steve provided maintenance on the Travel Air. Pepsi gave blessings to the duo as they combined their lives and their talents. Steve now flies the Pepsi Skydancer. They perform singly and at the same functions. (See their photo below.)

Her 1929 Travel Air D4D biplane, powered by a Wright Whirlwind 350-hp radial engine, weighs close to a ton and cruises at 120 mph. "The airplane works so hard all year long to keep up with the travel and the sky writing, we don't put it through any aerobatics," Suzanne said; then she smiled and added, "Oh, a few loops or a roll just for kicks, perhaps. We have a hard enough time keeping everything going for nine air show months, 30 to 35 cities in each of which we fly a minimum of three days, skywriting three or four times each day. Actually, the logistics

of moving two bodies, three airplanes, and one motor home leaves little excess time. It gets kind of wild." 1993 will be Suzanne's 14th year as a skywriter.

In 1924, Clyde Cessna, Walter Beech and Lloyd Stearman designed the Travel Air and produced them from 1924 until 1931. Suzanne's has the speed wing, the thin wing added to the 6000 series for racing. "The thin wing increased the stall speed and made this Travel Air 'hotter' than its predecessor. As a trainer, the speed-wing Travel Air would have been fairly dicey to handle," Suzanne explained. "It would have required someone with a bit of experience to handle the high landing speed—about 75, in comparison to the crafts that were landing at 30 and 35-mph in those days, and it's blind."

*please turn to page 7*





A movement to change the face of flight training has been gathering momentum. The goal of improving pilot proficiency through a branch of specialized training is classified as Emergency Maneuver Training. With a course that includes spin training and confidence and safety courses, EMT™ has been a focal point of the movement.

Emergency Maneuver Training was born in the mid-1970s at the Johnson School of Aerobatics (aka The Pitts Stop) on Santa Paula Airport, California. Renowned flight instructor and aviation education pioneer Sammy Mason developed and implemented a basic five-hour course advertised simply as the *Safety Course: Emergency Conditioning Course*. This course was designed to fill the gaps evident in primary flight training.

In 1984, legendary Lockheed Chief Test Pilot and staunch safety advocate Tony LeVier established a non-profit organization called Safe Action in Flight Emergencies, or S.A.F.E., with a goal of promoting and encouraging unusual attitude training within the general aviation community. S.A.F.E.'s primary mission was to solicit donations earmarked toward \$50 and \$100 flight scholarships to offset some of the cost of actual training. The recipients of these funds, however, needed a reputable school or school at which they could redeem S.A.F.E. training certificates.

LeVier and his long-time friend, Sammy Mason, formulated a plan to combine their efforts: S.A.F.E. would promote and disburse funds for unusual attitude training while The Pitts Stop would provide the hands-on experience. To become the very first S.A.F.E.-approved school, The Pitts Stop was renamed Aerobatic Safety Unlimited (ASU). The name change, it was hoped, would shift emphasis away from aerobatic training and onto safety training. Simultaneously, the content of the *Emergency Conditioning Course* was updated and given a new title, *Emergency Maneuver Training Course*. This became the first S.A.F.E.-endorsed program in the country. Soon afterwards, S.A.F.E. recognized similar courses offered at two other California-based aerobatic schools.

CP Aviation Inc., acquired Johnson's flight school in 1987 and Rich Stowell

# Emergency Maneuver Training: EVOLUTION OF EMT™

by Kathleen Jaffe, North Jersey 99s

became CP's Chief Aerobatic Instructor that same year. Drawing on Mason's vast experience and the store of aviation knowledge available at Santa Paula Airport, Stowell proceeded to revitalize and refocus the Emergency Maneuver Training Course, using elements from this and three other courses. Once a syllabus was developed, it was submitted to S.A.F.E. for approval under the acronym, EMT™. With S.A.F.E.'s endorsement, CP Aviation assumed the role of S.A.F.E.'s flight training headquarters.

EMT™ is a 10-hour program (five hours of ground instruction plus five hours of flight) and it formed the basis for a series of critically-acclaimed educational videotapes produced by Precision Productions Aviation Videos, Portland, Oregon. Rich Stowell published his first book in 1991, *PARE™—The Emergency Spin Recovery Procedure* (reviewed in a previous issue of *Ninety-Nine News*) and has scheduled the release of another, *Emergency Maneuver Training—How To Control Your Airplane Before It Controls You* for early this year, 1993.

CP's EMT™ Program has been accepted by the Van Nuys, California, Flight Standards District Office as satisfying the intent of the FAA's Pilot Proficiency Award Program (WINGS Program). Pilots receive an FAA certificate of completion and a distinctive WINGS lapel pin when they complete the comprehensive EMT™ (covering stalls, spins, inverted attitudes, control and powerplant failures, off-airport landing and recoveries from unusual attitudes) and add the written and video support materials to their personal aviation libraries. These pilots also receive a \$50 S.A.F.E. scholarship (\$100 for CFI Applicants and CFIs).

CP's success has opened the door for a network of affiliate schools, equally qualified to provide the same EMT™ Program that is offered in Santa Paula. This network is linked by the common EMT™ training syllabus and techniques, is S.A.F.E.-approved, and employs instructors who are supporting members of the International Aerobatics Club, the National Association of Flight Instructors and the FAA Accident Prevention Program. AtTech™ Aviation Inc., operated by CFI Dave Smith in Marlboro, New Jersey, is the prototype EMT™ Affiliate school and has been in operation since the summer of 1992. Additional affiliates are working with CP Aviation toward full scale operation.

Due to the widespread success of CP's EMT™ Program, coupled with the tireless promotional efforts of Tony LeVier and the efforts of other S.A.F.E. schools, "Emergency Maneuver Training" has become common parlance among aerobatic schools and others involved in aviation education. The 1992 International Aerobatic Club (IAC) Directory of Aerobatic Schools, for example, lists no less than thirteen facilities offering courses under Emergency Maneuvers or Emergency Maneuver Training. Other aerobatic schools advertise Emergency Maneuver Training as well.

The number of S.A.F.E.-approved flight schools has grown from three to 10; they are located from California to New York. Each one issues S.A.F.E. scholarships and provides their own valuable brand of Emergency Maneuver Training services. The Experimental Aircraft Association (EAA), an organization 130,000 members strong, recognized the significant role this training philosophy will play in the future of general aviation. As a result, EAA offered to administer and promote the S.A.F.E. scholarship program. LeVier agreed to transfer S.A.F.E. over to EAA in December 1992 during the celebration of the 89th anniversary of the Wright Brother's first flight.

While much work still needs to be done, S.A.F.E., the Emergency Maneuver Training philosophy and the EMT™ Program have grown from humble beginnings to widespread acceptance by the aviation community. The expansion of the S.A.F.E. scholarship program through an organiza-

Please turn to page 7.



**NINETY-NINE News**

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From her article in *The Michigan Flyer*.

## Michelle Marceau's *"A Taste of the Vapors"*

To a newly minted pilot, IFR flying usually conjures up images of dark and stormy nights, howling winds, pounding rain and jaw-wrenching turbulence. I'd always listened, enthralled, as seasoned weather veterans spun fantastic hangar tales of primordial conditions in "the soup," even as the more moderate members of this group admitted (under duress) that most clouds ranked somewhat below meteorological Goliaths and were actually terrific fun to fly through. Eager for my own first taste of the vapors and ready for the next challenge in the never-ending aviation learning process, I thus dutifully absorbed *Weather Flying*, *Severe Weather Flying*, *Weather and the IFR Pilot*, *Instrument Flight Training* (by the FAA's Sominex division), and then signed up for the first IFR lesson.

It naturally followed that a semi-permanent high pressure system settled in. The clouds that always pursued me relentlessly during VFR cross countries disappeared, and for weeks I wore a little plastic cumulus on my head to mimic instrument meteorological conditions (IMC) as brilliant sunlight streamed in the Skyhawk's windows. The flight simulator cubicle was no better in providing genuine in-the-clouds flavor and even further whetted my appetite for real IFR. Moreover, something about a lopsided logbook score, simulated IMC: 33, Actual: Zip, waxed contrary to the spirit of the instrument rating.

Just when it seemed the closest I'd ever come to authentic IMC was the roller coaster that ensued whenever the attitude indicator and altimeter sprouted those hateful rubber suction disks, the prairie finally came up with an honest-to-goodness, friendly kind of IFR day. The giant puffballs associated with a rare August cold front were rapidly losing their punch, now at mid-morning virtually toothless warriors who would be powerless to prevent the intrusion of an eager Skyhawk. The flight service briefer didn't quite put it in those terms, but 2000' broken, 4000' broken at both departure and destination with improvements to continue

through the afternoon sent my spirits soaring. A taste of the vapors at last!

