

# NINETY-NINE*News*

THE INTERNATIONAL WOMEN PILOTS MAGAZINE

JULY - AUGUST, 1993



- **Dynamic 99s, the British Women Pilots**
- **Judging the AE Scholarship Candidates.**
- **World Precision Flying Competition**

Back in 1983 The Ninety-Nines inherited the United States Precision Flight Team from AOPA who had managed it since 1980. It was thought this would be a good thing to do and would help us project a good image. Since that time the overall concept and involvement of women on an international basis has increased greatly. Under the leadership of the 99s, the first chairman was Lois Feigenbaum with Janet Green and Hazel Jones as staff. A little later Pat Roberts, Jody McCarrell and Verna West joined them. In 1983 the U.S. team, with Lois as team manager along with Hazel, Janet, Verna, Jody McCarrell, and 99 Carolyn Pilaar as a team member, went to Norway to compete in an International Competition. The bug must have bit pretty hard, as we came back so sold on the whole idea that we placed and received the bid to host the 1985 World Championship in the United States.

The fun had just begun, as we sure didn't know what we were doing. But, being 99s, we went to work. Florida was selected for its convenience as well as the fact that there is plenty to do in Kissimmee, the home of Disney World. By this time all the men who run the program in Europe were getting the idea that we were going to do this by ourselves. The ideas started to arrive: maybe we had better hire a computer programmer from Norway and maybe we had better get some help out of Switzerland. There was just no way a group of women called The Ninety-Nines would be able to run this thing. During the U.S. National prior to the International Competition, Mr. Peter Nissen of Norway, whom we had selected as our chief of jury, came to observe. We impressed him and he said he had never seen so many women involved in such an event and doing such a great job. 99s came out of everywhere. I believe each Section was represented and all came to work, learn and to have fun. They went to Judges' school, they painted numbers, made timing gates. They worked. To this day, when everyone who attended sees me they say, "When are we going to do that again?" These ladies so impressed the Europeans that one was heard to say, "If The Ninety-Nines had been at the Alamo, things might have come out differently."

A USPFT Council was formed to help promote precision flying in the United States and, of course, it was made up of 99s. In addition to those already named, Doris Abbate was head of national events promotion and Louise White and Virginia Showers were on staff.

The U.S. Team has competed since then in the countries of Denmark, Argentina, and Poland. Each time they have been led by 99s. For the first time, women were appointed as International Judges with the first four being 99s: Hazel Jones, Pat Roberts, Carole Sue Wheeler and Jody McCarrell. There are now several countries with women International Judges and Team Managers as well as workers and we take pride in that 99s led the way. Other International Judges in addition to the original four are Jerry Anne Jurenka and Jan Maxwell.

What is all this leading to? After many requests from people who want to help again and from other countries who want to come back to the U.S. again, I approached the International Board of Directors in the fall of 1991 and asked for approval to place a bid for the 1996 Precision Flying World Championships. The vote was unanimously in favor.

In November 1992, Pat Roberts and I made a trip to France to place the bid. We spent three days and nights trying to sell this idea to the countries gathered at the annual winter Committee International Aviation General (CIAG) meeting. When the vote came to the floor, sell it we did. They asked if 1996 was going to be as good as Florida had been and I said "Like everyone who would like to be 20 again, this is our chance to do just that and if they thought they had fun last time, just wait until the second go around."

Now, two things will be presented at Convention. First, we'll ask the members to ratify hosting the World event. Then, we are going to put on a World Class Event that will require raising some funds. Last time we asked several individual Ninety-Nines to donate funds and a few of you pledged enough money to get the project going. The International Board also gave us some funds since this is an International Event. This time I want it to be a little different. I would like to present a motion on the floor at the International Convention at Portland, Oregon so that each and every one of you can say, "I helped put on the World Precision Flying Championship." I want to put forth a motion to ask that each and every Ninety-Nine contribute for the year of 1994 and 1995 an additional \$1 to their dues.

This is your project, and it is one of the very few chances we have to get involved with a real World Event. A \$1 addition to your dues for those two years is only the price of a can of Coke at many hotels.

This is everyone's event and I want everyone to have a chance to get involved. I want to invite our Ninety-Nines from all countries to get involved. Not only are you getting the chance to become part of this, if you need help organizing a team to participate, my staff and I will be ready and willing to help you any way we can. My address is below.

**COME AND HELP WORK THE 1996 WORLD PRECISION FLYING COMPETITION.  
BELIEVE ME, THE REWARD WILL BE YOURS.**

Jody McCarrell, Rt. 1 Box 487B, DeQueen, AR 71832 USA, Home: 501 642-2508, Work: 903 845-3272, Fax: 501 642-2508



# NINETY-NINE *News*

THE INTERNATIONAL WOMEN PILOTS MAGAZINE

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## Pireps...

**CORRECTION:** Your editor regrets that a photo published in the May-June issue, *Ninety-Nine News*, was improperly attributed. The photo of Albert Bresnik on page 16 was taken by Eric Risberg, Staff Photographer, Associated Press, San Francisco, CA. Mea Culpa!

From **Linda S. Wood**, Eastern Pennsylvania:

As a relatively new member of the Eastern Pennsylvania 99s I have been saddened by the negative publicity that has been published regarding the infighting in our organization. From my own observations of the situation, it appears that everyone is trying to put that nasty mess behind them. I have been so impressed with the good within the organization. The dedication to the growth of women in aviation is sincere and enthusiastic. The women I have had the pleasure of meeting have dedicated much of their personal time and resources to make the 99s the best it can be.

When I first began to hear the details of the situation I considered not renewing my membership. Fortunately I soon realized that this knee-jerk decision was akin to "throwing the baby out with the bath water" and that the organization is working toward the resolution of the inner strife and will continue to do good for women who love aviation.

I hope that you will print this letter in the *Ninety-Nine News* so that other new members will not give up hope and quit what is potentially a wonderful support group for female pilots.

From **Michelle Marceau**, Pensacola, FL:

Editing is often a thankless job, but please know that we do appreciate all the time and effort you put in to making the

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**On the cover:** Sir Peter Masefield, Nancy Bird-Walton, Ann Welch OBE, Muriel Tucker, Lorne Welch, Aileen Egan and Connie Fricker. See the story of the British Women Pilots on Page 5.

*Photo of Big Ben by Ann Cooper*

*Ninety-Nine News* such a joy to read. There isn't a chapter or section meeting that passes without ample mention of the magazine's excellent layout, appearance and content.

I thoroughly enjoyed your piece on Emily Howell Warner and posted a copy of the "persistence and determination" poem on my bulletin board.

(Ed. Note: Our illustrious and knowledgeable Charter Member Fay Gillis Wells was kind enough to send word that "Persistence and Determination" was attributed to U.S. President Calvin Coolidge. Fay found it in Bartlett's Vol 2, *Lesser Quotations*. Thanks for your input, Michelle and Fay!)

*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*



**You read about it in the May-June issue! Watch for more exciting information about the Twenty-First Century Fund in our next issue, *Ninety-Nine News*.**



## Busy as usual - Good News, Too!

It's been a busy time since the last issue of the *NEWS* reached you. For me, the spring months have been filled with travel to various section meetings as well as to other related events. And wherever I've been, 99s have been wonderful, upbeat and having a great time - working on special projects and deciding just what to do next - taking the time to accomplish the many activities we all find interesting.

Let me tell you - our sections know how to create effective, educational and fun meetings for themselves! Try one sometime, you'll like it. And remember, you don't have to just visit your own section meeting - finding out who your neighbors are and what they do is a terrific way to spend a spring or fall weekend.

I do have some good news to share with you. The following settlement has been reached with R.J. Reynolds:

"The Ninety-Nines and R.J. Reynolds Tobacco Company have amicably settled the matter of CAMEL NINETY99NINES. R.J. Reynolds has withdrawn its application to register NINETY99NINES and continues to sell cigarettes under the CAMEL NINETY99NINE brand."

When you share this information, please use the exact wording as stated above; use of this precise statement in your reporting is part of our settlement agreement with RJR.

Please join me in thanking attorney and 49 1/2 David Weiss who handled the negotiations with RJR.

Congratulations are in order for Executive Director Loretta Gragg, who completed 25 years of employment with The 99s March 15, 1993. A special celebration was held for her during the spring Board meeting; additional photo coverage can be found on page 28 of this issue.

Speaking of this issue, it's jam-packed with great material - and coming right behind it is the September-October issue, delayed just a bit in order to include complete Convention coverage.

The 99s have been recognized by the Office of Aviation System Standards, U. S. Federal Aviation Administration, for our assistance with a series of aviation symposia presented in nine U. S. cities. We'll include this coverage in the next issue as well.

I'd like to thank the Council of Governors for their efforts compiling the responses to the questions listed in my Jan/Feb article in the *NEWS*. A summary of the information will be available in Portland for anyone who is interested. Southwest Section Governor Stacy Hamm said it best in her recent column in the section newsletter.

"Responses to President Lu Hollander's article in the *Ninety-Nine NEWS* find that almost without exception our members are eager to get back on the 99s airway with a 'fix it as we go' philosophy... Who did what when is not an issue anymore. How we shall proceed is the subject at hand."

Keep up the good work, 99s! And happy flying!



**NINETY-NINE News**

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 International Women Pilots  
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# British Women Pilots

Our cover story for this issue of *Ninety-Nine News* features the British Section of The Ninety-Nines and the British Women Pilots' Association (BWPA). You noticed the prestigious group of pilots gathered on the steps of the VC10, but let us explain a bit further about the photograph. British

Section Governor and Chairman of the BWPA Aileen Egan wrote, "This was taken at Brooklands Museum during Nancy Bird-Walton's visit to the UK. As you know, Nancy wrote the book, *My God! It's A Woman!*" (Ed. note: Nancy is the well-known Australian pioneer pilot. Her autobiography is a captivating read!)

"Brooklands is known as the birthplace of British motorsport and aviation and was built in 1907 near Waybridge, Surrey. It was one of the most fashionable, glamorous and exciting places to be seen in the early days of flying. Sir Peter Masfield hosted a luncheon at Brooklands for Nancy Bird-Walton and a number of women well known in the world of aviation who enjoyed sharing flying memories which spanned many decades and all the continents. Special tribute was paid to the many women who have played so many vital roles throughout the history of flying.

"Sir Peter Masfield is the Chairman of the Brooklands Museum Trust. Nancy Bird-Walton A.O., O.B.E., Hon M.E. (Syd) requires little in the way of introduction to Ninety-Nines. Ann Welch O.B.E. is a former Air Transport Auxiliary pilot and married to Lorne Welch, also shown. Muriel Tucker is a member of the British Women Pilots' Association and Trustee of the Amy Johnson Memorial Scholarship. Connie Fricker



*From BWPA Annual Gazette: First Officer Sue Ellcombe flies a British Aerospace Jetstream (and a Cub for fun.)*

is a former Vice-Governor of the British Section and well-known to many in the U.S. where she has attended 99s Conventions for many years.

"The group is standing on the steps of a VC 10, registration A40-AB, which was given to Brooklands by His Majesty the Sultan of Oman after 12 years of service with the Sultan's Royal Flight. It contains luxury features such as a board room/dining area and two double bedrooms. Originally built at Brooklands, the VC 10 first flew on October 17, 1964 and joined the British United Airways fleet on its world-wide, long-haul routes."

The British Women Pilots' Association (BWPA) was formed in 1955 with the help of the Women's Engineering Society (WES). Amy Johnson, one of the most famous of all women pilots, was president of that society for a number of years. After she was killed in a flying accident over the Thames Estuary in 1941, the Society founded a scholarship in her memory. The first scholarship was awarded in January 1955 and, at a gathering to mark the occasion, several women pilots suggested that they should form their own association.

To further the idea, the WES invited all women pilots they could trace to a special meeting. On March 11, 1955,

*please turn the page*





*From BWPA Annual Gazette, Chair of BWPA and Governor, British Section, Aileen Egan.*

22 women pilots and eight members of the Society gathered in London and enthusiastically voted the British Women Pilots' Association into existence. The Association grew as more women took flying lessons and became qualified pilots, with an increasing number achieving their ambition to pursue an aviation career.

In 1968, the WES handed over the Amy Johnson Scholarship fund to the British Women Pilots' Association. In 1978, the BWPA set up a separate charitable trust, the Amy Johnson Memorial Fund Trust which is the body now responsible for awarding scholarships. These provide financial assistance toward the Basic Commercial Pilot's Licence (Aeroplanes) — (BCPL(A)).

BWPA exists to promote an interest amongst women in all aspects of aviation, either as a hobby or profession. Members, currently numbering over 300, range from those who have not yet started flying to pilots with professional qualifications. Membership is open to anyone with an interest in aviation. There is no lower or upper age limit and teenagers to octogenarians belong.

Keeping in touch through fly-ins, flying events, newsletters, an annual ga-

## British Women Pilots, *continued*

zette and social events, members of the association also arrange instructional activities on a regional or national basis and visits to places of special aviation interest. A typical annual calendar includes introductory flying courses, hang gliding, microlight flying, hot air ballooning, gliding task week, continental holidays, and flying days to provide air-experience flights for potential pilots. Members of BWPA have organised a three-day event during which participants structured a flying programme from a choice of 25 different activities at three different airfields. Career symposia give guidance to participants on the range of career opportunities available in aviation today.

Advice is available to members about annual scholarships, flying training and aviation careers. A careers booklet and an aviation projects guide for schools wishing to introduce aviation studies into the curriculum are produced by members of BWPA.

The members of BWPA, full, family or associate, are involved in all areas of aviation. Experience ranges from pilots with many thousands of hours in their logbooks (some dating back to war-time ferrying experience) to student pilots just starting flight training. To most, flying is a hobby; but, for an increasing number it is a full-time profession—airline captains and stewardesses, ferry pilots, flight test observers, air traffic controllers, engineers and aviation administrators, and many instructors.

BWPA is an associate member of the Royal Aero Club, the Aircraft Owners and Pilots Association, and the Federation des Pilotes Europeennes. Magazines, information and contacts are maintained with many other organizations: Air League, Australian Women Pilots' Association, the Association of

Pilotes Francaises, The Ninety-Nines, the Girls' Venture Corps, the British Gliding Association, the British Hang Gliding Association and the Air Education and Recreation Organisation.

Chairman Egan wrote, "From the very dawn of aviation women have had to prove themselves and overcome seemingly pointless discrimination. Today our members sit in the left hand seat of 747s, fly helicopter sorties to oil rigs, soar in aerobatic competitions, glide gracefully over the African landscape and fly all types of flying machines for sheer enjoyment. We have among us young aspiring pilots not yet out of their teens, young-at-heart pilots well into their seventh decade and pilots of all ages in between. Our careers—many in the world of aviation—are as varied as our ages. We have many loves and as many goals but our great love is flying and the promotion of women in flying.

"These are difficult times—challenging times. It is not always easy to find the resources and the courage to remain focused on your goal—whether that goal is to gain a private pilots licence or a start on the road to a career on the flight deck. With enthusiasm and support our members encourage each other to ever greater achievement.... As times change so do we. The dynamism of an enthusiastic membership will influence the future as we accelerate through this decade and take-off into the next century." □

For more information about the British Women Pilots' Association, please contact: Aileen Egan, 'Tarka,' 21 Ottershaw Park, Ottershaw, Chertsey, Surrey KT16 OQG, England.