We filed "direct IRW via Victor 163 ADM." (It had always sounded like a very noble, patrician thing to do, to take a Victor airway.) I couldn't help but smile at the differences from VFR flight planning. The Low Altitude Enroute Chart was virtually devoid of ground references—a minimalist etching of aerial interstates in blue and white and pure magnetic, it defined A to B without distraction from irrelevant, invisible geography some thousands of feet below. (Still a bit uncomfortable with this concept of complete visual detachment from terra firma, I was glad we were taking the real map along just in case.) Another difference was how quickly the ear perked up whenever the briefer mentioned "embedded in." Now that I was going to be "embedded in," too, all the possible little meteorological surprises within a thousand mile radius of the route seemed to deserve thoughtful consideration. And, as anxious as I was to start on the trip, double checking the ETE and fixes and fuel took priority. After all, filing IFR meant that a big chunk of public airspace was being reserved just for us, imbuing the filer with a greater sense of responsibility for accurate planning than I'd ever felt before. After a few last reminders from the chief about altitude ("...deviations of 300' are automatic violations. Since my name legally has to be on the flight plan, you are going to hold 6000 plus or minus 50, got it?") and logistics ("...take an extra pillow. Sit on one and I'll smother you with the other if you fly through the localizer course at limited Mach just one more time..."), we grabbed knee boards and timers, charts, and, er, pillows, and set off to explore a new galaxy.

"052 is cleared as filed," announced ground control as we taxied. Boy, that was easy, and those IFR stories I've heard about never getting the route you filed..."expect changeroutetoreadturn rightafterdeparture climbmaintaincontact... y'all have a goodflightnowyaheah."

*Please turn the page*



## "A Taste of the Vapors," continued

What? Everything after "expect" passed in a flurry of ATC compressed-speak that nearly sent the tip of my pencil bursting into flames.

"Er, say again, about 14 times at that pace or once more very slowly, please. 052 is a student instrument pilot." Appropriate humility has always been my strongest aviation asset.

Clearance finally understood and copied. TWITS\* check complete and cleared for takeoff, I temporarily donned the hood to lower the ceiling for climb out and then began a typical random walk while acknowledging yet another new heading and altitude assignment from Departure. "One-five-zero and four thousand, one-five zero and four..., one-five...and what?" Why do two simple values always disappear from short term memory mere milliseconds after the controller assigns them? The old Uncertainty Principle doesn't state the half of it by far.\*\*

Better check the pitch reference once more before we enter the soup, and who was it that mentioned getting the *leans* (the sensory deception that the plane is turning when it is in fact flying straight and level) often in the clouds but never under the hood? Clouds can feel impossibly more solid than they look, the guys had warned, and those puffballs sure looked real solid from the ground.

"You can take off the hood," came the magic words soon after we reached our cruising altitude of 6000 feet. My rapidly growing uneasiness about this venture was all but forgotten as I raised the visor to the extraordinary sight of a field of cumulus cloud sheep approaching our tiny ship, the sun filtering through their midst. Never privileged to a front seat view of a plane about to enter the clouds before, I stretched a slow grin from ear to ear at the awesome panorama Nature's cosmic Michelangelo had painted outside the aircraft. For a while, the closure rate seemed leisurely; then the pace quickened, a wall loomed towards us and accelerated at warp speed and forget about this scanning business I'm squeezing my eyes shut and Whoooooooooosh, we were inside, accompanied by a gentle thump that said "welcome to the inner sanctum."

How could we have flown unharmed into

something that appeared so solid to the eye? Amazing. How light it was! The glitter of moisture-reflected and refracted wavelengths filled the windscreen with...

"Scan, Captain. Scan." Sigh. That appellation always shames me effectively back to reality. "How are we going to identify MUMPS intersection?"

Still a bit overwhelmed and two steps behind the airplane as usual, even as a conspicuous "Think Ahead" Post-It grinned irritatingly from the instrument panel, I turned to the attitude indicator and the enroute chart and began dialing in the proper frequency and radial to identify MUMPS. We were still right side up, according to the attitude indicator and the comfortable slack on my seat belt, and no sign of the leans or vertigo! My respect for the didactic value of simulated instrument flight increased considerably.

Let's see now, MUMPS. Completely bereft of ground references now, immersed in a huge bottle full of milk at 6000' over central Oklahoma, we had only the instrument panel to tell us where this mythical placed called MUMPS was, of distance vanished on the way to MUMPS and of route segments beyond MUMPS tiny black triangle on the chart. The little aviation brain cells sure work overtime in this IFR business, visualizing position, anticipating vectors, considering the location of upcoming intersections and unseen traffic given, what have we now, 318 degrees FROM on the #1, a 40-degree relative bearing and a #2 CDI drifted two dots to the left while you were fixating on the DG and crumpling up that stupid Post-It.

Flying in the clouds all too readily sends that vital imagination into overdrive, I learned as mine went into hyperactive mode and produced several phenomena I'd never encountered under the hood or in VMC. Phantom ticks started coming from under the cowlings shortly after we entered the soup, for example, prompting a lively "what if" discussion about engine failures in IMC and two eyes riveted on, er, scanning, the oil temperature and pressure gauges. The ticks stopped immediately upon reentering VMC. Moreover, those sharp little bumps we all fly through on sunny afternoons scared the bejeepers out of me the first time

we hit a few in the soup. Level 9 turbulence on the flight simulator, even Class V whitewater on the Allegash didn't hold a candle to the adrenaline rush associated with those baby bumps in the clouds. And there's nothing that promotes a sign-of-the-cross scanning pattern faster than little cloud-borne devils whispering "radio failure, radio failure" in your ear whenever ATC doesn't talk to you every so often. "Gee, this frequency is awfully quiet lately." "Er, Center, this is 52052, time check, please." "Roger, 052, it is now 2 minutes since you last called for a time check..."

No doubt about it, one has to keep the mind busy and focused during instrument flight lest the errant wanderer of imagination stray into unproductive territory.

We played a game of peek-a-boo with the cloud sheep for a while as they grazed about our Victor airway, but as we neared our destination, the clouds decided the air was too stable for them this day and gradually dissipated. They had served their purpose. Thanks, I thought, saluting their vaporous remains and donning my plastic cloud hat in preparation for the ILS to 17L. If I never make another flight, this first taste of the vapors alone was worth the time, money and primal screams of frustration I've put toward the price of admission to the IFR system.

Now, where's that second pillow? I'd better sit on it before we come up on the localizer course. □

\*Instrument training serves up a veritable alphabet soup of sometimes helpful mnemonics. TWITS is a reminder list for takeoff and elaborates to: Time off, Windows closed, instruments (set or in the green), Transponder (code and mode) and Safety (seat belts, strobes). Rated versions put the window check under Safety.

\*\*The position and velocity of a particle cannot be determined simultaneously, for the more accurately one tries to measure either factor, the less precisely can the other be ascertained. German physicist Heisenberg was thinking of electrons when he formulated his famous Uncertainty Principle, but the rule rather nicely excuses the wandering flight path of less-than-quantum mechanical instrument students, too.

# EMT™ ...

tion like EAA, an increase in the number of S.A.F.E.-approved schools, and the formation of the network of EMT™ affiliates will bring the benefits of all attitude training within easy reach of pilots in the United States, ultimately enhancing pilot proficiency and aviation safety.

For EMT™ Program Information:

## CP Aviation, Inc.

830 East Santa Maria St., #301  
Santa Paula, CA 93060  
805 525-2138

## AtTech™ Aviation Inc.

103 Washington Street #152  
Morristown, NJ 07960  
201 761-1184

For S.A.F.E. schools and scholarships:

## Mr. Tony LeVier

5108 Solliden Lane  
La Canada, CA 91011  
818 847-9325

## Mr. Mike Heuer

758 Grovewood Drive  
Cordova, TN 38018  
901 756-7800

For IAC Directory of Aerobatic Schools:

## Mr. Clisten Murray

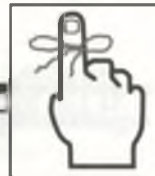
302 S. Railway Avenue  
Mascoutah, IL 62258  
618 566-8601 □

## Suzanne Asbury-Oliver, the Pepsi Skywriter...

Suzanne brings history to us. Think of the small towns, the kids still bicycling out to the airstrip at the first drone of the throaty Whirlwind, the cars bumping across the grass, and eager faces of the few that smile, reminisce, and say, "I know that's a Travel Air D4D. I used to fly one of them. Why, I remember the time ..." Lucky for us that Suzanne is willing to climb high, draw mile-high letters across a wide 10-mile swath, precisely timing turns and bursts of skywriting fluid so that, for 20 miles in every direction, folks can turn their eyes sky high ... and smile. □

See Suz and Steve at Sun 'n Fun, hopping rides in their '29 Standard!

# CALENDAR



## MARCH

19-21

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

17-21

AEMFS Trustees Meeting Oklahoma City, OK  
New England Mid-Winter Norwood, MA

21

## APRIL

1-4

Spring Board Meeting Oklahoma City, OK

3-5

NY/NJ Spring Meeting

17

West Canada Calgary International Airport

18-24

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

23-25

North Central Spring Kansas City

28-May 2

NIFA National Competition Killeen, TX

30, May 2

Southeast Spring Greenville, SC

30, May 2

Mid Atlantic Crystal City, VA

## MAY

1-7

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

7-8

New England Spring Bradley Field, CT

7-9

MN Seaplane Pilots Assn Fly-In and Safety Seminar, Craguns Resort (800-CRAGUNS) on Gull Lake. Call: Jerry Potter 612 884-7509 or 301 695-2083.