# CALENDAR



The Confederate Air Force will host AIRSHO '93 at Midland International Airport, Texas, celebrating their 30th annual homecoming air show. For ticket information, call 915 563-1000. The dates are October 9-10, 1993.

The American Airpower Heritage Museum and Midland College will host an international symposium, "A Sleeping Giant Awakens." Famed panelists including WASP representatives will participate. For information, call 915 563-1000. Dates are November 11-13, 1993.

Directors of the American Airpower Heritage Museum will recognize former President George Bush for his service as a naval aviator during WWII. The exhibit will be dedicated December 7, 1993.

Come and enjoy the excitement of the 1993 Beaver County Airshow, Beaver Falls, Pennsylvania, August 14-15, 1993. Shows begin at 1PM.

Grant County Airport's Annual Fly-In Breakfast, 7 AM until noon, will be held in Platteville, Wisconsin on Sept. 12. For more information, call 608 348-3580.

## 1993

### July

1-4	Northwest Section	Fairbanks, AK	Judith Foster
10-18	Soaring Seminar	Colorado	Arleen Coleson
29-8/4	EAA Fly-In/Convention	Oshkosh, WI	Cathie Mayr

### August

4-7	Palms to Pines Race	Santa Monica, CA	Claire Walters
7	Abbotsford Air Show	Abbotsford, Canada	
4-8	Canadian Women/Aviation	Abbotsford, Canada	Sue Ehrlander
11-14	<b>International Convention</b>	<b>Portland, OR</b>	<b>Betty Prakken</b>
28	Okie Derby	Oklahoma City, OK	Phyllis Miller

### September

24-26	Southwest Section	Las Vegas, NV	Stacy Hamm
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### October

1-10	Balloon Fiesta	Albuquerque, NM	
1-3	West Canada Section	Winnipeg, CAN	Nancy Rand
8-10	North Central Section	St. Louis, MO	Gini Sutherland
9-10	CAF AIRSHO '93	Midland, TX	Mary Alice Tidwell

### November

11-13	CAF Symposium WWII	Midland, TX	Mary Alice Tidwell
19-21	Wash. DC 60 Anniv	Washington, DC	Bev Sharp

## 1994

### March

10-12	Int'l Women/Aviation Conf	Orlando, FL	Dr. Peggy Baty
	World Aviation Conf	Bombay, India	Chanda Budhabhatti
15-17	South Central Section	Fort Worth, TX	Eva Isabell
20-21	Southwest Section	Tempe, AZ	Stacy Hamm

### July

5-10	<b>International Convention</b>	<b>Norfolk, Virginia, USA</b>	
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### October

1-3	West Canada Section	Winnipeg, CAN	Nancy Rand
6-9	Northwest Section	Sun Valley, ID	Carolyn Carpp
8-10	Southeast Section	Destin, FL	Connie Wilds
8-10	North Central Section	St. Louis, MO	Gini Sutherland
28-30	Southeast/South Central	New Orleans, LA	Judy Reinhart
	Southwest	Rohnert Park, CA	Stacy Hamm

## 1995

### March

Australia/New Zealand WIA Rally	Adelaide, Australia	Barbara Collins
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### July

<b>International Convention, 99s</b>	<b>Halifax, Canada</b>	<b>Sue Ehrlander</b>
World Aerospace Education Con	Seoul, Korea	Diane Cozzi

Dates are perpetual until expired or cancelled. Members are encouraged to use, clip and save this list of aviation activities. There are no registration fees for meetings. If you would like your event listed in this calendar, please send written additions, corrections, cancellations and the name of the information contact to 2 Exeter Place, Glen Head, NY 11545 USA. FAX 516 676-7971 or PHONE 516 676-7852. International Date Coordinator Doris Abbate.



# BIRTHPLACE MUSEUM UPDATE

by Pamela Mahonchak - Chairman, Amelia Earhart Birthplace Museum

What a difference a year makes — especially at the Amelia Earhart Birthplace Museum? The year 1992 was a banner year for the Museum, with increases in everything — attendance, contributions, funding, and especially interest! And 1993 is making its own impact as well. As **our** Museum, the Amelia Earhart Birthplace has come into the minds and hearts of even more 99s members and friends, and so many of you have offered support of all types. Much remains to be done, however — but we have the capability to do it. Do we also have the **courage**?

As with any non-profit charitable organization, a primary concern of The 99s and the Museum is fund-raising. Members of the Museum's Board of Administrators take this responsibility very seriously, pursuing it vigorously! In 1992 a grant from the Sterling Savings & Loan Association of Detroit was obtained, and applications for the prestigious National Endowment for the Arts/Institute of Museum Services General Operating Support and Conservation Project Support grants were submitted. Local Board members obtained donations of products, services and publicity for the Museum. Corporate and foundation grants and additional government funding opportunities are also being sought.

The Amelia Earhart Birthplace Museum continues to be the leading public attraction in Atchison. Attendance has increased each year, and 1992 was no exception. Publicity about the ongoing searches for Amelia brought many inquiring visitors to our doorstep. Every visitor to the Museum learns not only of the life of our first President, but of the legacy she created for all 99s!

As **our** Museum, each 99 has a responsibility to help in the restoration process to the extent her time and talents allow. Each of you has a gift to give — perhaps you know of a grant program within the corporation for which you work, or have connections with foundations or charities which would appreciate the opportunity to support the Museum. Do you have a background in historic restoration, research or interpretation which would help us as we begin this long-term process? Or can you offer assistance of a type which we haven't even thought of yet?

**YOU** are the key to the successful re-birth of this beautiful home, and now is the time to become involved. There are many 99s working on this project, but we know we could benefit from the resources so many of you possess. It's the chance of a lifetime to honor a lifetime of achievement by Amelia. Won't **you** help?



In recognition of her contributions to the Amelia Earhart Birthplace Museum, Alexis Koehler presents Marie Christensen with a beautifully framed drawing of the home.



JOAN W. BAUERLEIN

## JUDGING

One Canadian and three U.S. aviation authorities served as final judges for the Amelia Earhart Memorial Scholarship Program this year. Their decisions were made after the applications had been judged at the chapter, section and international level. The winners will be announced August 13 at the Amelia Earhart luncheon of The Ninety-Nines International Convention August 11-15, 1993 in Portland, Oregon.

**JOAN W. BAUERLEIN**, Director of International Aviation, Federal Aviation Administration, who was recognized in 1991 by the National Aeronautics Association as "Outstanding Woman in Aviation." In 1992 she received the President's Meritorious Award.

Bauerlein started her 18 years of federal government service in 1975 as senior budget analyst of the Office of Budget and Programs in the Office of the Secretary, Department of Transportation. Included in her service were appointments as economic analyst and administrator and legislative specialist. From 1981 to 1983 she served as a Congressional Fellow in the office of Congressman Norman Mineta. Before her present position she served a year as Special Assistant to the Administrator, FAA.

With a BA in political science and French from Purdue University, a certificate from the Graduate Institute of International Studies at Geneva, Switzerland, Bauerlein also earned an MA in international politics from the University of Virginia. She studied at the East Asian Institute of Hamlin College and studied urban and regional planning for three years at Howard and George Washington Universities.

Married to Robert Bauerlein, Deputy Under Secretary of the U.S. Air Force for International Affairs, Bauerlein and her husband have two





**MAJOR D. M. DEE BRASSEUR**



**DR. SCOTT E. MILLER**



**BRYAN T. MOSS**

## the candidates for A.E. Scholarships

by Jean Pearson

children; Louisa, a first year student at the University of Virginia, and Franz, a high school sophomore.

**MAJOR D. M. DEE BRASSEUR**, a jet fighter pilot with 2,500 hours of flying experience, joined the Canadian Forces in 1972 as an administrative clerk at a dental unit detachment in Winnipeg. One year later she was accepted for commissioning under the officer candidate training program and graduated as an air weapons controller in July, 1974. She served tours with 22nd NORAD Region Headquarters at North Bay, Ontario, and 23rd NORAD Region Headquarters at Duluth, Minnesota.

In 1979 Major Brasseur was accepted for pilot training. After receiving her wings in February of 1981, she attended flying instructor school and in June commenced a tour of duty as a flying instructor at Moose Jaw, Saskatchewan. During that period she attended Air Command Flight Safety Officer and Canadian Forces Staff School courses and served as flight safety officer, senior course director and deputy flight commander.

Following attendance at the Canadian Forces Language School she became a member of the National Defence Headquarters Charter Task Force on Human Rights. Upon completion of the Task Force's report, she assumed T-33 Flight Commander duties at Base Flight, Cold Lake, Alberta.

Major Brasseur commenced fighter pilot training in June, 1988, and following the completion of the CF18 operational training in June, 1989, she served as Plans Officer with the 416 Squadron until posting to the Directorate of Flight Safety in August, 1990. More advanced military courses followed. In August, 1991, she

assumed position of cell supervisor responsible for monitoring all jet trainer and fighter aircraft activities.

**DR. SCOTT E. MILLER** is a National Aeronautics Association board member and Western Vice President of the same organization. Retiring from A1 Research after 42 years service, Miller started his own company, Scotty Miller Association. He is now President of Scotty Miller, Inc., which offers aviation/aerospace consultant services. He is President of the Aero Club of Southern California, the Director of the Los Angeles Boy Scouts "Explore Southwest Division," Chairman of the Westchester Rotary Club Boy Scout Committee, and advisor to the Rotary District 5280 "48 Club Presidents."

Miller, who is in "Who's Who of U.S. Executives," received an honorary degree of Doctor of Philanthropy from Pepperdine University. He has also received The *Professional Pilots* magazine's award "Star Performer" for outstanding contributions to aviation; the Aerospace Industry's Boy Scout of America "Good Scout" award, the National Business Aircraft Association's "Jack Doswen Award," and N.B.A.A. Dedication Service Award as General Chairman of National Conventions in 1960, 1965, 1974, 1981, and 1986.

In his past community service, Miller, who is honorary mayor of Westchester, has been Charter President of the Aerospace Museum of Southern California, Charter President of the Westchester-Loyola Library Association, Governor of Rotary District 5280, President of Westchester Rotary Club, President of Westchester/Los Angeles Chamber of Commerce, President of Westchester Coordinating Council, Director of the N.B.A.A., Advisor to

the California Board of Education and Advisor to the Attorney General's Office, State of California.

Among his numerous commendations and resolutions are ones from the Governor of California, four from the City of Los Angeles and from the Congress of the United States House of Representatives.

Miller is married and has five children and seven grandchildren.

**BRYAN T. MOSS** is President of the Business Aircraft Division of Bombardier Inc., manufacturers of diversified transport equipment.

Born in Greenville, PA, in 1940, he is a graduate of Georgia Tech where he received a BS in Industrial Management in 1962. Moss began his career in aviation at Lockheed-Georgia Company in 1966. Two years later he joined Lockheed JetStar Sales, becoming Sales Manager in 1975. In 1978 he was selling aircraft for Lockheed in Asia and Australia.

Moss came to Canadair's Challenger organization in 1979 as Sales Manager-Southeastern United States. He became Vice President-Sales in 1984 and Executive Vice President-Sales in 1987. Later that year he was named President of Canadair Challenger, Inc. He was appointed to his present position in 1989.

Moss and his wife, the former Carole King of McMinnville, Tennessee, have a son and a daughter.

Our thanks to these prestigious experts for giving of their time in the selection of recipients of the 1993 Amelia Earhart Scholarships. We look forward to picturing the winners in an upcoming issue of the *Ninety-Nine News*.



# BAPTISM INTO NAVAL AVIATION *by Michelle Marceau*

"Jump, lieutenant, *jump!*" pleaded the tall young man with nautical tatoos adorning his impatiently crossed arms. I looked forlornly up at the water survival instructor through a tangle of wet hair and chlorine-stung eyes then down at the pool surface fifteen miles below. "It's only fifteen FEET! P-l-e-a-s-e jump so that we all can go to lunch!"

Shuffling reluctantly to the precipice in my soggy aviation-green flightsuit and steel-toed boots, I took a huge gulp of air, squeezed my eyes shut and stepped off the plank for my third and final try at passing the abandon ship drill. A chorus of "Come on, Michelle, you can do it!" echoed from the bleachers at the opposite end of the pool where my thirty flight surgeon classmates sat watching the spectac....Kersplaaaaaash! Flight boots rebounded off the bottom and I sprinted forward, now just fifty feet underwater to the pool centerline. Eyes still squeezed shut, I swam for eons until hunger for air finally brought me gasping to the surface. Where were the cheers? Surely this time... "Wrong-way Corrigan, the centerline is the other way. Be here at 1600 for remedial swim class!"

I dragged myself onto the deck, exhausted, as the water guru continued in disgust, "What if you really had to jump off a carrier someday and swim underneath floating, burning debris to get to safety?"

"I would stay aboard until the eminently prompt, efficient AND courteous naval rescue helicopters arrived!" I retorted, panting. To no avail. 1600. I mentally subtracted 1200 to get real time and sighed realizing that my 4 pm flight student at the aero club would have to be rescheduled.

Thus began my baptism into Naval aviation. All alone at the training pool now, I peeled off layers of clammy flightgear and looked at the bedraggled reflection in the mirrored surface. For this you gave up a tenure track position in biochemistry, a part-time job flight instructing at a nice, dry flight school and a modicum of autonomy over your life? The image smiled wryly and replied yes. Adventure called, remember? And you know you'd do it all over again. Mmmmm. True.

I entered that parallel universe most of us

vaguely know as "The Military" last November, lured by the prospect of combining my background in science with my passion for airplanes as a naval aerospace physiologist. The job description sounded terrific—teach aircrew about hypoxia and G-loc and crash survival, run the altitude chamber and ejection seat trainer, fly for free in all types of military aircraft. Think of all the private and instrument students you'll have at the naval aero club! I signed with a flourish on the dotted line, said farewell to my stunned academic colleagues and drove to officer boot camp in Newport, Rhode Island. After several weeks of uniforming, saluting, and classes in military law, marching, protocol and naval customs, newly-metamorphosed Lieutenant (the equivalent of an Army or Air Force captain) M. Marceau, USNR, Student Flight Surgeon Class 93002, reported to Pensacola, FL, to begin the rites of passage into naval aviation.

I soon learned that anyone even remotely connected with aviation, from the junior recruit who mans the coffeepot in the back of a P-3 to the most exalted of flying admirals and the wimpiest of bespectacled physiologists, must pass a triumvirate of hurdles before venturing anywhere near a naval aircraft. The first hurdle was the dreaded physical exam, a full day, stem to stern microscopic evaluation that supposedly approximates the FAA Class II, but an airline physical is closer to the truth. If your grandmother coughed once back in '45, be prepared for a consultation with ENT, internal medicine and perhaps the shrink. Miraculously, I emerged unscathed except for annotations of "too much ear wax," "needs stronger eyeglasses," and "anthropometrically incompatible" (read too short) to fit in several types of jets.