11-13

ISA + 21 Atlanta, GA

15

13th Annual Spot Landing Contest and Potluck Supper Fly-In Owosso Community Airport, Owosso, MI  
Call: Mike or Marsha, 517 723-4166

14-16

South Central Spring El Paso, TX

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.

28-30

East Canada Spring Halifax, Nova Scotia

29-30

Southwest Spring Sacramento, CA

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

5-6

NY-NJ Spring Rochester, NY

11-13

Otsego Lake 12th Annual Midwest Fly-In, Gaylord, MI.

Contact: Randy Rhodes 313 698-1237 or 313 682-3900.

12-14

Garden State 300 Race Millville, NJ

18-20

20th Annual Seaplane Safety Seminar, Speculator, New York, 518 548-4311, SPA 301 695-2083.

19-21

Forest of Friendship Atchison, KS

22-25

Air Race Classic Corpus Christi, TX- Quonset, RI

30-July 4

Northwest Section Fairbanks, AK

## JULY

10-18

Soaring Seminar, Colorado Arleen Coleson, 303 364-8121.

28-August 5

EAA Convention and Fly-In OSHKOSH

## AUGUST

4-7

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

5-7

2nd Canadian Women/ Aviation Conference

Abbotsford, BC

7

Abbotsford Air Show Abbotsford, BC

11-14

**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.





# Rod Machado's Instrument Pilot's *Survival* Manual

Are you working on your instrument rating? Do you have the ticket and wish to stay current? Rod Machado has married his background in psychology to his experience as a pilot and has prepared an IFR "survival" manual in which he emphasizes that the proper attitude—psychological or mental attitude—is as essential as the proper altitude or airspeed. And he does it with a laugh.

Machado needs little in the way of introduction to 99s—especially those on the western coast of the United States. His seminars have proven to be thought provoking, inspiring, educational and, above all, humorous. *Section News* is rarely without a report of a Rod Machado Seminar and it generally includes the involvement of various chapters.

It is of significance that he boasts, "a lovely wife and a happy home life that centers around Seal Beach, California," and that his lovely wife is a Ninety-Nine, a member of Orange Country Chapter, Diane Titterington-Machado. Diane is a commercial and instrument-rated pilot and was an air traffic controller at Houston Center.

For those of you to whom a seminar is available, take advantage of it. You will laugh, you can't help it, but you will also learn something. His topics are serious. His delivery is humorous. Even Rod doubled over with laughter himself the night that he spoke to the audience at the Theater In The Woods at Oshkosh.

Rod was telling of taxiing with a student pilot in a C-150 alongside a huge, intimidating airliner at Long Beach Airport; both aircraft racing each other to the holding line. This won't do his tale justice, but suffice it to say that when ATC asked,

"Which one of you is first for takeoff?" the quick-witted Machado keyed the mike and, in his most guttural, airline captainese, said, "Oh, we'll let little brother go first." The airliner held while "little brother" in the C-150 taxied onto the active and let 'er rip.

The C-150's high wing prevented Rod from seeing the steely-eyed grimace of the outwitted captain in the airliner, towering above him. But the real laugh came when Danny Clisham, renowned as an aviation announcer, walked out onto the stage at Oshkosh to interrupt Rod. Danny was laughing and, as he put an arm around Rod's shoulder, he said, "Well, little brother. Let me tell you something. I was piloting that airliner!"

Machado broke up. He had never identified the airline captain and this time the joke was on him. The audience loved it. No matter how funny a performer succeeds in being, there is delight in seeing the comic upstaged and in genuine laughter.

For those who have had the good fortune to hear and see Machado and for those who have not, he brings his wit and wisdom to us. With videos and tapes that cover subjects from *Aviation Humor*, *Defensive Flying* and *The Adventure of Flight*, he has also produced the IFR manual to enhance your flying. Whether you are preparing for an instrument rating or refreshing your skills, *Rod Machado's Instrument Pilot's Survival Manual* is available to all. Designed for IFR pilots with questioning minds, the book is intended as a supplement to IFR textbooks and publications.

Machado challenges us to acquire the decision-making skills that are required for IFR flight. Leaving IFR basics to manuals that specialize in training, Machado ad-



dresses the thought processes of the professional pilot. He wrote, "This book attempts to establish connections and relationships that often take many many years and thousands of hours of flight experience to identify. These identified relationships offer a pilot greater cockpit confidence and more effective decision-making ability. *It is a text for both students and professionals.*"

Machado called upon his more than 8,000 flight hours and 22 years of CFII/ATP of experience in the preparation of this book. A psychologist and an instructor, he combines both skills to present the attitudes that make you a safe pilot in the IFR System. In a highly readable style that is spiced with humor, he addresses Thunderstorm and Severe Ice Avoidance; Skills that apply to Approaches, Departures and Enroute Segments; and Conquering the Charts, to name a few.

The book will take you through Decision Altitudes while it focuses on Decision Altitudes. Containing 245 pages of information to stimulate the thinking of all instrument rated pilots and instrument rating hopefuls (and 245 cartoons that bring a smile), *Rod Machado's Instrument Pilot's Survival Manual* shouldn't be on your bookshelves. It should be in your hands!

Read it, enjoy, and learn something about the world of flight that is open to those who seek the rating, enjoy the challenge and want to stay practiced. Call 310 598-8470 or 1-800-AIR-121.5



# SECTION NEWS

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

Bonnie Tassa, with news from **South Central Section**, reported that **Dallas Chapter** held an annual Christmas Party at the home of Gene and Dorinda Herzog. In December, Holly Barr, Anne Davis, Chris Swain and Chris Hettenback greeted people and handed out literature for the FAA Seminar on Accident Prevention. There were several speakers, including Captain Al Haynes who heroically landed the DC 10 in July of 1989 despite the loss of hydraulics.

Dave Davidson, well known for having flown his open cockpit, homebuilt airplane to far away places, spoke at **Dallas Redbird Chapter's** December meeting. Davidson's longest trip was an attempt to fly around the world, brought to a halt short of his goal when the government in Prague forbade his continuing past that city. Dallas Redbird held the annual Christmas Party for 6th graders at the Amelia Earhart School in Dallas. The children received treats as well as an aviation-related program, the highlight of which was the paper airplane contest with prizes for several categories.

**High Country Chapter** members Judy Humphries, Mary Hermann, Marla Stevenson, Deanna Strand, Linda Lake, Pat Blackwelder, Phyllis Kramer, Shirley Simpson, Alice Monroe, and 49 1/2s Andy Moffat, Roger Lake, Daryl Monroe, and Glenn Simpson attended a Safety Seminar sponsored by the Colorado Pilots' Association. Mick Wilson started the session with *How to Crash an Airplane and Survive*, a topic in which you learn something new and helpful each time it is presented. Mike Baldwin presented the new CPA/Jeppesen Sanderson Mountain Flying video and explained good mountain

flying techniques. Baldwin completed the seminar with *Compounding Risk Factors in the Cockpit*. Inclement weather intervened to cancel the November High Country Poker Run, a wise decision in the name of safety by co-chairmen Linda Lake and Judy Humphries. Proceeds of the Poker Run were to have been donated to Air Life Line. Other chapter funds will be used for this donation.

**Kansas Chapter** has two new members, Joy Finnegan and Carla Bates. Joy, a First Officer with Air Midwest, received her BS in Aeronautical Science from Embry-Riddle. At the time



A new display at the Museum of Flight, Seattle

of this writing, she had 2,653 flight hours with time in multi-engine, turbine- and jet-powered aircraft. Carla is presently working as a simulator instructor for Flight Safety Citation. In November, Kansas Chapter sponsored a Flying Companion Seminar at Flight Safety International's Cessna Citation Center. Thanks to Karen Tucker, Kay Alley, Janet Yoder, Carol Lanning, Marguerite Lawrence and Phyllis Blanton. The meeting tour of Learjet was incredible, thanks to Denise Sageser for setting it up.

Several members of **Oklahoma Chapter** volunteered to help with NIFA

at SOSU, Durant, Oklahoma. SOSU came in second in the competition. Edna Thompson, then returned from the ABQ Balloon Fiesta, spoke at the November meeting and gave details of what it's like to be a Balloon Repair Station. She also instructs in balloons. Oklahoma Chapter members planned a February Flying Companion Seminar chaired by Debbie Wilson and several planned to attend the midwinter meeting for South Central Section. A welcome to newest members, Judy McClellan, Jeannie Sorenson and Susie Whitaker.

Lots of people and airplanes showed up for the **Pikes Peak Chapter's** poker run—12 members and nine airplanes flew two routes and feasted on chili at Windsock Cafe at the Fremont County, Canon City Airport. Fifty dollars in profit goes to Pikes Peak's endowment fund. Captain Kay Keating (USN Ret.) presented the proposed memorial to women in military service at Arlington National Cemetery. Captain Keating related fascinating anecdotes of her 30 years in the U.S. Navy as a Radio Operator and Pharmacist and of women "soldiers" from the Revolutionary War through Operation Desert Storm. Greeted by a record crowd, Colorado Springs ATC tower controllers requested CFI and pilot feedback on traffic pattern operations, the result of the opening of new 13,500 foot runway 17L - 35R. A major airline representative gave the crowd tips on interviewing for flight officer positions. Susan Hutchins is now living and working in Southern California. Clancey Maloney gave a talk about weather to Roosevelt Elementary's fifth-grade class. The group was enthusiastic, asking many questions about weather instruments and forecasting and tying in their study



## SECTION NEWS

of a whale observation group's experiences. Betty and Larry Costa planned a move to the Crawford Airport area, moving to Hotchkiss in January.