Rite of passage number two—water. The Navy likes water. Four weeks of water survival instruction and tests included the hateful abandon ship drill, the mile swim in flightgear, life raft operations in Pensacola Bay, parachute drags from a search and rescue helicopter and two flavors of dunkers. We started with the Dilbert dunker of Top Gun fame, which simulates emergency water egress from a jet cockpit, then on to the helo dunker. The helo dunker is a huge

suspended oil barrel-like monolith that thinks it's a helicopter cockpit. Six of us strap into assigned seats, then the barrel free falls 12 feet to the water surface and rolls inverted, just as a rotor heavy helicopter would do upon real ocean ditching. Then we sit there—upside down, inverted underwater with no-peeky goggles on, waiting for all motion to cease before unbuckling our seatbelts AND egressing out the main cabin door. Sound easy? Perhaps, but remember that once upside down, what was left becomes right, and as soon as you release the seat belt and go kersprong to the floor (now roof) if you haven't grabbed a predetermined reference handhold. Plus there are five other blindmen whose flailing limbs and steel-toed boots are simultaneously sprinting for the same exit. Everyone gets a minimum of four dunkings, rotating to a new position in the "cockpit" each time. I cheated on the first two runs and zipped out the nearest window, but two divers were down there watching the whole show so I had to repeat those two runs using the proper exit door. Picky, picky. Helo pilots who have actually had to ditch at sea swear the training is invaluable, but I would gladly take their word for it in lieu of such realistic training. Can hardly wait for refresher dunking in four years.

After many hours of remedial swim and a new pool record for tower jumps—fourteen, count 'em, fourteen times off the plank before the water gods were satisfied that Lt. Marceau might be able to abandon a sinking ship without divine intervention, I progressed to the third rite, land survival. My flight surgeon class of thirty, along with about sixty new aircrewmembers boarded the bus for three days of wilderness training in the middle of Eglin Air Force Base's half million acres of pine and oak forest. "Camping" equipment included a parachute plus the items found in the survival vest one wears during flight—knife, flares, iodine tablets, water bottle, plant identification booklet, matches, space blanket, compass—and the instructions were to eat whatever we could run down, snare, spear or dig up for the next three days. I was going to smuggle in granola bars, but the naval officer code strictly forbids "lying, cheating,



stealing, or tolerating those who do." Plus they thoroughly searched us as we got off the bus.

My group leader, a neurologist, set off to build chipmunk snares while the rest of us set up a parachute tent, gathered firewood and dreamed of Golden Arches magically appearing down at the brook. We learned how to build fishnets out of parachute line, extract salicylates (aspirin), antiseptics and nutrition from plants, build signal fires, navigate by the compass and the night stars. I even developed a taste for palmetto hearts, pine bark and holly trees, the latter a true godsend for their caffeine-laden leaves. Overall an excellent educational experience, not only for the survival skills themselves but for honing the concept of teamwork and for the introduction to a wide cross-section of naval aviation society. My shelter group included newly-designated marine aviators (extremely bright college grads who completely dispelled my false notion of Marines as brawn without brain), new air traffic controllers, aircrew fresh out of high school, ten-year veterans who were finally recognizing their dream of transferring into the aviation community. From this diverse collection of campfire compatriots

I gleaned invaluable insight about the lifestyles and concerns of the people I'll be serving as an aerospace physiologist.

Thus passed my first three rites of passage into naval aviation. Inching ever closer to the privilege of approaching a naval aircraft, my flight surgeon class is now in the nice, dry, sedentary classroom phase of training (my forte)—learning about carrier operations, tropical diseases, lasers, G-loc and decompression sickness, night vision goggles and crash investigation. Fascinating stuff.

And after school now I can usually make those 1600, ...er, 4 pm appointments at the aero club. Or take a long walk along the beach and watch delightedly as helos, jets, turboprops, sometimes even the Blue Angels swoop overhead in late afternoon practice formations, the symphony of turbines blending with the roar of the surf into one glorious, ear splitting encomium to aviation. I love it. Sigh. And the nightmares at last are fading. Those middle of the night Stephen King sweat drenchers are now but faint echoes, echoes that begin and end with "Jump, Lieutenant, p-l-e-a-s-e jump...!"

(Although I offer this narrative in lighthearted spirit, the Navy's enormous em-

phasis on safety and preparation for flight offers valuable lessons for us general aviation fliers. Compare the rites of passage described above to your first civilian flight. No comparison, is there? How often do we civilian pilots even think about carrying any survival or first-aid items on a long cross-country over the boonies? How often do we even consider honing up on water skills BEFORE that overwater flight? Joining the naval aviation community has reminded me what an extraordinary privilege it is to fly, and whether that flight is logged as passenger in an F-18 or a pilot-in-command of a Cessna 150, the privilege brings with it the responsibility to think, prepare and plan, then plan some more.) □

*(Ed. note: As an instructor in the Oregon Cascades, I made it a practice to tote a bottle of water on every cross country flight. Too often students are told, "Do as I say, not as I do." Determined to set a good example, I'd shun the derision that always greeted me from other flight instructors. "Whoa. Ann's carrying water. Must be going seventy miles, eh?" Seventy or 700, a downed airman must have water and flight instructors owe it to their students to instill that practice—by doing. Thanks, Michelle.)*

**When in Portland**

**re-elect** ✓

**Jaye Howes**

**INTERNATIONAL DIRECTOR**

- |  |  |
|--|--|
| ✓ Current International Director                             | ✓ Leadership Chairman, Southwest Section |
| ✓ Immediate Past Membership Chairman                         | ✓ Twice Past Chapter Chairman            |
| ✓ Writer, Designer and Producer of your Membership Brochures | ✓ Commercial, Instrument Pilot           |
|  | ✓ Proven Management Skills               |



# 10 Questions Most Frequently Asked About the EAA's Young Eagles Program

by Ed Lachendro, Coordinator

1. **What about the liability?** There are a number of guidelines and suggestions outlined in the Young Eagles Flight Kit; however, there are a few requirements which must be met. One of these is the requirement that the individual pilot carry his own liability insurance on a self-owned aircraft or a non-owners liability policy on rented or borrowed aircraft. EAA has put into place a blanket policy which will increase a participating member's preexisting passenger coverage by \$1 million per occurrence subject to a maximum of six passenger seats per aircraft, provided the member's preexisting coverage is a minimum of \$100,000 per passenger seat. For more information on this and any other insurance questions, please contact Bob Mackey in the Chapters and Insurance Office.

2. **Do you have to belong to an EAA chapter to participate?** No, but you must be an EAA member to participate as a pilot. Any EAA member desiring to participate may do so. The beauty of the program is its applicability to individuals as well as groups. Young Eagles Kits are available from the Young Eagles Program Office, EAA Aviation Foundation, P.O. Box 2683, Oshkosh, WI 54903-2683.

3. **Is the Young Eagles program only for a young person's FIRST ride?** No! The Young Eagles demonstration ride is given to motivate youth and provide a flying experience to expand his or her horizons. The target age group is from 8 to 17. Research has suggested that youth aged 10-14 are most interested in an airplane ride.

4. **Can an EAA member from another country participate in the Young Eagles program?** Absolutely! We want to show young people from all countries what sport aviation is all about.

5. **Can I fly an Eagle Flight Member and be eligible in my licensed "Experimental" aircraft?** Yes. All aircraft are eligible, including "experimental," provided they are properly certificated and flown in accordance with appropriate FARs and Young Eagles program parameters.

6. **If I flew young kids earlier than the start of the Young Eagles program, can I have those kids registered?** Out of fairness to all, only those Young Eagles flights after July 31st, 1992 will be accepted.

7. **Can I fly kids under the banner of the EAA Aviation Foundation's Young Eagles program and deduct the expenses under the tax exempt status of the foundation?** Yes. The IRS ruled that volunteer pilots helping the Eagle Flight Program (the "Program") can deduct direct, out-of-pocket expenses if the expenses actually incurred by the volunteers are in direct connection with and solely attributed to the Program. If the above conditions are met, volunteers will be able to deduct direct out-of-pocket expenses such as (1) fuel and oil directly consumed by the aircraft in the demonstration flight, not to exceed 200 miles; (2) fuel and oil to another airport within 50 miles to meet a young person; (3) transportation, not to exceed 30 miles one way, to get to and from the airport; (4) the rental charges for a bus or van to bring a group of young people to the airport; (5) the rental expense of an airplane used only for the program; (6) postage for mailing the registration records to the EAA Aviation Foundation; (7) extra liability insurance purchased solely for flights for the program; (8) landing and tiedown fees at a non-home-based airport; (9) aeronautical education materials; (10) meals for the young person (BUT NOT THE VOLUNTEER); and (11) film and development of pictures for the young person. Indirect expenses, such as hangar fees and annuals, are not considered deductible. Please maintain reliable records (receipts or a contemporaneous diary) of the out-of-pocket expenses. For the purposes of computing the expense of transporting the volunteer and/or young people to and from the airport in a passenger automobile, a standard mileage rate of 12 cents per mile can be used in lieu of operating expenses.

8. **It appears that this program is for pilots only. How can I contribute if I cannot actually fly?** As with any program, there are many areas in which a person can be of assistance. Consider how you might locate young people and help with ground transportation and/or preflight and postflight activities with an EAA member/pilot. Another way in which to be involved is by joining the field representative network of individuals who have offered to serve as liaisons in their hometown areas for the Young Eagle office. There are opportunities in the United States and in other countries to act as or to assist with field representatives.

9. **I've heard about the Young Eagles Flight Rallies. What are they?** A flight rally is our way of calling what is a day or more of group flying sessions. These rallies usually involve an EAA chapter or a flying club which wishes to fly a number of eligible young people as a group project. There are usually additional hands-on activities which provide some meaningful interactive experiences for the young people. NOTE: We have compiled helpful hints for group activities as well as contacts from other youth and aviation organizations who may broaden the impact of the Young Eagles program.

10. **How will you keep track of all the members of the Eagle Flight?** We are designing a computer program which will have the information provided from the registration/permission form. We have to rely on member/pilots to send in the forms to be input into the "world's largest logbook." □

## NOTAMS

### CANADIAN WOMEN IN AVIATION CONFERENCE

The campus of Trinity Western University, 25 miles east of Vancouver, British Columbia, will be the scene of the Canadian Women in Aviation Conference, August 4 - 8, 1993. Sponsored by Trinity Western University and The Ninety-Nines, Inc., the conference will feature such outstanding women pilots as Captain Mimi Tompkins, Aloha Airlines and first officer aboard the AA B-737 when a portion of the fuselage disintegrated in flight; Lorna DeBlicquy, Canada's first female civil aviation inspector and intrepid "high latitude pilot;" and Major Deanna "Dee" Brasseur, Canadian Armed Forces, one of the first women in Canada who trained to pilot the CF-18 Hornet for active duty. For a brochure, write: Canadian Women in Aviation Conference, Trinity Western University Institute of Aviation, RR #7, Mt. Lehman Road, Abbotsford Airport, Abbotsford, British Columbia V2S 5W6, Canada.

Bill Phelps' Airline Ground Schools spokesman Danny Mortensen announced an agreement with Flight Training Devices of El Segundo, California, to enter the 1994 National Championship Air Races in Reno with a new composite P-51 aircraft. Murdo Cameron, an airline captain and president of Flight Training Devices, is building two aircraft with composite materials. Kits will be offered for builders who wish to build their own full-scale, two place P-51. It will cruise at 350 mph. For more information, contact FTD at 310 769-1690.

F.A.A.'s Flight Standards Service has published a General Aviation Action Plan. It addresses the issues facing General Aviation and suggests an agenda for the '90s. Recognizing that General Aviation contributes more than \$38 billion and 500,000 jobs to our nation's economy, the initiatives are designed to lead us into the next century. With stated goals of (1) safety, (2) cost effective certification services, (3) product innovation and competitiveness, (4) system access and capacity, and (5) Affordability. **YOUR INPUT IS INVITED. Write: Robert A. Wright, General Aviation and Commercial Division, U.S.D.O.T., F.A.A., 800 Independence Avenue S.W., Washington, DC 20591.**

Please turn to Page 16



## Getting To Know Us *by Leda Hedglon*

Sheri Coin Marshall, newest member of our International Membership Committee, has volunteered to be our liaison for the physically challenged who wish to pursue the dream of flying. Sheri has given me permission to share her letter to Executive Director Loretta Gragg:

"As per our phone conversation today I am writing to ask if you would make a request for me to the Board of Directors. As I mentioned, I am a member of the Kentucky Bluegrass Chapter and have been a 99 since 1983. I have recently completed my autobiography which is in the publishing process (*One Can Do It*, Rainbow Books, Inc., 1993.). Currently I am a CFII, FAA Accident Prevention Counselor and fly for the Campbell County Sheriff's Department. Against odds I have managed to have a career as a professional pilot. I am a right arm amputee. I lost my arm at age three and since that time have struggled to have a normal existence.

"When I wanted to learn to fly at age seventeen I was discouraged from doing so due to my missing limb. I put the flying aspirations on the back burner thinking

perhaps it really was a two-handed task. Ten years later a friend of mine, an accomplished pilot, encouraged me to reconsider flying. This tiny bit of encouragement sent me on a whirlwind of meetings with flight schools and the FAA. These meetings, although promising, still did not instill the confidence I needed to proceed with flight training. No one I talked to was really sure I could be a pilot. They knew of pilots that learned to fly, then had an accident, such as the loss of an eye, that recovered and returned to flying. But they never knew of any pilot that was missing a limb that learned to fly following their loss.

"What I would like to do is become a liaison through the 99s for those individuals wanting to learn to fly that are physically impaired. I want to be a reference, an inspiration and perhaps that tiny bit of encouragement that a physically impaired individual needs to pursue that dream of flying."

I spoke with Sheri and was really taken by her warmth and enthusiasm. Sheri remains a loyal member of the Kentucky

Bluegrass Chapter, although she has spent the past three years in Gillette, Wyoming, and was sad to be leaving her students. However, she found the time to volunteer in the middle of a move to Dodge City, Kansas. Sheri's new address is 2600 East Trail AA14, Dodge City, 67801 and her new phone number is 316 225-7026.

Her commitment to 99 principles, her willingness to communicate with others and her consideration of the physically challenged individual's possible dream of flying make Sheri Coin Marshall someone we should know.

.....  
And now a brief message from your Membership Chairman: Please each and every one of you exercise your voting power. Participate in "your organization" with positive communication. Know your candidates. Participate in your Chapters' considerations of proposed Bylaws and Standing Rules. Let us affirm our commitment to The Ninety-Nines, communicate with one another effectively and with consideration of our diversity, and have a unified and enjoyable convention.

### Candidate For INTERNATIONAL BOARD OF DIRECTORS *Rosella J. (RJ) McGlasson* Mid-Atlantic Section

#### QUALIFICATIONS

- Past-Governor, Mid-Atlantic Section
- Past-Chairman, Washington, DC Chapter
- Past-Chairman, International Bylaws Committee
- Chairman, Mid-Atlantic Section AE Scholarship Committee
- Member, 1993 Standing Rules Committee
- Mid-Atlantic Section Chairman, 1994 International Convention
- Licensed, Instrument Rated Pilot
- Air Race Classic Participant
- Member, Board of Directors, Washington, DC Zontas



#### GOALS

- Support and implement the wishes of the membership
- Ensure the continued growth of The Organization both at home and abroad
- Assist in developing a vision that will lead The Ninety-Nines into the year 2000 and beyond

#### EXPERIENCE

- Thirty-one years of Government service involving Business and Financial Management, Personnel Management, and ADP Systems Development

DEDICATED

DYNAMIC

CAPABLE

# NEW RATINGS, CERTIFICATES, and WINGS

Pat Rockwell  
Bernadette Hayward  
Victoria Wilson  
Pat Nash  
Hopi Hall  
Motoya Yamada  
Kelly Dobrovalny  
Amy Schapker  
Julie Gatewood  
Lynn Pink  
Kelly Lucas  
Mary Ellen Carlin  
Heidi Harsch  
Ellen Ausman  
Judy Parrish  
Linda Duckworth  
Mary Kyle  
Sheila Papayans  
Lori Papp  
Diann Liang  
Cinda Weber  
Pat Smithson  
Isela Rios  
Cheryl Brocklehurst  
Donna Moore  
Gaye Wohlin  
Martha Wurzer  
Erica Scurr  
Sue Siporin  
Audrey Cook  
Laura Warman  
Carol Renneisen  
Maura Sommer  
Marilou Ward  
Aleta Belcher  
Pat Church

Golden West  
Golden West  
Mt. Diablo  
Mt. Shasta  
Prescott  
Prescott  
Prescott  
Prescott  
Prescott  
Prescott  
Prescott  
Santa Clara Valley  
Tucson  
Tucson  
Tucson  
Tucson  
Tucson  
Long Beach  
Long Beach  
Nevada High Sierra  
Redwood Empire  
Reno Area  
San Gabriel Valley  
NY/NJ  
Lake Erie  
Lake Erie  
Lake Erie  
All-Ohio  
Greater Detroit  
Greater Detroit  
Greater Detroit  
New Orleans  
Spaceport  
Bakersfield  
Wildflower  
Bakersfield

Capt. Check B-737-300  
ME; Comm ME IFR  
SE Commercial  
IFR  
Comm SEL, MEL  
Comm SEL, MEL, IFR  
IFR SEL, MEL  
Comm; IFR SEL, MEL  
ME  
Comm; IFR Sel, MEL  
CFII; MEI  
CFI  
Comm IFR ME  
Comm SEL  
CFI  
IFR  
IFR ME  
Comm  
CFI



Cynthia Jeans	ENE	CFII
Danke Pronczuk	ENE	IFR, Comm
Ruth Roy	NE	IFR
Joanne Soucy	NE	IFR
Stephanie Epstein	NE	Comm
Mia Donnelly	NE	ME, Comm, CFII
Laura Read	Katahdin	SES(floats)
Mary Henriques	Katahdin	IFR
Mim Koen	Greater Detroit	IFR
Kimberly Sloan	Delaware	Comm
Liz Lee	Colorado	A&P
Jamie Roberto	Oklahoma	Comm
Jane Link	Colorado	Comm
Kyla Peach	Colorado	CFII&MEI
Anna Scholten	Colorado	MEI
Gayle Prichard	Kentucky	Comm
Sheri Marshall	Kentucky	ATP



## WINGS PROGRAM

Bernice Barris	Lake Erie
Phyllis Webb	Indiana Dunes
Bev Blietz	Chicago Area
Gini Sutherland	Greater Detroit
Marcia Gitelman	NY/NJ
Audrey Schutte	Mt. Shasta
Rosalie Ward	Tucson
Laura Warman	Greater Detroit
Marge Holdsworth	NY/NJ
Stephanie Cruz	Chicago Area
Audrey Cook	Greater Detroit
Linda Cain	Old Dominion
Ruth Roy	New England
Deeann Schiappacasse	Greater Detroit
Irene Wirtschafter	Spaceport

X	Ruthie Hawks
X	Kathy Tyler
IX	Rosemary LoGiudice
VIII	Cindy Millikin
VII	Cyd Sellers
VI	Donna Moore
VI	Barb McIntosh
V	Marge Shaffer
IV	Ginger Graves
IV	Doris Vitullo
III	Murray Sellars
III	Pat Nash
III	Betty Costa
II	Robin Becker
II	Marti Wiersma

II	All-Ohio
I	Chicago Area
I	Chicago Area
I	All-Ohio
I	All-Ohio
I	Lake Erie
I	Lake Erie
I	Old Dominion
I	Hampton Roads
I	Spaceport
I	Spaceport
I	Mt. Shasta
I	High Country
I	Palms
I	New England



## Earn While You Learn

Several columns ago we talked about the importance of Networking in aviation. The great majority of aviation jobs are obtained by knowing someone or being in the right place at the right time. What better way to acquaint yourself with what's going on and who's doing what, flying where, and hiring whom than by accepting a part-time job working where you want to be: in the midst of flying activity at your local airport?

If you've several airports to choose from, quietly interview each prospective employer by getting an aircraft check-out at each one to see how their operation works, up close. Ask the people who work there how they like it and what kinds of jobs might be opening up in the near future. Also, check out the future flying opportunities by noting the type and size of aircraft that frequent the FBO.

Don't be too concerned about the pay (which no doubt will be low), but rather about the chance to learn more about aviation, become familiar with the various aspects of the business and start learning your

trade from the ground up. If you've some skills that involve specialized fields: maintenance, accounting, logistics, public relations, line service or whatever, think about how you could incorporate them into your desired job at the airport.

Even if there is no opening, your offer to help out while you are hanging around can often lead to a solid offer once a position becomes available. In any event, you'll get to know the personnel better and vice versa. Let them know what you're looking for, even if it's only a few hours a week. Small jobs grow into bigger ones and you're likely to become indispensable.

And what will you gain by all this? A much better understanding and appreciation for your new-found passion toward aviation and very likely an introduction to many of its facets you never knew existed. Being "where the action is" will definitely increase your flying knowledge as well as your flight hours.

You'll learn everything from weather data (those clouds look like cumulus

mammatus to me, see their rounded bases?) to advanced flying tips by keeping your eyes and ears open while working at the airport.

You'll find that few aircraft owners want to go flying alone. As you meet other pilots, let them know that you're ready, willing, and able to provide co-pilot services and you'll very likely find numerous offers coming your way. (Just be sure you screen your offers to include only the reputable, safety-conscious ones.)

I got my first flying job (a combo of Girl Friday and Pilot for a small film production company) by convincing one of our FBO's customers that what he really needed in his new business venture was ME. You, too, can "Earn While You Learn" and improve your flying skills as well as lower the cost through employee discounts on pilot supplies and rentals. Many a permanent flying job has been found by using your skills to make a niche for yourself. Make a list of your skills and plan to use them to expand and energize your aviation career.

*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.*



*Amelia Lewis  
Director*

***Honesty. . . . Integrity. . . . Vision***



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# NOTAMS

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## AWARDS

Congratulations! Dr. Gary and Mary Ann Eiff have been selected as joint recipients of the first Women In Aviation Educator of the Year award, sponsored by Parks College of St. Louis University and the International Women in Aviation Conference. The Eiffs are faculty members at Purdue University in the aeronautical technology program.

The award honors an outstanding educator who encourages young women to consider aviation careers. A plaque and \$200 was to be presented to the Eiffs during the National Congress of Aviation and Space Education, May, 1993.

Dr. and Mrs. Eiff have conducted extensive research on women in aviation since 1985 and have produced a video, *Meeting the Challenge: Women In Aviation*, which is available through Federal Aviation Administration regional offices. The video has also been placed in the Smithsonian Air & Space Museum in Washington, DC and the Women In Aviation Museum in Centerville, Ohio. The Eiffs have also conducted workshops throughout Illinois for young women considering aviation careers.

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Marilyn Kamp, NY/NJ Section, was recognized by the U.S. Department of Transportation, FAA Eastern Region at a Safety Seminar in Whitesboro. Mark Furman of the Albany FSDO presented Marilyn with a plaque in appreciation for her work with Skywatch.

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Marion Lunnemann, NY/NJ Section, received the 1992 Montgolfier Award given by the Genesee Valley Balloon Association for her outstanding achievements in the local hot air ballooning community.

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Florida Gulf Stream 99s helped Selma Cronan celebrate 50 years in aviation—1943-1993. The surprise party for Selma took place at the Fort Lauderdale Execuport Sheraton Inn following the chapter's business meeting. Thirty-one attended including longtime friends and former WASPs: Anne Shields, Helen Zubrow and Ruth Fleisher. Speakers were Genie Merrell who flies for Comair, a subsidiary of Delta, who addressed Aviation Today and Selma whose topic was Aviation Past. Selma was a WASP in WWII and celebrated the 50th anniversary with them last year. Selma joined The Ninety-Nines in 1944, was Governor of the Tristate Section 1954-56, Chairman of Sectional Nominating Committee four years, Board of Directors Powder Puff Derby five

years, and who raced in upwards of 20 air races all over the U.S. and the Bahamas. Selma received an Amelia Earhart medal in 1960 and, in 1967, the Aviation Woman of the Year from WIAA. Aviation has been and still is her special love. Gulf Stream Chairman Lee Leger Miller presented Selma with a gold Ninety-Nines monogram charm.

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Would you be willing to participate in an information gathering project concerning pregnancy and the female pilot? You qualify if: • you have ever flown professionally in the military, civilian: airline, commuter, corporate or charter, government or • you have been or are considering becoming pregnant.

Please contact: Dr. Jacque Boyd, Aero Infosearch, 1600 Circle Lane, Bedford, Texas 76022 or FAX: 817 545-6950.

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The Museum of Flying (MOF), Santa Monica, California, is committed to installing a significant permanent Women In Aviation exhibit. An initial meeting was planned for June 3, 1993 with hopes for input from as many groups as possible. The brochure from MOF stated, "...Funding for non-profit institutions is at a low and our Museum is no exception. What is exceptional is the story of women and the lack of recognition for those who have been and are now involved with aviation. Their achievements and abilities to overcome prejudices and initiate change has only recently begun to be discovered by the general public. The effect of this knowledge on our present and future generations is within the concerns of a Museum's curriculum and we will be able to expand our outreach programs accordingly. This new exhibit will also allow us to increase our appeal as a business and social facility." MOF hopes to have at least a partial opening sometime in November. If you have items you would like to donate, proper storage is available and tax receipts will be provided. Please contact: Shelley Corwin, MOF, 310 392-8822, ext. 530 or 310 396-4853.

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## Lake Charles Chapter Organized

Ninety-Nines from the Lake Charles, Louisiana, area chartered a chapter on April 17, 1993 at the Lake Charles Regional Airport. South Central Section Governor Judy Reinhart presented the charter and installed the officers. Most members have been active in the South Louisiana Chapter for many years.

Dr. Sandra J. Leder is chair, Catherine C.

Miller, vice-chair, and Claire Benedict Sharp will serve as secretary-treasurer. E. Anne Wallis Self is in charge of programs while Jennifer J. Miller is membership chair. Other members include Nola Mae Ross and Sarah Nabors Flanagan. Since the group has announced a local chapter several prospective members have contacted them as well as student pilots in the area.

This chapter was chartered with the assistance and blessings of the members of South Louisiana Chapter. The two groups will coordinate meetings at events throughout the state. South Louisiana is attempting to get chapters started in other areas of the state in an effort to promote aviation and aerospace education.

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## AIR RACE PHOTOS

If you wish to be part of a 99 air racing display in the Headquarters Resource Center Museum, share with us an interesting photo. Please, no rogue's gallery types with a pilot posing in front of an airplane. The photo should have some pizzazz—the airplane being flagged off, the co-pilot horizontal under the airplane polishing the belly, a pre-takeoff lineup, the pilot up on the wing refueling, etc. Photos can be any vintage, size, color or black and white and from any race. Please tape the identification of the person(s) and approximate date on the back. Advise if you wish the photo to be returned with return address and it will be. Forward to The Ninety-Nines Resource Center, c/o Gene Nora Jessen, 3200 Airport Way, Boise, ID 83705. The deadline 11/2/93—The 99s' 64th birthday!





# SECTION NEWS

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

Sharon Beck, **Mid-Atlantic Section**, noted that **New York-New Jersey Section's** Bonnie Haber joined **Maryland Chapter 99s** at a fly-in crab feast at Kentmorr Airpark, Kent Island, Maryland.

**Delaware Chapter** members visited with Al and Chris Leonard, officers of the Delaware Small Wonder Professional Aviation Mechanics Association in the Aviation Shop at Delcastle Vo-Tech High School. This annual event (enjoyed by all!) is set up to expose everyone to an aviation shop and words of wisdom from mechanics.

Members of **Hampton Roads Chapter** were educated and entertained by Bruce Holmes, Assistant Director for Aeronautics at NASA Langley Research Center. He presented a program regarding the future of General Aviation. Hampton Roads 99s were to be honored at a picnic at Currituck County Airport for their continual support of GA.

**Potomac Chapter** members were extremely busy planning the Mid-Atlantic Spring Section Meeting that was held in Crystal City.

Members of **Shenandoah Valley Chapter** are heralding summer after having endured the "Blizzard of 1993."

**Virginia Chapter** members met at New Kent Airport earlier this year and saw Jim Worley's newest plane, a T-28C which is equipped for carrier landings. He explained how he had to earn his "letter of endorsement" (type-rating). They also heard Ken Rowe, Director of the Virginia Department of Aviation, speak on how tax dollars are spent on aviation.

Anne Shields of **Eastern Pennsylvania Chapter** reported that the Forest of Friendship was to honor its first Russian pilot, a female. Anne requested volunteers to fly scrolls from Atchison to Delaware Valley capitals, Philadelphia and Wilmington. Mary Wunder and Barbara Starchan flew to the Section meeting in Mary's Cherokee 180. Margot Eld and Alice Wright went in Margot's Bonanza. Ethel Bailey and Nancy Kyle used a C-172. Gayl Henze took Sylvia Merritt, Anne Shields and Kate Macario in her Bonanza. Eileen Weigand "flew low"

and traveled by Amtrak. USAir held a reception for 99s and the luncheon speaker was Carol Hallett, Ninety-Nine, member of the Mid-Atlantic Section, a former Commissioner of U.S. Customs and current Ambassador to the Bahamas. Her speech was wide-ranging and all agreed that she is a very interesting speaker—another dynamic Ninety-Nine!

Members of **Western Pennsylvania Chapter** were entertained by Allen Olson, representative of the TIGHAR historic aircraft recovery group. Mr. Olson spoke about trips to different parts of the world. Of course, he also spoke on the Gardiner Island search for Amelia Earhart's airplane.

Members of **Greater Detroit Area Chapter** have welcomed new holders of their Private Certificates: Kathleen Moore, Kathy Danner and Joelle Hubbard. Joelle moved on to Ohio State where she is active in the flight program.

In April members of **Inland Chapter** assisted the Redlands, California EAA Chapter with their Young Eagle Program. One hundred and thirty six kids from 8 to 18 received information and flew in the front seat of an airplane. Members also assisted the **Fullerton Chapter 99s** at the Riverside Air Fair. Airplane rides were given as a fund raiser for the Fullerton Chapter.