**Purple Sage Chapter** members brought canned goods for the Permian Basin Food Bank and toys for the annual Toys for Tots campaign to the December meeting. A basket of goodies was delivered to Midland Airport Traffic Control Tower in appreciation for their services. The annual Christmas party was held at Janet Koonce's and Cutter Beechcraft at Midland International Airport has become the new "home" of the Purple Sage Chapter with an office and meeting space.

Members of **Shreveport Chapter** report that IFR conditions prevented a big attendance at the Halloween Fly-In, but faithful **Dogwood Chapter** members came via the highway and they shared a wonderful time: stories, goodies, and Ray Hardey's restored Piper Clipper. Dottie Ports hosted a meeting at which Chairman Sandy Phillips introduced Morgan Franklin, tower controller at Downtown Airport, who gave an update on changes being made at the airport. Mary L'Herisson hostessed an elegant Christmas Party.

**Tulsa Chapter** 99s served a hot meal at the Tulsa Fly-In in Bartlesville and fed over 500 hungry pilots. Their last meeting was held in Jan Mauritsen's hangar. Jan, Mary Kelly, Oz Landrum and Charlene McCullough flew to Albuquerque for the Section meeting. Ozelle Landrum received a certificate of merit for reporting chapter news. Bonnie Porter, reporting for **New England Section**, noted that Martha Dunbar, **Eastern New England Chapter** Chairman, exhibited coffee mugs that the chapter will sell to benefit the scholarship fund. The mugs feature "Come, Josephine, in my flying machine" with a print of antique sheet music. She quoted ENE's Harriet Fuller, who wrote, 'I want to report that I talked to the Worcester State College

Elders Group and told them about my flying history and the 99s. I told them about the Amelia Earhart Birthplace Museum Restoration Fund and the check that they gave me was made out to the Fund, as I had wished. I guess my talk went OK, as two ladies asked for my *autograph*. Everyone needs an ego trip once in a while!' Anne Baddour received her plaque for Woman Aviator of the Year, awarded in absentia at the Section meeting in Plymouth. She admitted that she's still walking on air. Perhaps that's how she sets all of her speed records. Anne Honer and Genie Rae O'Kelley met at Bedford to talk to the FAA about the Air Race Classic. ENE member Sharon Felton-Brough was appointed as liaison for the race. There will be a clambake on June 26 on Air National Guard grounds at Quonset, thanks to Textron. The Rhode Island governor who is a pilot (WWII B-17) will also take part. Nancy Marstall moved to Asheville, North Carolina, and flew the Marstall's Beech Musketeer to Asheville solo, her first long cross country. She wrote to and received word from 99s chapters in that area with plans to transfer her membership. (*Editor's note: Good Luck, Nancy. Great to meet you at Oshkosh '92. Repeat performance at Oshkosh '93?*)

Sara Carson, **Blue Ridge Chapter** member and **Southeast Section** reporter, wrote that a spring Southeast Section Meeting will be in late April in Greenville, South Carolina. She reported that Peggy Abbott and Jean Thomas, recreational pilots in **Spaceport Chapter**, upgraded to Private Pilots. Melanie Marecek participated in the New Smyrna Aviation Days with proceeds benefitting the Scholarship Fund while Vicki Sherman gave two "Cockpit Cool" Seminars at the same event. Pat Ohlsson hosted the American Yan-

kee Association Fly-In and sponsored a luncheon with Dot Arnett and Anne Proctor for Fay Gillis Wells.

Mary Donahue, **New Orleans Chapter**, planned and executed a fantastic seminar with the Gulfport controllers. Ninety people attended from four Gulf Coast states, various chapters of the Southeast Section were well represented and a great program was provided concerning the new airspace configuration. Lisa Cotham has moved to 1117 Whitney Avenue, Apt. 1302, Gretna, Louisiana 70056.

Members of the **Florida Suncoast Chapter** hold weekly safety seminars at Tampa General Hospital as well as weekly Air Bear Programs at the local elementary schools. Don't forget that donations are still being accepted for the Sun 'n Fun Ninety-Nines' Building Fund. Contact Barbara Sierchio for fur-

Patsy Knox, Governor, Arabian Section, and Nancy Taylor, Treasurer, at Saudi Aramco Annual Fair, Dhahran.



ther information at 813 384-4666.

"Arab women dare to be different," wrote Patsy Knox, Governor of the **Arabian Section**. It wasn't until the day before the event that the members of Arabian Section discovered that they were to have a booth at the Saudi Aramco Annual Fair. With tremendous team effort they managed to accumulate a reflection of women in aviation in Arabia. To some it was mind boggling!

Patsy wrote, "One passerby read, 'An Arab woman receives her pilot's certificate in...' the voice was disbelieving, '1933?' Yes, Lotfia El Nadi got her certificate in Cairo in 1933. Her air-



plane was a Gypsy Moth. 'Look how sharp she dressed.' Oh yes, she is still a sharp dresser. See her picture? You have got to meet her. 'Gee, she looks great to be 99!' No, that's not her age, that's the name of our organization. She's a member of our Arabian Section, Ninety-Nines."

"How much is the Tee-shirt?' The shirt bore a likeness of Jeana Yeager and the Voyager. Oh, it's not for sale. At about that time a small hand seized the *Welcome Home Doll* by Madame Alexander for Desert Storm troops and the doll begins to vanish in the crowd. We have coloring books. 'I'll be back. I think my son might want one for his scout project.' 'Hmm, luggage straps. I think I'll take two.' And so it went. It was a particularly hot day in November.

"But the toughest question came from a young Saudi man who said, sternly, 'Do you think Saudi women will ever fly here?' Oh, sometimes there are things that women can't do. In our country, women can't fly F-15s in combat. Do you? 'Yes, they will,' he said. That was great news."

Patsy said that this was the first Ninety-Nines booth at the fair which was attended by hundreds of Saudi families from all over the Eastern Province. They got thumbs UP and cheers! A thrilling moment came when a petite and pretty Arab woman in traditional Saudi Dress stepped forward. "I want to take flying lessons," she explained. Told of the Hangar Flyers Ground School program, Hypha Hayder quickly signed up. It wasn't until later that Patsy discovered that she had been in the U.S. for a year and had begged to learn to fly, held back then by pregnancy. She did have a sightseeing ride over Niagara Falls in a helicopter and she told the pilot, "I want to drive one of these."

One Saudi Aramco Government Affairs employee admitted knowing a Saudi woman pilot, one who formerly worked as a geologist for Saudi Aramco.

Initially refusing any Ninety-Nine literature by saying, "She doesn't want anyone to know that she flies," he later took the literature and FAXed a copy to her.

Patsy wrote, "We quickly wrote a letter to her, but our liaison said that she had moved. Will she, an unmarried Saudi woman pilot, dare to make herself known in a country in which women who drive cars are greatly frowned upon? We hope the day will soon come when all Saudi women can experience the thrill and satisfaction of flight in their own country."

The Arabian Section

had a party at Patsy's home where two years earlier they had entertained the late Marie Rossi, Ninety-Nine Pamela Gilliam and other helicopter pilots and air-evac nurses. "Our thoughts were with them this year."

Linda Hewgley's suggested Christmas ornament exchange was fun. We all dug out and dusted off our gas masks, hoping that would be all.

Jean Everett had an exciting flight by Mt. Everest with the first Nepalese woman pilot, Rabshya Pahadi, First Officer, Everest Air.

Jill Hopfenmuller, **New York-New Jersey Section**, reported that Laura Babar, a **Garden State Chapter** member, is the winner of the Alice Hammond Scholarship. Named for Alice, a lovely lady from southern New Jersey and a Past International President of The Ninety-Nines, the scholarship is awarded to an outstanding New Jersey pilot or student pilot who shows earnest desire to further aviation achievements. Laura lives in East Windsor, NJ.

Members of **Central New York Chapter** recently interviewed Gloria Santucci, a 99 and a pilot who has been active in aviation for over 40 years. The

interview was conducted as part of The Ninety-Nines Oral History program. Marilyn Kamp was guest speaker for the Zonta Club in Utica at their Amelia Earhart Fellowship Dinner in January.

*International Headquarters in Oklahoma City, boasts a new permanent exhibit, courtesy of ISA + 21. Thanks to 99 and USAir Captain Lori Griffith, who created the display.*



**Airline Pilots Exhibit**

The Central New York Ninety-Nines held a successful "Everything You Wanted To Know About Flying. But Were Afraid To Ask" Seminar in November. As a format, tables were placed in a circle with panel members at each table which gave participants the opportunity to ask panelists specific questions. Another "Everything..." seminar is scheduled for October, 1993.