Sara Carson, **South-east Section**, reported that **Blue Ridge Chapter** members are planning a booth for the September Gastonia Air Show. They will have information for women pilots wishing to join the 99s and will inform of opportunities in the aviation community.

**Florida Suncoast Chapter** members are continuing their Air Bear education program. Members threw all of their energies into their

highly-successful Sun 'n Fun presentations. They involve 99s from many other chapters. Kudos for their excellent work in educating the public about The Ninety-Nines.

Members of **New Orleans Chapter** are gearing toward the joint meeting plans for Southeast and South Central Sections in October of 1994—lots of enthusiasm and progress. A Mock FAA Trial was held in May at Baton Rouge. Official representatives from NTSB, FAA, etc., participated.

A hearty welcome to members of a new chapter, **Lake Charles Chapter**, who received their charter from **South Central Section** Governor Judy Reinhart in April. Congratulations. Congratulations, too, to *South Central Section Approach*, edited by Pat Ward, an interesting and diverse newsletter.

**Spaceport Chapter's** Norma McReynolds, Janet Rogerson and Dot Arnett assisted in judging aviation related exhibits at the Tomoka Region Science Fair. This fair is the largest forum of its kind in Volusia County. Spaceport members continue their efforts at painting compass roses and congratulate Private Certificate recipients Peggy Abbott, Jean Thomas, Dolores Vitullo, Jayne Garrison, Linda Dittmer. The American Yankee Associa-



Jan Sekas, right, is a 66 with the Long Beach, California, Chapter. She is also the superb saleswoman, Karen Sherman Aircraft and Certified Logbook, Inc., who sold their first plane—C-150—to your editor, Ann Cooper, and her husband. Jan's soon to be a 99!



## SECTION NEWS

tion Fly-In was sponsored by 99 Pat Ohlsson, welcomed as a transfer from Long Island last Fall. Vicki Sherman gave two "Cockpit Cool" seminars at New Smyrna Aviation.

Kathleen Browne, **Southwest Section**, reported that members of **Antelope Valley** held a Poker Run and BBQ. Thank yous to Connie, Shirley Williams, George, La Dell, Rosemary Hensen-Coonrod, Lynne Bunn, Bev Kritz, Charlene, Nicki Lion and Jeff Coonrod. A fly-In to Edwards AFB was planned for May with a tour of the flight line and lunch at the Officers Club. Members of **Santa Barbara, Santa Paula, Santa Maria, Paso Robles, Fresno, Bakersfield and Hi Desert Chapters** were included.

Shannon O'Hara of **Arizona Sundance Chapter** competed with the Arizona University Precision Flight Team at the Pacific Coast Regional Flight Competition held at Hemet, California. She took First Place in the Preflight Event and was winner of the Top Woman Pilot Safety Award. Grace Moore won the \$500 Marian DeLano Memorial Scholarship presented by **El Cajon Chapter**. Seventeen year old pilot Jeanette Dahl was a guest at the March meeting. Arizona Sundance 99s painted a compass rose at Falcon Field. The 10th Annual Shamrock Air Derby was a success. Kudos to the co-chairmen Marge Thayer and Pat Moreland. Special thanks to Shirley Cochrane for chairing the spotters, Lucy Enos for doing nametags and impound, and Grace Moore for help with door prizes and trophies.

**Bakersfield Chapter** members were at the *Warbirds in Action* airshow at Minter Field in April selling T-shirts and food items and helping to park aircraft. Sue Reynolds, a former 66, is now a pilot and a new member. Congratulations. Marilou Ward is working on her commercial and CFI certificates and ratings. Pat Church is working for an Air National Guard program for children grades 4 to 6. An overnight fly-in to Columbia was planned for May.

**Bay Cities Chapter's** 61st anniversary celebration was a success and a wonderful memorial for Ruth Rueckert. The event was videotaped for posterity.

**Cameron Park Chapter** members planned a fly-away and DB Steer with lunch at Red Bluff in April. Members have volunteered to help with registration at Sacramento and donated \$90 to the AE Schol-

arship Fund. A booth is planned for the Optimist Club's Show 'N Shine event in October. Cameron Park's Julie Clark performed at Minter Field in April. Nancy Martino is the new secretary for the Cameron Park Airport District.

Members of **Coachella Valley Chapter** focused on Opportunity Skyway, an aviation education program at Palm Springs High School. Some of the topics: familiarization flights, airport operations and FAA tower procedures. Melody Fuller and Eleanor Wagner are tackling the updating of the chapter scrapbooks and Eleanor is



*NY-NJ's Bonnie Haber joined Maryland's Judy Rancourt, Karen Radzai and Jean Levin*

preparing the chapter history. In April members of **Coachella Valley** joined with those of **Imperial So-Lo Chapter** for an airmarking of Imperial Airport.

**El Cajon Chapter's** Doris Ritchey accepted a plaque for the Gillespie Field Achievement Award. El Cajon received 14 entries for the DeLano Memorial Scholarship. Grace Lowenberg is working on her instrument rating. Gillespie and Ramona Airports are tentatively scheduled for airmarkings.

A Girl Scout Airport Tour was planned for members of **Fullerton Chapter** and airmarking of the Bear City Airport was accomplished in March. Jan and Ed Nieleksy, Denise Jennings, Cathy Ferguson, Winnie and John Houston, Evelyn Craik, Retta Bigham, Pat and Claude Savage, Bryan Jennings, Kim Ernst and Ann Kocherhans all supported the PCIFA regional competition in Hemet in February. Airplane rides were offered for the public at the Riverside Air Faire in April and the 1st Annual Flabob Poker Run Benefit was scheduled for May.

**Golden West Chapter** has 19 out of 30 members APT'd: Cecilia Aragon, June

Armanino, Jane Bailey, Pat Forbes, Carol Ford, Marian Gregoire, Bernadette Hayward, Hannelore Hearst, Julia Huber, Vickie Mandy, Yvonne Malloy, Jo Kerlinsky, Lauren McGrath, Janie Postlethwaite, Pat Rockwell, Jayne Snook, Yvonne Souza, Nancy Stock and Carolyn Zapata. Chapter members had an airlift scheduled for May. Yvonne Souza gave an airport tour to the Menlo Lyceum and Bernadette Hayward gave a tour to a Brownie troop. Airplane rides with members of **Santa Clara Valley Chapter** at San Carlos Airport were planned for May and a fly-in to Trinity Center was also planned. San Mateo County put a bulletin board for the chapter's use in the lobby of the administration building. Congratulations to Pat Rockwell on completion of her captain's checkride on B-737-300 at United Airlines.

**Imperial So-Lo Chapter's** Chris Myers, Birdie Gibson and Mari Hurley with assistance from Tito, Juan and Cliff Hurley all airmarked Calexico. Chris Myers, Faye, Ryan and Tyler Douthitt did the decorations for the Blue Angels Luncheon. A Fly-In to Gonzaga Bay was planned for April.

**London Bridge Chapter's** Needles Fun Day, Needles, California, attracted a crowd of 300 spectators and 21 aviators, despite windy conditions. The aviator contestants flew in from as far as San Clemente and Oxnard, California. All contestants participated in the flour bombing and spot landings which were a challenge in the windy conditions. Joe Sheble and his co-pilot wife Valerie from Bullhead City won the spot landing contest. The bombing fete—dropping a small bag of bird seed from the airplane window—was won by two aviatrices: Dr. Royce Clifford and Celia Vanderpool of San Clemente. London Bridge Chapter members planned to host another fundraiser in May at Sun Valley Airport, Fort Mojave, Arizona. The Cinco de Mayo Breakfast and Scenic Air Rides will hopefully add to their scholarship fund.

**Long Beach Chapter's** Amy Ellsworth was selected by Southwest Section as a candidate for an AE Career Scholarship to complete her multi-engine rating. Karen Sherman, president of *Certified Logbook, Inc.*, a new business at Torrance Airport, announced that Nancy Clinton would be utilizing her A&P rating as a Certified



Logbook Specialist for the company and 66 Jan Sekas has been appointed VP of Marketing. A CFI Revalidation Clinic was set for June 5-6. Lesley Helf is a new member. She transferred from the Greater New York.

**Los Angeles Chapter's** Mary Haizlip was honored as *Citizen of the Year* by the Malibu Realty Board. Nominating committee members are Marlene Brown and Pat Olson.

Members of **Monterey Bay Chapter** held a Flying Companion Seminar in conjunction with a pilot seminar by Don Warren of the FAA with 22 students in attendance. A fly-in to the Metz Ranch with BBQ and an aerobatics demonstration was planned for May as was a fly-in to Atwater at Castle AFB for lunch and a museum tour. Chapter members planned to operate a strawberry booth at the Watsonville Antique Fly-In and Airshow in May. Dell Hinn, Carolyn Dugger, Kay Harmon and Bobbie Garin pitched in for airport tours in March and April.

Congratulations to **Mount Diablo Chapter's** Victoria Wilson who added a single engine rating to her commercial ticket. A fly-in was planned as an overnight trip to Pine Mountain Lake in April. Virginia Ernst completed her BFR, APT and Phase IV Wings. Sue Grass and Anne Pepler have become Angel Flight pilots. Linda Regan, Sue Grass, Michele Yarbrough, Vickie Sorenson and Larry Laughlin provided a one hour scenic flight to 22 clergywomen in February.

**Mt. Shasta Chapter's** Barbara Crooker is the proud new holder of a Private Pilot certificate. Welcome to her as a new member and to Nancy Everett and 66 Linda Gray. Retired USAF Colonel Bob Scott and now Chief Pilot in charge of flight training at IASCO was a speaker in February. He gave a presentation on how IASCO was formed and the various airlines they train. April was the date for the Rancho Murieta fly-in and an Operation Takeoff seminar. Doris Lockness and Audrey Schutte were scheduled to speak at the Bureau of Reclamation at Keswick Dam on *Women in Unusual Occupations*. In May chapter members planned to repaint the compass rose at Benton Field. In April a fly-in to Rancho Murieta was planned and one to Shelter Cove in June.

Members of **Nevada High Sierra Chapter** were asked to jointly host the Air Race Classic with **Reno Area and Lake Tahoe**

**Chapter** members. Elaine Egbert transferred from the **Florida Spaceport Chapter** and Debra Rechied is a new chapter member. Charlie Peterson is being awarded an additional \$500 from the **Truckee-Tahoe Chapter**. Sierra Air Center agreed to display the Nevada High Sierra logo painting in their lobby. A Castle Air Museum Tour was planned for April. Members will volunteer for the Hot August Nights, August 5-8 and planned a fundraiser at the Truckee Tahoe Airshow in June.

**Palomar Chapter's** Marti Show will be flying around San Ignacio lagoon working with whales. She will be joining the campsite of Turner Broadcasting, Bob Ballard, Jim Sumich, benevolent funders and other researchers for four days. Carol Williams is a new 66 and Jacqueline Siegel is a new member. Jacqueline is working on her instrument rating. Cheryl Stevenson will fly a C-320 as a part-time pilot for Air Ambulance Service out of Palomar.

**Phoenix Chapter's** 1993 scholarship winner is Brenda Ostrom, an ASU graduate student in the Aerotech program. Thank you to Lillian Brewer, Terrie Ekin, Molly Gentry, and Zoan Harclerode for the time and effort in the selection process. The Second Annual Scavenger Hunt Poker Rally was a success. Thank you to Nancy Rogers, Jackie Whitford, Karen Prante, Sandi Haag and Nancy Nay. The 1993 Kachina Air Rally will be October 15-17 at Chandler Airport. Dr. Simon Peacock from Arizona State University presented *Geology from the Air* in March, a fascinating discussion. Rick Martinez of Sky Harbor Airport was scheduled to speak in April and members planned to participate in career day at Cactus High School in April also.

**Placer Gold 99s** planned a June meeting at Betty Walsh's hangar at Auburn Airport. The new officers are: Barbara Hall, Chairman; Carin Cooper, Vice Chairman; Bettie Hargan, Secretary; and Jean Coyle, Treasurer. A Flying Companion Seminar is planned for Auburn Airport and six chapter members attended the section meeting.

**Prescott Chapter** was represented by

eight students and two advisors at the Women In Aviation Conference in St. Louis,



*Arizona Sundance members and friends paint Falcon Field, Mesa, Arizona.*

MO. Their attendance was due to funds raised and help from the University Student Government Association. Thank you to Nancy Sliwa from the **Santa Clara Valley Chapter** for the donation of a Bose headset which was raffled as a fundraiser.

**Redwood Empire Chapter's** Renee Sandell and Wendy Lipsey are summer brides. Redwood Empire is contributing \$50 to AirLifeLine, \$150 to the AE Scholarship and \$25 to NIFA. \$490 has been received in Nina Rookaird's name for Aerospace Education. Redwood Empire's April meeting was joint with the Napa Pilot's Association with Airspace Reclassification as the speaker's topic. March saw a tour of the new Japan Airlines Training facility at the Napa County Airport. Chapter members will be assisting the Napa Pilot's Association in the painting of a compass rose.

**Reno Area Chapter's** Jennifer Neal transferred into the chapter from Prescott. Sheryl Wilkerson has returned to the chapter. Linda Mae was to teach an introductory course in soaring in February and March. Dorothy Baer took charge of the scrapbook.

**Sacramento Valley Chapter** members planned a fly-in in March to Mendocino/Little River Airport with an April fly-in to Columbia and an April meeting set aside as a work session for table decorations for the Spring Section Meeting. Thank you for those who helped at the "stuffing" party: Betty Alair, Bobbie Campbell, Cheryl Mather, Nancy Haugarth, Kathy Joines, Jeannie Dunlap, Corkey Gaffney, Francine



## SECTION NEWS

Plummer, Isabel Warmoth, Dorothy Flynn, Jean Hunt, Susan Kennedy and Shirley Sandlin. After the hosting of the Spring Section meeting, chapter members sponsored a Pancake Breakfast and Flying Companion Seminar at the Executive Air Fair in June.

**San Fernando Valley Chapter** wel-



*Lou Carroll, Joan McCoy, Joyce Wade, Steffanie Frederico, Scholarship winner; Tookie Hensley, and Dee Guthrie, at Needles, CA, Fun Day.*

comes new members Jan Archibald, a CFII, and Lois Peck, a new pilot. Chapter members extend sympathies to Jaye Howes in the death of her mother. Sandra Bullock is involved with a group that wishes to replicate the Wright Flyer, an ongoing project since the San Diego Museum fire. NASA is permitting the use of a wind tunnel. Faith Hillman has touched down at Tokyo and Auckland as First Officer and placed third in the Sportsman category in an aerobatic contest at Delano in a Great Lakes, also as first officer. Chapter members planned to sponsor the 20th and Final Jim Hicklin Air Rallye in May. The Poker Run was a success with almost 100 attending the dinner at the Condor Squadron. Jan Archibald, Laura Ricks, and Linda D'Amore took first, second and third respectively. Thanks to Marcia Fuller and Mary Glasman, Members of the Month, for all their hard work on the Poker Run. Mary Glasman has offered to serve as the editor of *Aux Tank*.

Thanks to **San Gabriel Valley Chapter's** Jean, Ruthie, Linda Freeman, Coleen, Stephanie, Alan Johnson, Dan Randolph, Penny, Jeannette, Linda Martin and Virginia for all the hard work that made a successful Flying Companion Seminar. A

fly-in to Laughlin was planned for March and one to Rawhide for April. Linda Freeman is the newest chapter member, a former 66 who received her Private Pilot certificate in February. Maureen Oster, Ilse Hipfel, Virginia Harmer, Jean Bustos, Ruthie Weiss and Jeanette Frazier passed their IFR written exams.

Welcome to the newest members of **Santa Clara Valley Chapter**. Lisa Sensmeier, Lindy Hill and Alike Estes. Marilyn Orloff is flying 757s all over the U.S. for United Airlines. Michelle Hoppe is a new 66. Ruth Fredericks completed four months of Flight

Officer Internship at the United Airlines Center in Denver and was assigned to the 747 fleet. The Fourth Annual Pasta Night was a success. Members of the chapter planned a Mystery Flight and Bar-B-Q in April, a Flying Companion Seminar at the San Jose State University Aviation Department in April and to join forces with members of **Golden West Chapter** for an airlift at San Carlos Airport in May. Santa Clara Valley's Laura Pomerleau is also a member of the San Jose State Precision Flight Team and won the Top Woman Pilot Award (sponsored by the chapter) at the PCIFA SAFECON in February.

The joint **Santa Rosa Chapter** and Marin County meeting was a success in spite of the weather. Members planned to participate in the Open House in Sonoma in June. A March fly-in was planned to Shelter Cove. The chapter is sponsoring a \$1000 scholarship for women pilots in the area.

**Tucson Chapter's** Lynn Smith-Lovin and Jan Halsey are welcomed as members, having achieved Private Pilot status. Chapter members flew to Sedona last fall and held an annual Treasure Hunt with entries from Phoenix and Southern California. Three scholarships were awarded: Chris Richards, Heidi Harsch and Wanda Strukus. Cookies were flown to local towers and FSS personnel in December. In March, members airmarked Bisbee Airport and flew approximately 300 in the airlift.

Members of **Utah Chapter** have agreed to judge the booths that will be used at the Airspace Expo at Salt Lake City on August 28. The March program was a trip to Mexico.

Members of **Yavapai** are exulting—the Yavapai Chapter was chartered in March and the charter members are: Irene Leverton, Joyce Hilchie, Jean Shu Chin Wu, Margi Hanson, Gladys Morrison, Kay Roam and Thea Feyereisen. The State of Arizona can now boast of seven chapters.

Nancy O'Neil Holden, **East Canada Section**, reported that congratulations are in order for Lorna deBlicquy of **Eastern Ontario Chapter** on being awarded the Trans Canada (McKee) Trophy. Lorna, who has celebrated 26 years as a Ninety-Nine, is the first woman to receive this award, given annually since 1927 for outstanding achievement in aviation. On hand in Toronto to witness this event were Governor Cathy Fraser, former Governor Isabel Pepler, Kathy Lutley-Borland and Dorothy Berthelet of Eastern Ontario Chapter, and Ann Pangrazzi of **First Canadian Chapter**. Our best wishes to Lorna. We look forward to telling you more about this Dynamic Ninety-Nine in a future issue.

Six women braved the snow to attend a Flying Companion Seminar at the Ottawa Flying Club and all came away feeling much more comfortable in their roles as pilots' helpers. Eastern Ontario Chapter welcomes three new members: Kateri Beauregard, Julie Payette and Judy Nicholls.

April is Science Fair month for members of **Maple Leaf Chapter**. Prizes were awarded at fairs in London, Sarnie, Chatham and Windsor for the best aviation projects. Winners receive a book on aviation and are treated to a local flight with a Ninety-Nine. Members in Windsor and London have been busy working with Girl Guides to enable them to earn their Aviation badges. Barbara Burgess attended a meeting with members of the **Aloha Chapter** while on her vacation in Hawaii in January. Maple Leaf Chapter had three members attend the EAA Sun 'n Fun in Florida this year: Grace Morfitt, Hilda Devereau and Nancy O'Neil Holden. Grace attended a very interesting forum given by our *Ninety-Nine News* editor Ann Cooper and met Jessie Woods. Nancy was delighted to meet both the next day at the new 99 trailer staffed by Florida **Suncoast Chapter** members. Chairman Pat Crocker hosted a lunch at her home in



London to celebrate the 24th anniversary of Maple Leaf Chapter. Sincere sympathy to past Governor Sue Ehrlander on the passing of her father.

Myrna Stephens, **North Central Section**, reported that **Lake Michigan Chapter** has two new members, Jacqueline Bourgard and Beverly Christensen. Lake Michigan members Barb Godwin, Shirley Seamans and Eudora Reimers presented two workshops to seventh grade girls at a science and math conference in Benton Harbor. Maisie Steers presented a program on the origins of the Kalamazoo Airport.

**Lake Erie 99s** will be installing two members of their chapter into the Forest of Friendship, Nadine Bluhm and Clarice Bergemann. Both are former WASPs and Clarice, 74, recently earned her instrument rating. Congratulations! Lake Erie's new slate of officers includes Donna Moore, Chairman; Dodie Jewett, Vice Chairman; Clarice Bergemann, Secretary; and Jennifer Syme, Treasurer. Lake Erie Chapter members enjoyed a fly-in to Latrobe, Pennsylvania, with brunch at the Blue Angels Restaurant. Future plans: a fly-in to Noble County Airport and to Sporty's Pilot Shop at Clermont County. Joyce Oldaker received her Private Certificate.

**Indiana Chapter's** Mary Rutherford assisted 15 scouts in getting their aviation badges. Meanwhile, Mary Ann Eiff gave a tour of Purdue University's Aviation Technologies facilities and airport to 54 senior citizens. (Ed. Note: See the honor received by Mary Ann in another article in this issue. Congratulations!) Mary Ann and her husband Gary did a presentation on mechanics and technicians and research for the FAA on attaining greater numbers of women in aviation related occupations at the Women In Aviation Conference in St. Louis. (Ed. Note: The 1994 conference will officially be titled the *International Women In Aviation Conference*. It will be held in March, 1994 in Orlando, Florida.)

**Chicago Area Chapter** members have welcomed four new members: Leslie Ann Chatham, Judy Lopez, Heidi Mayer and Janice Schadt. Janice Warman Bragg, Chicago Area 99 and a black aviation pioneer, was honored by the Illinois CAP, National Aeronautic Association, IFOT and The Ninety-Nines as a woman flier with "the right stuff." She fought racial and sexual bias in the '40s to earn her wings. Gail

Wenk will be inducted in the Forest of Friendship and honored for her devotion and service to the Chicago Area Chapter.

**All-Ohio 99s** attending the Women In Aviation Conference in St. Louis were Joan Hrubec, Marcia Greenham, Erica Scurr, Jeanne Wolcott, Marge Gorman, Ann Cooper and 66 Sarah Rickman. All Ohio's Joan Stype received a certificate from the National Association of Flight Instructors (NAFI) for 30 years of service. All-Ohio's airmarking chairman Sandy Gordley, along with Margaret and Les Bryant, Jeanne Wolcott, Linda Blodgett, Vi Blowers and Brown Dillard, Peg Figley, Ruthie Hawks, Margaret and Ernie Hazlett and Roberta Jones, completed a beautiful compass rose at Ashland County Airport. Judy Westerheide was working overtime to organize the Buckeye Air Rally.

Placing first in the **Indiana Dunes Chapter's** Air Rally were Chris and Rawson Murdock. Dee Nusbaum and Donna Stevens placed second and Linda Mattingly and Steven Frankenburger came in third. Linda Mattingly won first in the spot landing contest. Hostess was Carlene Lambert. Daffodil Day for Indiana Dunes Chapter was the usual IFR weather so cars and trucks delivered 250 cases of daffodils in northwest Indiana. Dee Nusbaum chaired the event. The Indiana Dunes Safety Education Seminar, a six-hour session held at the South Bend Library, had nearly 70 participants. Chapter member Phyllis Webb was one of the speakers. Indiana Dunes Chapter members awarded savings bonds to two students at the Regional Science Fair in South Bend. New officers are: Chairman, Dee Nusbaum; Vice Chairman, Donna Stevens; Secretary, Marilyn Horvath; and Treasurer, Barb Jennings. Barb was presented a bracelet in honor of 17 years of service to the chapter. She was the first chapter chairman. Speaker at the meeting was Chuck Forcey who discussed the Around the World Race held in the summer of 1992.

**Central Illinois Chapter** members have been active conducting Flying Companion

Seminars. In March Mavis Green, Linda Schumm, Jan Currie, Joan Body and Jenny Ochaki presented at the IFR/VFR Safety Seminar in Champaign. New member, Mona Kendrick, was welcomed at that meeting. Central Illinois' Jean McLaughlin has been awarded a Certificate of Honor from the National Aeronautic Association for her significant contribution to the advancement of aviation by working at the grass roots level to provide quality flight instruction that has gained her a national and international following. Jean is a flight instructor with more than 15,000 hours. Jean joins four other Central Illinois members who have received an NAA award.

Jill Hopfenmuller, **New York-New Jersey Section**, sent the following report from **Long Island Chapter's** Pat Rockwell, who wrote, "It is always happy news when someone manages to buy into airplane ownership. Congratulations to Long Island Chapter Chairman Sue Mirabel on her purchase of a Cessna 172 Skyhawk. Her partners include chapter 99s Dorothy Campbell and Dot Lee and, in addition, the fourth share is owned by male pilot Vinny Lombardi.

"Ida Van Smith Dunn will be greatly missed not only by our chapter members



At the 99s building, Barbara Sierchio and Nancy Wright flank the third Governor of the Southeast Section, Jessie Woods on "Jessie Woods Day" at Sun 'n Fun, 1993.

but all the children and many organizations in the tri-state region as she moves with her husband Benn to Lumberton, North Carolina. Long Island Chapter members have promised to continue the tradition of giving airplane rides to the Ida Van Smith Flight Club Children once a year. Hopefully Ida will be able to visit us occasionally and possibly at the time of the Flight Club Day next fall. Ida has won numerous awards during her career as an educator and speaker,



## SECTION NEWS

and, in perhaps 95% of the pictures taken at these award ceremonies, she is seen proudly wearing the official Ninety-Nine uniform of the Long Island Chapter. There is a big opening left in our chapter and in our hearts. Good luck and thank you for all your hard work on our behalf.

"Mae Smith and Joyce Malkmes spent time flying in the warm Florida sunshine while the rest of us dug out from the snowiest winter we've had in many years. But, it's never too cold or too wet as long as we can still go flying after we finish shoveling out our airplanes.

"There have been numerous FAA safety seminars on Long Island recently; some on the reclassification of the airspace system. The last chapter meeting was shortened so that members could attend a seminar held nearby. Pat Rockwell has also been attending CFI workshops presented by the Farmingdale and the Teterboro District Offices, some of which have dealt with the new 'A,B,C's' of airspace which will be implemented September 16, 1993. These seminars are an easy way to learn the new system.

"Sue Mirabel's cat 'Amelia' used Sue's nose as a catapult for a quick take-off, thus requiring ten stitches to her nose from a plastic surgeon."

Getting out from under the snow in New York's snow belt, **Finger Lake Chapter's** Sandy Brown flew with Marilyn Bolton and Judy Stiles, all from the Rochester area, to Ithaca for lunch and back. Kim Braun Heckler got herself current again and has been flying safety for her instrument rated husband Mike.

**Hudson Valley Chapter's** Robina Asti was a speaker at the Wings Club in New York City.

**North Jersey Chapter's** Jeanne Kent gave a "survival" talk at a March FAA Seminar in Albany, New York.

**Western New York 99s** took a tour of the new Buffalo tower which, according to the FAA, is to be completed in 1995.

Sara Carson, **Southeast Section**, reported that Anne Proctor and Pat Jones of **Spaceport Chapter** judged on national levels of NIFA held in Killeen, Texas.

Members of **New Orleans Chapter** held a fly-in breakfast May 16 at Stennis International Airport. July 20 is scheduled for a Membership Drive. Contact Susan Coco, membership chairman, for details. A fly-in lunch was scheduled for June 12 at the

Grand Hotel, Point Clear, Alabama.

Members of **Alabama Chapter** note that June 11 and 12 were set for the 26th Annual Arkansas Proficiency Air Derby at Hot Springs, Arkansas. The Air Race Classic was scheduled for June 22-24 at Muscle Shoals.

Members of **Florida Suncoast Chapter** have a scholarship available for assistance in flight training for a career in aviation. The deadline is August 1. Contact any member of the chapter for details.

A new chapter has been formed in Jacksonville, Florida. Congratulations and good luck to them. We all support all members and their growth 100%.



*Linda Schumm, Jean McLaughlin and Rosemary Emhoff pose with NAA awards. Jean taught both Linda and Rosemary to fly.*

**Blue Ridge Chapter's** new member Sabine Streck has been elected Chairman of the Board of Directors of the German-American Club of the Carolinas. Quite an honor. Her chapter members are quite proud of her. Sabine continues her studies toward her instrument rating. Welcome to new member Sheila McLeod. Sheila is a transfer from the Colorado Chapter and members of Blue Ridge are pleased to have her join.

Aleta Belcher, **Wildflower Chapter**, wrote that a "Dead of Winter" party held for members of her chapter included Pat and Bob Wright, Jolene and Martin Fry, Rita Weise, Nell Loveall, and new member Amy Devries and her mother Alice. Amy received her pilot's certificate on her 17th birthday, December 12, 1992. Wildflower Chapter received the Section Member Award at the fall section meeting. Aleta and 66 Sally Shreffler attended a recent Rod Machado presentation on Inflight Emergencies in Dallas, Texas, where they met several Dallas and Fort Worth area 99s.

Bonnie Tassa, former Section reporter for the South Central Section and now recently

of West Virginia sent her final report. She wrote that Dave Gordon from Jeffco Airport talked at the April **Colorado Chapter** meeting about airport improvements. Air Bear Airlines volunteers have taken 18 imaginary trips to Disneyland with 352 real children on board as passengers and crew thanks to Luellen Blum, Donna-Marie Irwin, Barb Hobson, Bonita Ades, Carol Leyner and Von Matheny. Thanks to Donna-Marie, Mary McCoy, Von and Marylou Pohl via flight attendant Jayeleene Fritsch for the hats, headsets, handouts, costumes, telephones, etc. that were supplied for the program.

**Dallas Chapter's** March meeting guest

speaker was Davey Crocker from the FAA who spoke on "Preparing for a Check Ride." Fingers are crossed for Chris Hettenbach and her application for an Amelia Earhart scholarship. Members welcome their newest, Sheila England.

**High Country Chapter** members report that Jody Chapple with passengers Julie Chapple and Phyllis Kramer, Linda Lake with passenger Pat Blackwelder, and Judy Humphries with passengers Tom Humphrey (instructor from Rangely) and Mary Hermann flew to Farmington, New Mexico in March. Welcome to Linda Poeling, High Country's newest member.