Pat Rockwell sends word that **Long Island Chapter's** Dorothy Campbell visited Ruth Dobrescu in her new home in Phoenix, Arizona. Ruth is now a member of a Phoenix chapter. Long Island members will miss her energy, devotion and accomplishments and wish her well in her new environment.

Long Island's Poker Run was held as a fly or drive event and, as usual, the weather was MVFR. One brave soul, Carol Symer, a prospective 99, made it "across the pond" to Rhode Island in her C-172 to pick up a poker hand only to discover that others had driven or stayed on Long Island. Several planes did fly, but most poker hands were sold to participants at East Hampton Airport (the end of Long Island) by Dorothy Campbell and Sue Mirabel, and then



carried to the terminus. This type of weather-related event with an "IFR OUT" might serve other chapters as well as it did Long Island's. All pilots are invited to Long Island's Poker Run that will be held March 27, 1993.

Pat Rockwell flew her C-172 with the Antique Airplane Club of Greater New York on December 7th to commemorate Pearl Harbor Day. For the past 22 years the AAC has flown around the Statue of Liberty dropping roses at 12:55 EST to honor those men and women serving at Pearl Harbor on December 7, 1941. After five T-6 Skytypers led the way to the Statue, the bi-planes, antique planes and modern airplanes flew up the Hudson River to salute the aircraft carrier U.S.S. Intrepid, which saw many years of service in WWII.

December saw Marilyn McLaren-Smith and 49 1/2 Adrian, to right, celebrate their first wedding anniversary in the air just as they were married in the air in their C-195. Some of the members of "Long Island South" attended. Many Long Island members have moved to Florida and have either joined other chapters or still belong. In either case, there is a full contingent in that area and they keep in touch at all times.

The December holiday party was held at the home of Nancy Neumann; the first held in a home and not a restaurant in many years. It was much more pleasant and allowed guests the chance to circulate rather than to talk with only those seated nearby. A covered dish event, each member brought her favorite food. A memorable party—good food and good friends.

Long Island Chapter's Ida Van Smith-Dunn presented Dr. Mae C. Jemison, the first black woman astronaut, with a Certificate of Honor from The Ninety-Nines. The certificate states that Jemison's name has been placed in Memory Lane of the International Forest of Friendship in Atchison, Kansas, as of June 1992. The ceremony was held at the Newark Museum, New Jer-

sey, and witnessed by more than 400 Newark elementary school children.

By popular request, the Long Island Chapter has been asked to participate in the talent show at the International Convention in Portland, Oregon. Anyone at Shangri-La, the Oklahoma Convention site, will remember what fun the skit provided.

Myrna Stephens reports for **North Central Section** that members of **Lake Erie Chapter** held their annual awards banquet in January. North Central Section Governor Gini Sutherland and 49 1/2 Neal were in attendance. The featured speaker was Kathryn A. Garrity, a graduate of the U.S. Air Force Academy and an instrument pilot in a T-38 at Offutt AFB in the Accelerated Co-pilot



*Adrian and Marilyn Smith with their C-195 that served as a "flying wedding chapel," December, 1991*

Enrichment Program. Recipients of awards, shown on page 14, were: Student Pilot of the Year, Vilma Baker; Achievement, Pam Gindlesberger; Fledgling of the Year, Donna Moore; and Pilot of the Year, Lori Perry.

**Kentucky Blue Grass Chapter** members hosted some informative meetings during the past months including a program by Dr. Harry Wagner (49 1/2 of Sheilagh Wagner) who reviewed the ill effects of drugs and alcohol on pilots. In December, Terri Donner hosted the annual holiday exchange.

**Lake Michigan Chapter's** 66 Mary Goewn has been attending meetings

with Babe Ruth, Flight instructor and member of the Lansing Airport board, investigating the start of an Aerospace museum at the Lansing Airport. If successful, the museum would have space to recognize women in Michigan aviation. Barb Goodwin, Lake Michigan Chapter's Chairman, plans to keep the chapter active with introductory flights and a safety seminar.

Two **Chicago Area Chapter** members have been recognized for their contributions to aviation. Madeleine Monaco was named Flight Instructor of the Year by the Chicago Flight Instructors Association. Bev Greenhill has been recognized as the Ambassador of Palwaukee Airport for her many hours arranging tours of the tower and field

and supporting the goodwill of Palwaukee. Over 100 Chicago Area 99s, 49s 1/2 and guests attended the Christmas party at the home of Nancy Haraldson. Chicago Area Chapter IFR/VFR Seminar was well-attended. William Kershner, author of many superlative pilot training manuals, and Phil Boyer, AOPA President, were featured speakers.

**Southwest Section's** Kathleen Browne noted

that members of **Antelope Valley Chapter** co-sponsored a Safety Meeting at Fox Airfield in January and planned on career talks, a St. Paddy's Day Poker Run and more. Chapter members were requested to supply a biography to Shirley Williams for Section and for International.

The 10th Annual Shamrock Air Derby is scheduled for March 19-21 at Scottsdale Airport. Thanks to **Arizona Sundance's** Ron and Marge Thayer for opening their home for the Christmas party. The chapter's Charter "Garden Party" was scheduled for February 14.

**Bay Cities Chapter's** Ruth Rueckert



has moved to Hillhaven Convalescent Hospital and can now receive visits. She is able to get out of bed and is improving. Alameda NAS Officers Club is the site of the annual meeting at which Captain Gordon Nakagawa USN (Ret.) will speak on the "Future of Naval Aviation." A Right Seat seminar was planned for January.

**Coachella Valley Chapter** members heard Dave Switzer, retired FAA official, speak on FAA Aviation Education programs. Coachella Valley's Christmas party was held at Don O's and those attending were: Eleanor Wagner, Erica and Wayne Sharp and friend Ed Tunison, Erica's mother Anna Wosilius, Betty and George Manley, Martha and Tom Hall, Carol Hamilton, Renata Resch, Jean Hausman and David Stark.

The new Applebee's restaurant in El Cajon has displayed the memorabilia and pictures that members of **El Cajon**

**Chapter** were asked to provide. Doris Ritchey is the 1992 Gillespie Field Achievement Winner, selected for her many years of taking students to Gillespie Field for orientation. El Cajon members were invited to attend the Zonta luncheon in January at the Admiral Kidd Club.

A Girl Scout Tour of Fullerton Airport was sponsored by **Fullerton Chapter** in February. Brackett Field was the site for the Southern California Invitational Safecon and PCIFA was scheduled for February at Hemet-Ryan.

**Golden West Chapter** members are being asked to supply personal histories and photos for chapter history. Airport tours were scheduled for January and February. Bernadette Hayward is applying for the AE Scholarship. Members will celebrate the chapter's birthday April 8 at which service awards will be presented. Cecelia Aragon re-

cently aced her instrument competency check. She has been busy touring with the World Precision Flying Team as well as running a flight school.

Calexico Airport was tentatively planned to be airmarked by members of **Imperial So-Lo Chapter** in January. Whale watching was planned at Scammons Lagoon in February.

**Long Beach Chapter** members sponsored a CFI Refresher Clinic in January. Long Beach members were invited to join the American Airlines Flight Attendant Association at a Moulin Rouge Casino and Dinner Dance in February.

**Los Angeles Chapter's** annual fly-in to Big Bear was to be held in January with a planned lunch and walk in the snow. Los Angeles FSDO planned a presentation on the Airspace reclassification in January which was to be followed by a double header the next night:

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

**W**e 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.

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one on instrument flight and a second on turbojet engines.

**Marin County Chapter** members planned to hold a joint meeting in February with Santa Rosa Chapter members. The presentation was to be the summer 1992 round-the-world air race.

All area 99s met for lunch brought together by Robin Gartman of **Palomar Chapter**. Members of **El Cajon, San Diego, and Mission Bay Chapters** were also part of the afternoon of good ol' hangar flying. Mission Bay's Aileen Saunders Mellott is the new president of Silver Wings and was honored by the OX 5ers. See NOTAMS in this issue.

**Monterey Bay Chapter** members planned on a fly-in to Mendocino Little River Airport in January. A Flying Companion Seminar was scheduled for March 20 in conjunction with a pilot seminar conducted by Don Warren of the FAA. Carol Hill and Roberta Gray are proud new pilots.

**Mount Diablo Chapter's** January fly-in was cancelled by inclement weather. March promises an Open House and the membership chairman has received two calls for information from men. Volunteers were sought for an afternoon in February for sightseeing flights for clergy women.

**Mount Shasta Chapter** members anticipated a fly-in to Corning to hear "Pete" Peterson, a WW II B-29 pilot who flew diversion for the Enola Gay.

**Nevada High Sierra Chapter** members are considering becoming involved in hosting the start of the 1995 Air Race Classic along with members from the Reno and Truckee area. Some fly-in destinations being proposed are: Castle Air Museum, Nut Tree and Death Valley.

**Phoenix Chapter's** Martie Pearce and her co-pilot and long time Ninety-Nines supporter, Pat Morin, took first place at the Kachina Doll Air Rally. Pilots in the Phoenix area are sought to fly South Mountain High School students for the Young Eagles Program.

Though it took six times to complete, Casa Grande Airport has been airmarked. Many kudos to: Nelda and Jerry Donahue, Lillian Brewer, Toni and Paul Patino, Cynthia, Bill and Jason Collings, Jim Ohlin and Jackie Whitford.

Phoenix Chapter members had a display at the Thunderbird Balloon Classic and Air Show. Wes and Marlyn



*Gaye Wohlin, Pam Gindlesberger, Vilma Baker, Donna Moore, Lori Perry, Kathryn Garrity, Speaker, and Gini Sutherland, Governor, NCS.*

Griffith parked their Mooney on static display and Nancy Rogers brought over her C-152. Nancy's Cessna was opened for children to get close and personal with an airplane. Kudos to Jackie Whitford, Jim Ohlin, Kathleen Browne, Toni and Paul Patino, Lois Eaton and cousin Pauline Goddard, Terri and Tom Ekin, and Karen Prante and son David.

Congratulations to chapter member Ruby Sheldon and Arizona Sundance member Marge Thayer on their fourth place in the Air Race Classic. Martie Pearce and former Phoenix member Shirley Rogers took 10th. Martie also took eighth in the Palms to Pines race.

Vice Chairman, Cinda Weber, of **Redwood Empire Chapter** has completed her commercial, multi and CFI certificates and ratings. Marcia Hughes has completed her instrument ground school.

Members of **Sacramento Valley Chapter** set aside a date in January to meet with Zonta members and another for a fly-in to Auburn.

**San Fernando Valley Chapter**

members named the winners of the B-25 Ride: Cecilia Heppes, Stan Lengevin, Donnie Lewis, Dolores Jackson, and Pat Yendes. Lois Peck received the Rose of Achievement for passing her Private Pilot checkride in December. Bertie Duffy is the January Member of the Month for her work on the chapter fundraiser, the B-25 Ride. Absentee honorees include Nina and Barry Yates for coordinating the Christmas Party and to Jaye and Bill Howes for hosting the party. Faith Hillman regaled chapter members with tales of her round-the-world air race in a C-310. Jeanne Kirkofer spent six tenths of an hour in a C-172 over Hong Kong executing the holding pattern over the twin skyscrapers.

Members of **San Gabriel Valley Chapter** have planned many events for 1993: Cable Air Fair; set up an IFR ground school every Monday and Thursday night from January 4 through March 2; Poker Run on January 23; February 14 Tower Appreciation Day; March 20 Flying Companion Seminar; various fly-in and scholarships to the community and local flying organizations. The El Monte Airport was scheduled to be airmarked in January.

Karen Kahn, our Career Counseling Columnist, wrote, "How proud we in the **Santa Barbara Chapter** are of Anneliese Stark, our chapter secretary, who just earned her CFI while attending the University of California, Santa Barbara, full-time. She is a senior, majoring in Marine Biology and she works part-time at our local FBO, Mercury Air Center. Anneliese's goal is to become an airline pilot and she plans to do part-time instructing during her final semester and then full-time starting this summer. She earned her private certificate while still in high school with the blessings of her airline pilot Dad and has added to it each summer—Instrument, Commercial—while attending college. Anneliese has applied for the Amelia Earhart Scholarship to com-



plete her multi-engine and CFII. We're keeping our fingers crossed for her."

Members of **Santa Clara Valley Chapter** have a display cabinet in the Jet Center lounge. Many thank yous to Nancy Rogers for maintaining it. Carol Jorgensen has a new IFR rating while Martha Schriener has her Private. January 23 was designated for the annual Whale Watching and Training Flight.

Credit is due those who helped at the Moffett Air Show with special kudos to Fran and Norm Grant and Nancy Ramirez. The return visit to the Embry-Riddle Prescott campus was delightful. Grace Campbell with friend, Chris, Peggy Ewart, Marcie Smith, Pat Lowers, Mayetta Behringer and Betty Patterson all attended. The ERAU 99s were wonderful hostesses.

Pat Lowers is offering Aerospace Education at an elementary school for fourth to sixth graders. Each child held a wooden airplane while she spoke. She brought along a sectional chart and a hand-held radio. The kids had a wonderful time and so did Pat.

**Santa Rosa Chapter** members have initiated three new 49 1/2s at the Christmas Party: Gus Shubel, Dave Rust and Paul Kaldunski. The January meeting was to be a work session on the chapter's history. Santa Rosa's Barbara Benson represented Santa Rosa at the Council of Presidents of Women's Organizations meeting.

**Florida Gulf Stream Chapter's** Aileen Jost Watkins was written up in the December issue of *AOPA PILOT*. Aileen was among 52 competitors in the 26th Sebring Aerobatic Contest, the Precision A Championship and Aileen placed *first* in the Basic Category in a Pitts S-2B. Aileen will have enough hours and experience to compete in the Sportsman Category in May in the North Florida Aerobatic Championship at Keystone Heights. Aileen has been awarded the Les and Martha Griner Scholarship from the Florida Goldcoast

Please turn to page 17.

# Networking

In the last issue, we discussed resumés and getting started on your aviation career. I mentioned a few of the different ways to obtain your training and said you shouldn't overlook the opportunities at your local airport vs. the advertising hype calling you to A Big Flight School With A Fancy Name.

Don't misunderstand me. I think large flight schools can offer a wealth of learning in the appropriate situation. However, time and again we counsel pilots who have narrowed their flight school choices to two or three of the Big Name Schools and have given no thought to local opportunities.

Jobs in aviation aren't awarded to those who've paid big bucks to buy Name Brand flight training. Ask any airline pilot interviewer what factors influenced their hiring decisions and you'll find Name Brand Flight School way down their list.

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***"It is what you've done with the ratings you've accumulated, not where you bought them."***

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That list is much more apt to start with Recent Experience and continue with Employment History and Flight Time Accumulated. It is what you've done with the ratings you've accumulated, not where you bought them. And, if you had to make some sacrifices to earn your ratings, you will find there are employers who appreciate your efforts and will look kindly on your application for maybe just that reason.

One of the best kept secrets in aviation is the Networking Factor—or, each of us who has succeeded in flying has been helped by someone who, in turn, has been helped by someone else. The idea, then, is to "pass it on" and when you accomplish your goals, pass on the good work and help someone else get their start, just like you received a "leg up" when you were struggling to make a go of it.

The key is to make sure you help those who are really worthy and deserving of your efforts. Think how disappointed you'd be if you went out on a limb to get someone a job and they frittered away the opportunity. So, it's important to make sure that the recipient of your generosity has demonstrated sincere interest and dedication to aviation.

That's your challenge as a newcomer in aviation. If you're going to succeed without a lot of financial backing of your own, you'll need to spend a good part of your airport hours talking with other pilots, taking an interest in what's going on, expressing your desire to learn all you can and generally acting like the kind of person you'd like to help get ahead.

---

*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.*

## Forest of Friendship Celebration

The Forest of Friendship is the only living, growing memorial to the world's history of aviation and aerospace. Its celebration in 1993 will be held the 18th-20th, the third weekend in June. Celebration this year will honor:

- 90th anniversary of Wright Brothers' first flight
- 30th anniversary of Amelia Earhart eight-cent commemorative stamp
- 20th anniversary of ground-breaking for the Forest
- 10th anniversary of America's first woman astronaut in space
- 4th flyaway from the Amelia Earhart Airport to the capitals of all the states and countries around the world where there are 99s. All 99s are welcome to participate.

The first Flyaway from the airport in Atchison, Amelia's home town, was led by seven charter members of The Ninety-Nines who took off with bundles of special, first day covers of the Amelia Earhart commemorative postage stamp which was issued in 1963. By relay, the covers were delivered to the 50 state capitals. Others were flown on airliners to the capitals of England, France, Belgium and Italy, the countries that honored Earhart after her transatlantic solo flight in 1932.

A decade later, the Flyaway planes were decorated with red, white and blue Bicentennial logos. Pilots took off with bundles of saplings to be planted on the grounds of state capitals.

In 1983, when Dr. Sally Ride participated in a space flight, saplings were again flown in the 3rd Flyaway. Ruth and Sheldon Stafford, delivering an airplane to Africa, planted saplings in eight countries from Canada to Tangiers.

The 4th Flyaway, June 20, 1993, will be the most far reaching of all for the pilots will be on an exciting course heading, flying off to meet the challenges of the 21st Century. They will present invitations to the Chief Foresters in each of the 50 United States and in the 39 countries represented by trees in the Forest. The Foresters will be invited to Atchison, Kansas, to celebrate the 20th anniversary of the Forest and to formulate plans to spread World Friendship Through Flying.

Anyone who wants to help or has plans to fly abroad next June, please contact your Section or Chapter Forest Chairman or write to Joe Carrigan or Fay Gillis Wells, P.O. Box 99 AE, Atchison, Kansas 66002. □

## AE Birthplace Update

Atchison, Kansas, USA, is well-known for its hospitality to the 99s. In addition to our long-term support for the Forest of Friendship, 99s also serve as stewards of the Amelia Earhart Memorial Birthplace Museum, where the need for restoration is pressing but unfunded.