Carol Lanning, Carla Bates, Bonnie Johnson and Phyllis Blanton of the **Kansas Chapter** made cardboard airplanes to wear in the March St. Patrick's Day Parade. Bonnie and her daughter, Julia, and Phyllis and her two daughters, Kari and Ashley, marched in the parade. They had a lot of ladies cheering them on from the sidelines. Karen Tucker chaired another successful flying companion seminar. She had 13 students in attendance. Her supporting cast was Kay Alley, Janet Yoder, Carol Lanning and Phyllis Blanton. Kansas member Marquerite Lawrence has been reelected to a high position in the OX 5 Pioneers. She spent hours as a volunteer at Sun 'n Fun, then took time to tour Cypress Gardens and



Sea World before returning to Kansas. She planned to be a hostess to Barbara Sierchio, **Florida Suncoast Chapter**, and to Connie Fricker, **British Section**, when they visited Kansas en route to the Forest of Friendship into which Connie was to be inducted.

A joint meeting of the **Nebraska, Kansas and Northeast Kansas Ninety-Nines** was held in Kansas in April. Nebraska's Patsy Meyer, Diane Bartels, Carole Sutton; Kansas' Dorothy Dickerhoff; and Northeast Kansas' Brooks Powell, Jan Raymond, Virginia Colbert and Sondra Ridgeway plus Dale Ridgeway and Dick Martin were in attendance. Pat Ward of the **South Louisiana Chapter** presented a seminar on NIFA programs—how to judge and to organize landing and navigation events. Carole Sutton and members of Nebraska Chapter provided lunch. Diane Bartole gave a slide presentation and discussed the biography she is writing about Evelyn Sharp who was a Nebraska aviatrix during the '30s and '40s. Michele Stauffer, Northeast Kansas, became the first American woman to fly a Russian SU-27 tactical jet fighter. (Ed. note: *That brings to mind the article from "Aviation Week & Space Technology" that repeated a report from the "New York Tribune," May 8, 1932, and stated, "A Soviet airplane was flown by an American woman for the first time today when Miss Fay Gillis (Wells) ...passed an hour in the air above the outskirts of Moscow in a Soviet-build biplane—a trainer version of the Polikarpov U-2. History repeats itself?"*)

**Oklahoma Chapter's** annual membership brunch attracted eight women pilots and eight student pilots. Welcome to newest member, Jamalyn Moore. Poochie Rotzinger and Helen Holbird planned to attend the National Congress on Aviation and Space Education at Lake Buena Vista Florida in late April. Oklahoma's Jan Perry, Lin Modestino and Sandra Stephens attended what is now officially known as the International Women in Aviation Conference. Sandra, a military aviator, squired the youngest pilot, Sharon Fitzgerald, a young teen with several hours of aerobatic training behind her. Oklahoma Chapter held seminars at a local elementary school for their Aerospace and Aviation Week. Lin Modestino has been named Manager of Flight Inspectors FAA OKC and Poochie Rotzinger is the Senior Member of the Year for the Civil Air Patrol. Congratulations to both!

**Pikes Peak Chapter's** United Airlines Training Center tour and simulator flying was a tremendous success. Everyone got to fly the Boeing 737 sim and hostess Pam Mahonchak says Von Alter can have a job anytime. Col. Kelly Hamilton is even more famous than before—she's in Henry Holden's and Captain Lori Griffith's book *Ladybirds II*, in the military pilots chapter. Clancey Maloney received her 135 check and is Colorado Pilots Association area representative.

**Shreveport Chapter** members met with Renee McGee, ex-airline pilot now the mother of three beautiful children. The main topic of interest was the formation of a brand new chapter in Louisiana. Under the guidance of their membership chairman, Dottie Ports, several of the female aviation students at Louisiana have met and organized, calling their chapter the **LA (Louisiana) Tech Lady Lindies**. Marjorie Hardcastle and Martha Christy were instrumental in designing the new chapter T-shirts which were distributed and worn at the annual Holiday in Dixie Airshow.

Since Bonnie Tassa has moved to West Virginia and, accordingly, will no longer be able to serve as Section Reporter for the South Central Section, Margaret Cosby has agreed to pick up the familiar reins. She wrote, "Farewell, Bonnie. We'll miss you. I agreed to again take on the Reporter position for Governor Judy Reinhart. For 99s in the South Central Section, please send your news forms and captioned photos to me by the 20th of each month prior to deadline. Write: Margaret Cosby, P.O. Box 141, Boerne, TX 78006." (Ed. Note: *There are only six issues, so the news must be gathered bi-monthly.*)

Margaret reported that the **South Central Section** Mid-Winter Conference in Oklahoma City was chaired by Governor Judy Reinhart. The section numbers 1,070

and eight entries were submitted by SCS Chairman for the AE Scholarships and of these, five can go on to International for final judging. Nema Masonhall was to be honored at the Section meeting in El Paso in



San Antonio 99s at the Stinson Airport Second Commemorative WWII Air Show. Barbara Martin and Barbara Moore with Ruth Nichols, Margaret Cosby, Stephanie Martin, Gloria Blank, Ginny McDaniel, Norma Barr and Lena Cronk.

May for attending her 75th consecutive Section meeting. The Air Race Classic was to begin June 22 in Corpus Christi, Texas with stops in Tyler, Texas and Pittsburg, Kansas. The 1996 World Precision Flight Team Competition will be held somewhere in the SCS, location to be announced.

Those attending the conference were invited to tour 99 Headquarters and were addressed by President Lu Hollander. Lu advised that International met the goal of \$4,500 for the matching grant of Oklahoma

Charter officers for Lake Charles, Sandra Leder, Catherine Miller and Claire Sharp (AP Photo)



businessman John Kirkpatrick. The funds will be deposited into the 99 account in the OKC Community Foundation which is a high-yielding investment fund.

Congratulations to Liz Lee, **Colorado Chapter**, for the A&P Mechanic Certificate. Liz is now an instructor at Colorado Aero Tech. In a flurry of activity, members of Colorado Chapter had opportunities for fly-in meetings; a Colorado Aero Tech



## SECTION NEWS

speaker, a tower tour, a salad dinner with an FAA speaker, a talk on Rapid Fire Intervention, a Flight 232 Emergency Landing talk by the pilot, a terminal tour and talk by an air traffic reporter. They hosted a Flight Service talk on asking the right information, held a TV Channel phone bank during the annual membership drive, and held a Brainstorming Session on such topics as increasing the visibility of 99s locally, increasing the number of flying events, planning programs to meet members' needs and interests, increase the involvement of 66s, expanding 66 scholarships and to increase the members involved at events. They heard the State Director of Aviation update on how Colorado Aviation funds have been used and had a program on FAA physiological training. Mick Wilson showed how to make a weather/route profile in deciding "weather or not" to fly. If you need any ideas to spark your chapter meetings, this is it. Maybe Colorado members should put together a "what-to-how-to" manual. Lucille Bledsoe was appointed to serve on the Denver International Airport's Air Show Advisory Committee. A welcome to LuEllen Blum, Julie Hornwood, Nancy Reinhart (transfer from Oklahoma) and Mary Kayes (transfer from Ohio).

Efforts of members of the **San Antonio Chapter** are paying off. Just about any aviation activity in the area extends invitations to us to participate. In March on a very cold day in an equally cold hangar we sponsored a successful FAA safety seminar and chili lunch at Kerrville Aviation. Aviation weather was the main topic with demonstrations of vertigo included. In mid-April, the Second Annual Commemorative WWII Air Show was held for two days at Stinson Field sponsored by the Southside Chamber of Commerce with the support of the Hill Country Squadron of the Confederate Air Force. The Ninety-Nines received a half page as well as a listing in their program. Flying Activities Chairman Ginny McDaniel spearheaded our participation in both events. Norma Barr's phone calling resulted in an impressive number of 99s participating in gate-handling, including two 49 and 1/2s Chet Blank and Jack Moore. As a result, the Alamo Liaison Group of the Confederate Air Force requested that one

of our members address their next meeting and tell them all about the 99s. Veteran Ann Ash did the honors with Ginny McDaniel. Next year they plan to include us in the fly-by. A newer member Marcia Goren Weser had a byline on the Museums and Galleries section of the *Alamo Area Visitor's Magazine* Fiesta Edition. We're proud of Marcia, an art critic and freelance writer.

**Top of Texas Chapter's** Julie Schmitt, instructing at Aero Valley Airport near Ft. Worth, seven 99s and other helpers repainted Tradewind Airport letters and numbers. Ann Piggott renewed her agreement with Amarillo College to instruct the aviation ground school. She takes her students



*Florida Gulf Stream 99s helped Selma Cronan celebrate 50 years in aviation—1943-1993—with a surprise party.*

to FAA, Control Towers, Weather Services, etc. Linda Metcalf received her Private certificate. She flew her Piper Cherokee to the Russelville, Arkansas Fly-In and is rebuilding a Cessna 172 with her spouse. Mindy Welsh is currently working on an Aviation Science degree at Clovis Community College. Chapter members hosted the 99 booth at the Amarillo Air Show. Joann Hodges, CFI of Amarillo Flight Academy says this has been her busiest year and hopes to acquire 66s and 99s from her student list. Florene Watson, WASP, has been a speaker at several 50 year reunions of the WASP. She was an honoree at the Washington D.C. Air Force Association with General McPeak and Bob Hope among the celebrities. Florene is on the BOD of Kritser Aviation Museum. Kathy Davis received the Institute of Management Scholarship for 1993-94. She is a CAP mission

pilot and has flown several SAR missions. Cindy Frost received her Private and will soon join the chapter. New officers of Top of Texas: Chairman, Cathy Morgan; Vice Chairman, Joann Hodges; Secretary/Treasurer, Linda Metcalf; and AE Scholarship Chairman, Joann Hodges.

**Vancouver Island Chapter's** Roberta Taylor is planning a study on sexual harassment of women who work in aviation and would like any 99s who would like to participate in the study to contact her about sharing their workplace experiences with her. She will be giving a presentation at the Canadian Women In Aviation Conference (*Ed. note: see more about that in NOTAMS in this issue.*) and can be reached at: #306 1641 McKenzie Avenue, Victoria, B.C. V8N 5M4, Canada. One meeting of Vancouver Island 99s resulted in members using a profile form to interview one another for articles in their newsletter, *Tracking Outbound*. The session proved to be fun as they got to know each other better and swapped information on "past lives" and aviation interests.

**Edmonton Area Chapter's** Linda Humphreys flew to Alaska with the Alberta Aviation Council (A.A.C.) Group Tour of the Alaska Highway to celebrate its 50th anniversary. Mary Oswald was elected President of the A.A.C., the first woman to be named president of an aviation organization of this size in Canada. Mary Bryant is now flying the S.T.A.R.S. (Shock, Trauma and Rescue Service) helicopter in the Edmonton area. She is a specialist in survival and is enjoying the challenges of her job very much. Gladys Bowditch attended an intense week-long Instructor Refresher course and considered it an "important and valuable session." Gladys and Mary Bryant, with Rosella Bjornson and Marlene Cameron, presented a successful Flying Companion Course.

**British Columbia Coast Chapter** members flew to Victoria with a tour of the Aviation Museum. They listened at their annual Aviation Safety Seminar, to Michelle Maguire, a multi-IFR flight instructor at Coastal Pacific Aviation, as she reviewed procedures for uncontrolled airports, to Dr. Patterson, aviation medical examiner, discuss stress management, to Scott Gardiner, Aviation Safety Inspector for the FAA,





*New England 99s Norma Hagst, Iris Dewhurst, Judith Kelley, Bess Walker and Anne Honer prepare for the Air Race Classic.*

give an update on flying in the United States and to Barney Dunbery, an ATC at Boundary Bay Control Tower, who talked about the problems that result from congestion and people unclear about procedure at Boundary Bay and how to avoid becoming part of the problem when flying into this and other extremely busy airports.

Bonnie Porter, **New England Section**, reported that **Eastern New England's** Anne Honer worked very hard to make this year's Air Race Classic finale a great success. Several New England pilots are participating. From ENE: Anne Honer, Bess

Walker, Iris Dewhurst, Norma Hagst, Karla Carroll, Judy Kelly, Connie Sprauer, Ann Mercer. From **Western New England**: Anne Howland and Trish Lang. Textron-Lycoming sponsored an authentic New England Clambake for all racers.

New England's Spring Section meeting

was held at Windsor Locks, Bradley Field, Connecticut and attendees were entertained by Ray Holland, a 39-year veteran of Sikorsky and the VS-4450 flying boat restoration, and Robert Maartens, FAA Safety Standards, who demonstrated the "Barany Chair." At the semi-annual business meeting attendees participated in Structured Networking, a roundtables concept that proved to be a great success. From fundraising to newsletters, scholarships and all other committee areas, more creative and productive ideas came out of the two hours spent in "S.N." than in years of conventional meetings. International President Lu Hollander was a special guest. She spoke at the Saturday luncheon and also presented the charter to the newest New England Chapter, **Katahdin Wings**, represented by member Laura Smith. A welcome to Katahdin's newest member, Danielle Martel, recent recipient of her Private. □



*On January 4, Massachusetts Governor William Weld proclaimed January as Aviation/Aerospace Education Month. Pictured at the State House, Boston, is FAA New England Regional Administrator Arlene B. Feldman offering her appreciation to the Governor, the Massachusetts Aeronautics Commission and the Massachusetts Aviation Education Council for their support of aviation. At far right is Sheila Bauer, ENE 99s and FAA Aviation Education Programs Manager with Sherman Saltmarsh, Jr., Chairman of Massachusetts Aeronautics Commission.*

*(FAA Photo, Mike Ciccarelli)*



# ATA and WASP Collections

by Gene Nora Jessen

Those who recognize the historical value of mementoes tangent to their lives, packrats, survivors who don't know what to do with boxes of junk, and intense collectors all endow a museum. We aviation curious profit from their largesse learning of our own aviation heritage and, in the case of 99s, awoken to the remarkable foundation built by our predecessors.

Two collections take on timely significance in light of the recent announcement that U.S. combat aircraft will no longer be withheld from female military pilots. Women pilots have flown in combat conditions before—unofficially, quietly, fatally, and largely unrecognized. Their stories and evidence are to be found in The Ninety-Nines museum and archives.

The British Air Transport Auxiliary was formed in 1939 in Bristol, England, shortly after the declaration of WWII. The auxiliary evolved into ferrying flights of 150 different aircraft and some 414,984 flying hours over the next six years. Although most ATA members were from England and Scotland, 286 men and women came from North and South America including 10 Canadians, one from Chili and 275 from the USA. Of the 174 who died during the war, four were Canadian and 27 from the United States. A famous British aviatrix, Amy Johnson Mollison, died in the service of ATA, lost in the Thames estuary in 1941, her body never recovered. The British are more forward thinking than those of the United States in using the talents of female pilots (to be fair, their need was earlier), and 25 women from the U.S. joined the ATA prior to the formation of the WASP.