Members had an opportunity to respond to a survey mailed last year with the election ballot, and some 26 percent did make their feelings known. The results indicated a wish to retain the museum for the 99s, but we need some additional information.

We failed to ask for the names and contact information from those of you who indicated a willingness to help in the fund-raising effort for the restoration. Since we plan to contact corporations, foundations, aviation organizations and women's groups that might contribute funds, the assistance of the 344 of you who volunteered your services is going to be vital.

We'd also like to hear from the 81 of you who have employers who match individual employee contributions.

Please write Pam Mahonchak at 629 Oswego St., Aurora, CO 80012 USA, or call her at (303) 364-3763. □



## Getting to Know Us

by Leda Hedglon

This column is devoted to our membership; our growth and strength. In the last issue, we dealt with constructive communication and it was my suggestion that chapter members develop a dependable calling committee to gather and share useful information.

Truth is constructive and useful information. So, here, members, is the truth. Our membership is declining. It declined by a total of 84 members from August 31, 1992 to January 31, 1993. Each month that rate of membership decline decreases and, traditionally, Spring's arrival has been accompanied by a membership increase. Now you have the real numbers.

The decrease in numbers does have an adverse impact on our organization's finances. Of greater importance is the loss of our very real members, female pilots. A loss of members impacts on the strength of our organization. We need each and every one of you. We

need you to support our president's, Lu Hollander's, new direction for the 99s in 1993 and we need you to strengthen our goals; to engage in strictly educational, charitable, and/or scientific activities and purposes.

As members, you are pilots-in-command of this organization. The Board of Directors provides direction. For a safe flight, we must all communicate effectively.

I challenge each and every member to be familiar with our bylaws, found in our membership directories. I encourage each section and chapter chairman or membership chairman to provide prospective members of our organization with copies of our bylaws for their consideration. Knowledge of our organization and our purpose should help us stay on course even when a change in direction is indicated.

I encourage all of you to recruit new members; to work together to retain

members and to re-enlist past members with our destination the strengthening of the purpose of The Ninety-Nines. Let this be our commitment. I want to help the 99s to grow and flourish, ever considerate of our diversity. Will you help?

As pilots-in-command we are committed to safe flights. As with our flying, let's communicate effectively; listen for and receive accurate information; consider the information and take off on a course that leads to a strong and unified organization.

Chapter members, please, consider implementing dependable calling committees designed to personally reach all your members to share information and concerns and to encourage the recruitment of new members.

Soon to come: More introductions of membership committee members and some ideas toward strengthening and increasing membership.

## SECTION NEWS

Chapter. She will use this to complete her instrument rating.

Dianne Johnston is arranging a March meeting which will hopefully involve the Goodyear Blimp at the Pompano Airport. If anyone is visiting south Florida on or around March 13, 1993, call Lee Miller (305 381-6200) for details. The welcome mat is out.

**Aloha Chapter's** Elizabeth B. Glazer celebrated her 82nd birthday in November with her Yacht Club friends in the Islands. A life member of the 99s, Elizabeth is a contemporary of Nancy-Bird Walton and many other notable women aviators. Her greeting to her 99s friends is to the right. □



## Letters to the editor:

Letters to the editor are welcome. The *Ninety-Nine News* will be published bi-monthly for 1993, combining after March/April: May/June, July/August, September/October, and November/December.

The deadlines for those issues will be, respectively: April 1, June 1, August 1, October 1, and, for 1994, December 1. Please send your letters and pertinent data for publication to:

**Ann Cooper, Editor**  
3410 Darbyshire Drive  
Beavercreek,  
Ohio 45440



## THE NINETY-NINES RESOURCE CENTER

## LIBRARY

by Gene Nora Jessen

The imprint of ink to paper describing the adventures of pilots followed the first airplane as surely as dope did fabric. Saint Exupery and Gill Robb Wilson spoke poetically for those of us tonguetied in our flying passion. Richard Bach slipped in philosophy on wings and Ernest Gann gave us great adventures and drama. My own first "important" book acquired as a student pilot was Langewiesche's *Stick and Rudder*, which explained everything that mattered.

People who love books insist on sharing them (and we all anguish over the "disappeared" we've trustingly loaned and lost). As women pilots read and collected aviation books, they wanted to share their discoveries with other women pilots. They gave their treasured favorites to The Ninety-Nines, forming an aviation library with emphasis on books about and by women.

The Ninety-Nines Resource Center today includes an impressive J.E. and L.E. Mabee Foundation Library, named in honor of the folks who so generously funded its construction. The library is under the professional direction of 99 volunteer Dorothy Niekamp of Indiana. Dorothy annually "vacations" in Oklahoma City processing the new acquisitions, updating the computer and ever-modernizing the Ninety-Nines' holdings. In fact, under the sponsorship of the Amelia Earhart Scholarship program, Dorothy researched and produced *Women and Flight; An Annotated Bibliography* from 1910 to 1978, a resource of great value to researchers and writers. Other Ninety-Nines stay on alert for rare aviation books which they generously donate. One of my personal favorites came in with the Jerrie Cobb collection, *The Space Child's Mother Goose*, verses by Frederick Winsor. You'll love it when you get a chance to see it in The Ninety-Nines' library.

BOOKS are the continuing need of the library, easily donated by we of less spectacular means. Pat McEwen and Hazel Jones were two who regularly included a copy for The Ninety-Nines when they bought a new aviation book for themselves. The other immediate need of the library is an oak library work/research/study table and chairs—a great project for an ambitious chapter. □



99s staff member Jonna Burks shows a Ninety-Nines library volume to 21st Century Fund Chair Anita Lewis

MEDICAL  
*Facts*

From an article by Dr. James Labagnara, Aviation Medical Examiner

High blood pressure is the most commonly identified abnormality in the pilot medical examination for all classes of certificates.

Most of the time, the elevated blood pressure is a new finding about which the airman had no prior knowledge. At times it is related to the fact that the individual is in a doctor's office (thought by some to be a stressful situation) and in this instance, after a few minutes, the pressure comes down to its normal level. But frequently, the high reading is an accurate one and it is the first time the airman hears that he has high blood pressure. Most young otherwise healthy people who have this finding can control their pressure by eliminating excess salt from their diet. If the pressure, even though it is high, falls within the normal range allowed by the RFAA, then medication need not be used.

So, where is this excess salt in the diet? Most individuals, when asked, are not aware of the sources of excess salt in the average American diet. Excess use of the salt shaker during cooking or at the table is obvious.

#### Foods Extremely High In Salt Include:

- Processed foods, especially cold cuts
- Canned foods, especially soups
- Fast food, i.e.: Hamburger, fries, etc.
- Snack foods, i.e., potato chips, candy, etc.

Doesn't this sound like the standard daily diet of many of our young pilots and instructors?

For the record, below are listed the maximal allowable blood pressures that comply with the FAA standard First Class Certificate: Ages:

20-29—140/88

30-39—145/92

40-49—155/96

over 50—160/98

Second and Third Class Certificates, all ages: 170/100. □



# NEW

## RATINGS, CERTIFICATES, and AWARDS



Sandra Carruthers	Dallas Redbird	Commercial
Anna Klein	Kansas	IFR
Gaydawn Moore	Oklahoma	IFR
Anita Floyd	Oklahoma	Appt. to OK Aero Comm.
Jamie Roberts	Oklahoma	Top Female Pilot, NIFA Region
Audrey M. Cook	Greater Detroit	ME CFI
Kathryn Smither	San Fernando Vly	IFR
Clarice Bergemann	Lake Erie	IFR
Merce Marti	Kentucky BlueGrass	ME CFI
Naomi Carlson	Kentucky BlueGrass	IFR
Judith Cochrac	Lake Erie	CFII
Pam Gindlesberger	Lake Erie	Commercial
Lori Perry	Lake Erie	IFR
Joanne Soucy	Connecticut	IFR
Ruth Roy	Connecticut	IFR
Carol M. Golder	E New England	ME
Mia Donnelly	E New England	ME, Comm, IFR
Cinda Weber	Redwood Empire	Comm, ME, CFI
Carol Jorgensen	Santa Clara Valley	IFR

## WINGS PROGRAM



Virginia Harmer	San Gabriel Valley	I
Susan Reinish	Oklahoma	I
Susan Thomas	Greater Pittsburgh	I
Shelley Roedel	Garden State	I
Diane McHugh	Garden State	I
Darla Gerlach	Greater Kansas City	II
Pam Gindlesberger	Lake Erie	II
Paula Rooks	E New England	II
Pat Theberge	E New England	II
Bonnie Porter	E New England	III
Anne Honer	E New England	VI
Joan Judeen Smith	Minnesota	VII
Diana Syriac	E New England	IV

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# NEW HORIZONS

## JOHN J. VELESKY

Martha A. Velesky, Chapter Chairman of the All-Ohio Chapter, lost her husband, John, in November. After suffering for over four years, John succumbed to cancer. He loved flying and he loved his own avionics business. He is sadly missed by his family and friends. Our warmest wishes go to Martha with our sincere regrets.

## REX VOSS

Rex, oldest son of Mary Jo and Bennie Voss, died at Baylor Medical Center while awaiting a liver transplant. Members of Shreveport Chapter are mourning for Mary Jo and her family. *Submitted by Bonnie Tassa.*

## ALMA HITCHINGS

Alma Hitchings passed away in Toms River, New Jersey, in June. A former member of Garden State Chapter, Alma was one of the founders of the Garden State 300 air race. She will be missed. *Submitted by Jill Hopfenmuller.*

## RICHARD LADD

Central New York Chapter's Barbara Ladd has lost her husband. Our sincere regrets to you, Barbara. *Submitted by Jill Hopfenmuller.*

## GEORGE W. KIRKENDALL, Sr.

A pioneer in aviation, George Kirkendall trained with Charles Lindbergh and held a pilot's certificate signed by Orville Wright. He passed to new horizons on January 22, 1993 at the home of his daughter, Meigs Adams, a member of the Lake Erie Ninety-Nines. Mr. Kirkendall, age 90, was one of the original test pilots for the Piper Cub and later was involved with Taylorcraft of Alliance, Ohio. During WW II, he worked for Goodyear on blimps and later became a chief inspector for Goodyear in their aeronautical department. Installed in the Forest of Friendship in 1991, Mr. Kirkendall believed that he should leave this world in better shape than he found it. He completed his goal. He will be greatly missed by the Lake Erie 99s. *Submitted by Wilma Grootegoed.*

## *To all fellow 99s:*

*From Shirley and Bob Zillig:*

It is with a heavy heart that I write. What sad news we all had to hear. We are all trying hard to live a normal life, but it isn't easy. We are proud of the way the children have taken over. We all have had much support from friends and neighbors by way of prayers and food. Bonnie and Archie will never be forgotten and it will be a long time before the hurt goes away.

However, we cannot dwell on the sadness. We have to count our blessings. We were all fortunate to have been a part of their lives. They left us many examples of how to live life to the fullest. To be kind and thoughtful of others. To be there when needed and to have wonderful senses of humor.

Archie brought more happiness into Bonnie's life in their nine short years than she ever dreamed she deserved. They were a perfect couple—working together, playing together, loving together and finally dying together. We know they are in a better place starting their work anew.

Our Father within is giving us the strength to carry on. Their destiny was ordained the day they met. It is not for us to question "why?" Whatever caused them to die as they did could not have been prevented. They were called to a higher plane.



## Bonnie and Archie Gann



With this as our belief, we have found peace within our hearts.

Now it is our turn to carry on their work, for they left us all the tools we need. If we fail, it is only because of our weaknesses and doubts.

How fortunate they got to see or speak to so many people in the recent months—truly a part of the divine plan.

A friend of our daughter Chris made an observation after reading one of the news reports. She said she felt silly remarking because we all must have been aware of the coincidence: in reading their abbreviated names, they read:

B. Gann and A. Gann  
Began Agan  
Begin Again

God Bless you all.

Bonnie Gann was born in upstate New York and moved to Florida in 1968. She became interested in flying and received her training at Key West Naval Air Station, the first female to be licensed at the Naval Flying Club. She was so enthused over flying, she hurriedly added to her ratings and reached her CFII. Among her students, she added her two daughters, Susan Kawa and Robin Quenzler, who soloed on her 16th birthday. Bonnie was also instrumental in arranging for her mother's, Shirley Zillig's, first flight lesson.

Upon receiving her Private certificate, Bonnie became a member of the 99s. She was very active in her chapter, holding all offices in the Southeast Section, including Governor. She served on different committees on the International level and, this past year, was elected as a director. She worked tirelessly in helping to restructure the 99s Bylaws, attended at least three fourths of the International conventions and attended most of the Southeast Section meetings.

Bonnie had many other interests in flying besides the 99s. She was an avid race pilot, flying several different races every year. For the past 18 years, she flew with her mother in many of the races. Bonnie was navigator except for the first and last three years. They won or placed in the top 10 or top six of all races they entered. When flying in her mother's airplane, mother was PIC because "she gives orders better than she takes them." Bonnie was sure that they had appropriate songs to sing when crossing state borders and rivers while traveling across country.

Very interested in working with the National Intercollegiate Flying Association (NIFA), Bonnie many times served as Chief Judge, Region XI. She loved working with the students, and they with her. Bonnie particularly liked the message drop and the messages she received!!

In 1992, Bonnie was honored by having her name placed in the Forest of Friendship, Atchison, Kansas.

Bonnie's 49 1/2, Archie, was also an avid pilot. He flew with and assisted Bonnie in many of her activities. They used their airplane and piloting skills in their business. Archie's children mentioned that he never took orders from anyone until he met Bonnie. Of their seven children, she was instrumental in giving all of them flying lessons.

There is a memorial fund being established in honor of Bonnie and Archie, the proceeds of which will be used for scholarships. Donations may be made to the Bonnie and Archie Gann Memorial Fund, c/o Vickie Lynn Sherman, 2139 Hontoon Road, DeLand, Florida 32720 USA.

Bonnie and Archie were taking photos in the Bahamas for an air race when they crashed. They leave behind their immediate families and a host of friends.

Bonnie always signed her correspondence with, "Blue Skies!"

We'll miss you, Bonnie and Archie. *Submitted by Norma McReynolds*

Aileen Saunders Mellott is the new President of Silver Wings and was also honored by the OX 5 Aviation Pioneers. The *OX 5 Newsletter* featured Aileen in a full page cover spread. She joined as a Historian member and is the first such member to be honored by front page coverage. The article details her many accomplishments as a business woman, pilot and humanitarian. Aileen is a member of Mission Bay Chapter of The Ninety-Nines. We are privileged to count her as a valued member and send our best wishes and congratulations.

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Members of Redwood Empire Chapter regret the loss of a pillar of the 99s, Nina Noel Rookaird. Her passing was noted in the *Ninety-Nine News*, January-February issue. At that time, it was not known that Nina, who strongly supported aerospace education, is being remembered with a memorial fund. Contributions to the 99s Aerospace Education program may be made to: The Ninety-Nines Nina Rookaird Memorial Fund, C/O Jeanne Gibson, 9 Jo-Lin Court, El Sobrante, California 94803.

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Women In Military Service for America have a VHS tape, *In Defense of a Nation*, for \$10. Call Jim Weiskopf or Peg Heusinkveld at 800-222-2294.

The 21st Annual Garden State 300 will be flown June 12-13, 1993. It is a round robin proficiency contest of approximately 300 statute miles and is open to all licensed pilots. In 1992 the competing airplanes ranged from a Mooney 201 to a Cessna 150. The course in 1992 was plotted by Carol Cross and Steve Riethof who have flown in the contest many times in the past and Ninety-Nines from North Jersey, Eastern Pennsylvania, Greater New York and Connecticut as well as Garden State were among the entrants. Last year's winner was Jean Flakker with co-pilot John Ornowski flying Jean's Beech Sundowner. In addition to winning the 300, they were awarded a trophy for being the highest scoring entry from Marlboro Airport and Jean was awarded the Alice Hammond perpetual trophy as the Ninety-Nine who finished the contest with the highest score. Contact Maryann Gibbons, Chairman, for an entry kit.

15th Annual Women's Soaring Seminar to be held in two locations in Colorado July 10-18, 1993. Most of the seminar will be held at Black Forest Gliderpark, halfway between Denver and Colorado Springs. Participants will also travel to Westcliffe for a two-day ground launch and mountain soaring camp. Both locations are known for spectacular summer soaring conditions and cross country opportunities. Sponsored by the soaring clubs of Colorado, Pikes Peak 99s and the Women Soaring Pilots Association, the seminar is open to women and men from all experience levels who want to learn and improve their skills in a supportive environment. For more information: Arleen Coleson, P.O. Box 470728, Aurora, CO 80047 or call 303 364-8121.

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## 1993 Convention Update

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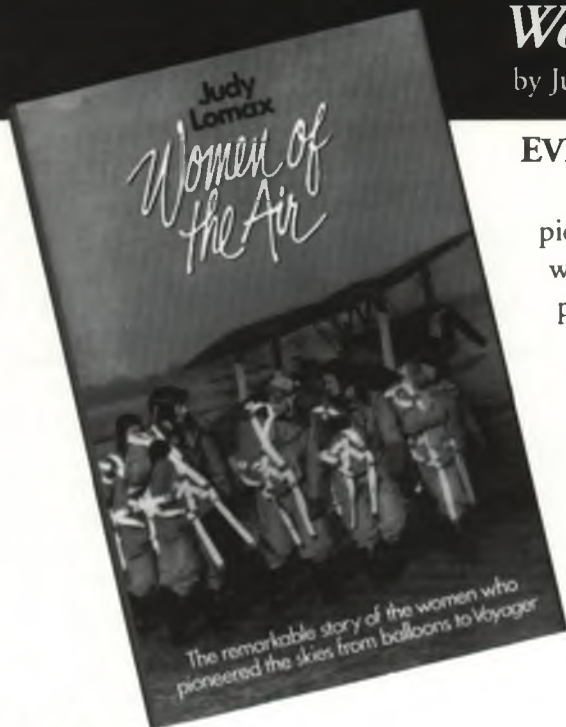
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