Ben Warne, one of the first from the United States to join the ATA, thought it appropriate that the ATA pilots be remembered and memorialized in a museum which he built on his farm in Millville, Pennsylvania. The lovely stone building sat on a hilltop on his 1700-foot sod landing strip (for his 40



*Loretta Gragg holds a letter of commendation signed by Winston Churchill, a tiny compass taken from a German prisoner of war, photos and a book containing the checklists for each aircraft flown by ATA pilots.*

hp, 1937 J-2 Taylor Cub) named White Waltham Memorial Airport for the British airfield. Our oral historian Judy Logue visited Warne and his museum as he struggled to preserve archival material, photos and memorabilia in difficult conditions of humidity and temperature fluctuations. Judy told him of The Ninety-Nines' state-of-the-art archives area and that our organization would treasure and guard his collections if entrusted to us.

Ben Warne's widow Rhoda recently bequeathed her husband's ATA museum collection to The Ninety-Nines for research, storage and display. Board members Mary Lou Waite and Alexis Koehler saw to it that the collection was safely transported (we do have friends who see a need and quietly open their pocketbooks) and a basic inventory has been completed.

A detailed inventory of the collection will be essential and time consuming, and its eventual display an event greatly anticipated. The greatest appreciation goes to Ben and Rhoda Warne for their foresight in recording the participation in British forces by some folks on the west side of the pond.

A better-known group, but narrowly so, is the WASP. To back up a little, in 1942 the American Air Transport Command announced a plan to utilize civilian women pilots to ferry military aircraft. They were to be called WAFS, Women's Auxiliary Ferrying Squadron, and were commanded by Nancy

Harkness Love. Twenty-five experienced pilots were selected with 99s charter member and past president Betty Gillies the first WAFS member and Cornelia Fort its second. Fort's inspiration undoubtedly came from being aloft training a student in a Cub during the December 7, 1941 attack on Pearl Harbor. She garnered the sad distinction as the first member of the WAFS to be killed—in a midair collision in Texas while ferrying a bomber.

As a nucleus of experienced pilots started flying successfully, Jacqueline Cochran's idea of training lower-time pilots and introducing them into the WAFS was adopted. These trainees became the WFTD or the Women's Flying Training Detachment. Eventually, both groups merged into the WASP or Women Airforce Service Pilots at Sweetwater, Texas under the direction of Jacqueline Cochran. These civilian women served their country in its time of prodigious need with the greatest distinction. Ironically, it was to be an embarrassing number of years before their country recognized their sacrificial contribution with the award of veteran status and benefits.

Through thoughtful and generous gifts, The Ninety-Nines has accumulated significant WASP photos, archival material, oral/video histories and memorabilia. A limited WASP display can be viewed in the museum area, though additional fascinating material is presently stored due to a lack of display space.

An active campaign to complete our building's second floor is underway. The ATA and WASP displays, along with other collections on hold, will help to round out the story of women's participation in aviation. Our organization has many worthy projects, but those members with a special interest in our Resource Center museum and archives are urged to make contact and help make the second floor display area a reality.



# How to become a fortune-teller!

Everyone wants to see into the future. Everyone wants to know what is around the next corner. It gives us confidence to be able to predict upcoming events. We feel satisfaction when we have predicted a successful outcome.

Can we become fortune-tellers for The 99s? Well, maybe we can!

The 21st Century Fund is a permanent endowment fund that will enable the organization to peer into the future and navigate the direction of events. In the past, the task of fund-raising has been on a project basis; and it has been very successful. The 21st Century Fund has established a standing "ways and means" committee. This allows fund-raising to be ongoing and active. It will also allow us to keep the expertise we have acquired and not be re-inventing ourselves with every project.

Ninety-Nines can all become fortune-tellers by directing their energy into this project. Every single 99 can direct her resources into this Fund and influence how it is to be allocated. There will be many avenues of individual expression. Some 99s may want to purchase an insurance policy; others may benefit the funds in their wills; others may direct a trust to benefit The 99s. There will be as many avenues as there are individual preferences.

The other part of the plan is to tap into corporate and outside individual resources.

It may take many years for this fund to build to the sums needed to fully fund our projects. Yet if we all work toward a goal, we could be pleasantly surprised at the outcome. This a positive and creative way to assure that The 99s will grow and prosper into the next century.

The Northwest Section made the first substantial commitment to the 21st Century Fund by donating over half of its reserve fund, \$3,500, to start this fund-raising campaign. This Section challenges all other sections to match or supercede its contribution. Will you take the challenge? Will you be the fortune-teller who guarantees success?

**We can predict the future. We can be successful and creative in the best sense. We can prime the 21st Century Fund and see it grow. We can be tellers of fortune ... our own fortune!**



21st Century Fund Chairman Anita Lewis receives a "giant" check in the amount of \$3,500 from Northwest Section Governor Carolyn Carpp and Section Treasurer Linda Marshall. The Section is challenging other sections to make their own contributions to the Fund.



# Report of Spring Board of Directors Meeting

April 1-4, 1993

by Director Mary Lou Waite

The members of the Board and Executive Director Gragg met on Thursday afternoon for a Leadership Training Session led by Joyce Wells, followed by open discussion. The next morning, governors representing 10 sections joined the Board and Gragg for the regular meeting.

Five candidates were presented by the Nominating Committee for the two director positions in the upcoming election. They include Connie Wilds, R. J. McGlasson, Anita Lewis, Jaye Howes and Carolyn Carpp.

Joyce Wells reported on the two upcoming conventions. The packets for this year's Portland convention have been mailed to all members. The 1994 convention will be held in Norfolk, Virginia.

Executive Director Gragg reported that the current membership is 6,675.

The Finance Committee presented a "no frills – bare bones" budget to the Board which was approved for presentation to our members at the annual business meeting in Portland. Copies will be mailed to all Chapter Chairmen as soon as possible.

Pat Ward presented proposed Bylaws, and R. J. McGlasson presented the proposed Standing Rules on behalf of Chairman Diane Cozzi. Parliamentarian Betty Green assisted with the discussion. The Board made their recommendation on each proposed change and is hopeful this will help members and save time at the business meeting.

Gayl Henze presented a report from the Election Procedures Committee, and Carolyn Carpp presented updated Grievance Committee rules.

A new Membership Directory Committee of Jaye Howes, Doris Abbate and Connie Wilds was established to study and make recommendations for future directories.

The Jan/Feb. *Ninety-Nine NEWS* article from President Hollander was discussed thoroughly and the results of the survey reviewed. A new *NEWS* committee of Lu Hollander, Alexis Koehler and Doris Abbate was appointed to establish additional procedures and policy and to review content prior to publication.

Jody McCarrell reported on the 1996 World Precision Flight Championships to be held in the USA. She suggested ways of participation and funding for the project.

All four Award of Merit nominees were approved to receive their awards at the banquet during the Portland convention. Awards will be presented to the WASPs, H. Glenn Buffington, Lorna deBlicquy and Commander Rosemary Mariner.

A special celebration to commemorate Executive Director Loretta Gragg's 25 years of service and employment with our organization was held on Saturday with a special cake and toasts.

The meeting was adjourned at 1 p.m. on Sunday.



Above: Toasting Loretta, standing third from left, are (standing) Pat Ward, Susie Sewell, A. Lee Orr, Betty Green, Lois Erickson, R. J. McGlasson, Doris Abbate, Mary Lou Waite, Lu Hollander, Joyce Wells, Alexis Koehler, Jaye Howes, Marie Christensen, and (kneeling) Gini Sutherland, Stacy Hamm, Carolyn Carpp, Judy Rinehart, Barbara Mead, Cathie Fraser, Gayl Henze, Nancy Rand, Hut Ferree and Connie Wilds.

Right: Past President Susie Sewell admires the inscribed silver tray presented to Executive Director Loretta Gragg to commemorate her 25 years of service to The 99s, Inc.





## WYNEMA "NEMA" MASONHALL



The Oklahoma Chapter lost a great friend and dedicated Ninety-Nine on May 25, 1993.

Nema Masonhall learned to fly and joined the Oklahoma Chapter in 1941. She became a WASP trainee in 1943. Nema had also been a school teacher and computer operator on a seismograph crew during her working years.

She served as editor of *The 99 NEWS* from 1956 - 1960 and continued serving on the magazine staff for many more years. She had held most chapter and South Central Section offices. Serving as section historian, she edited and published the section history book in 1971.

Nema was an avid supporter of the Forest of Friendship, NIFA and the chapter's annual events, the Okie Derby proficiency air derby and the flying companion seminar.

Two weeks prior to her death, Nema had just attended her 75th consecutive South Central Section meeting in El Paso, Texas, where she

was the "Belle of the Ball." At a party in her honor, she was recognized by the section and received the Key to the City from El Paso city officials.

Nema left us knowing she was a very important member of the 99s, and that she was loved by more members than she could ever imagine.

A life member of the 99s, she was also a member of International Flying Farmers and the Order of Fifinella.

Nema is survived by her husband of many years, Mase Masonhall.

The Oklahoma Chapter will award an aviation scholarship in honor and memory of Nema.

Blue Skies, Nema. We love you.

## "From the Real Top" Update

Corrections to the article from the Jan/Feb issue of the *NEWS*  
by Lu Hollander

Of the 34 items listed in the chronological information provided in the "From the Real Top" article, seven letters requested corrections, clarifications and/or retractions to the following items.

Sylvia Paoli did not contact *General Aviation News* nor initiate the article that appeared in that publication; I never thought she did and did not mean to so imply. She did not state that a write-in vote was "out of order."

Referring to Article VIII, her written legal opinion was that "requirements effectively preclude any write-in votes for any position, inasmuch as there is (1) no way for verification of those requirements to be made by the Nominating Committee and (2) no way for any write-in candidate to have complied with the Intent to Seek Election requirement."

Neither Sylvia Paoli nor Marie Christensen was required to attend the preliminary session of the fall 1992 Board meeting; both notified me they were otherwise committed.

The letters sent to the California Bar Association were letters of formal complaint against Sylvia, not just letters being "critical"; the Bar Association subsequently ruled there were no grounds for action.

Sylvia Paoli's decision to resign as legal counsel for the 99s was unexpected, but no prior notice was necessary. Her cooperation in the transition has been exemplary in the ensuing months.

The motion to move control of conventions from sections to International was made in April 1977 and implemented with the 1988 convention in Shangri-La, Oklahoma.

The Blue Ribbon Committee was formed in 1989. It was incorrectly stated that the committee was chaired by Thon Griffith and dealt with election procedures. Rather, the committee was chaired by Pat Roberts and studied dues structure, fundraising and methods of increasing the efficiency of HQ through the acquisition of more modern equipment.

A "petition," as used in the article, is the legal term for a lawsuit in the State of Oklahoma.

In 1990 several possible candidates qualified to run for the

office of President were contacted by the Nominating Committee but chose not to run in opposition to Marie Christensen. I did not intend to imply that Christensen urged RJ Reynolds letter writing on her own; it was a voice vote consensus taken at the annual meeting.

The organizational audit donated by Christensen was incorrectly attributed to the year 1985. It was actually donated in 1984, seven years prior to the request for a copy.

My article referred to a letter allegedly written in the summer of 1991 by Virginia Mattiza. Mattiza acknowledges her Feb. 1992 letter but disclaims the other letter. I only have a copy of the 1992 letter.

A Board advisory directed Marie Christensen to advise members to withhold Forest of Friendship donations pending an inquiry into deductibility.

I stand corrected on the legal description of the Forest's tax exempt status. Land is not tax exempt. The Forest has no stand-alone tax exemption; members were directed to make contribution checks to the City of Atchison which is exempt. Regarding the deductibility of contributions made before November 1990, both City and Forest officials maintain the Forest has operated under City auspices since its formation.

Pat Forbes was not an "afterthought" in volunteering to go to Atchison, Kansas, to review Forest of Friendship financial records. Both of us agreed to go with Board approval, and steps to resolution were initiated.

Two letters requested clarification on Virginia Matizta's suspension, and subsequent reinstatement, of her membership. Both felt the grievance hearing was held improperly; however, the hearing was held according to published rules established for handling a grievance procedure.

In the article I said Headquarters' staff, without notifying me, issued an unscheduled mailing that included Marie Christensen's disclaimer of the anonymous letter, "From the Top." (I've always been sure Marie did not author the letter, and I had given approval for her disclaimer to be included in the next available mailing.) I have subsequently discussed this incident with HQ staff, and we have reached a point of understanding. It was a matter of miscommunication, and I apologize for misinterpreting HQ's efforts.

The intent of this article was to inform, not to offend or discredit anyone mentioned in it.



## KRISTIN GLICK-NUCKOLLS

We hear all too often about the aviation pioneers and early pilots who pass on to new horizons and we feel pain at their passing. Somehow, though, we feel even more pain when a bright and shiny rising star in our aviation community is taken from us too soon. Those of us involved in aviation lost a wonderful friend in an unfortunate accident on May 1, 1993, at DeKalb Airport when Kristin Glick-Nuckolls lost her life.

Kristin brought her special vitality to enliven everything she did. Her friendship was an asset that we valued highly. We all will suffer from the lack of her brilliant smile and vibrant personality. She joined the Chicago Ninety-Nines and made an immediate commitment to their success. From her first meeting, she not only was generous with her time, but dynamic and creative about her participation. Kristin raised her hand and volunteered over and over again. She was currently serving as the Chapter Recording Secretary, Safety Education Chairman and Illinois State Operation Skywatch Chair. She made new friends out of many of the aviation business people during the past two years when she managed the Vendor Sales for the 1992 and 1993 IFR/VFR Safety Seminar in Northbrook. And these are just a few of her activities. You couldn't ask for a better volunteer.

Kristin flew well and often. She handled an airplane with serious regard for its capabilities—and cautious observance of her own abilities and limitations. She used some of her air time to fly with newcomers to aviation, sharing with them the joy of flight. She genuinely enjoyed these first flight missions. She wanted to become an instructor and was a finalist in the Amelia Earhart Scholarship competition for her Instrument Rating.

Kristin didn't limit herself to just The Ninety-Nines. She was a glider pilot who spent at least as much volunteer time at Sky-Soaring, her glider airport. Kristin took people for introductory rides and was looking forward to the time when she could begin instructing. She was working on the Glider Instructor rating. She was indeed an ambassador for general aviation. Kristin's husband, Lance, an active pilot who works with Avemco Insurance, was honored as our 49 1/2 of the year for all his participation this year. He has our love and support.

How her little Cessna crashed that day might never be known, but how her life affected so many of ours will always be remembered. Blue skies and sunshine always, Kristin. We won't forget you. *Submitted by Marlene Winters, Chicago Area.*

### *A Glimpse of Resurrection*

*I am standing upon the grass beside the runway. Nearby a small single-engine plane starts up. She moves slowly at first down the taxiway to the end of the runway. After a brief instrument check and warmup she begins to roll briskly down the runway. She is an object of beauty, strength, and purring determination as she passes me.*

*Halfway down the runway her wheels leave the earth as she seems joyously to leap into the air. I stand and watch her climb eagerly into the sky, becoming smaller and smaller until she is just a little speck of white cloud rising over the distant hills. Then someone at my side says,*

*"There, she's gone."*

*Gone where? Gone from my sight, that is all. She is just as large with her brightly painted fuselage and gleaming wings as she was when she left my side. She is just as able to bear her load of living freight to the place of destination. Her diminished size is in me, not in her, and just at the moment when someone at my side says, "There, she's gone," there are other eyes watching her coming and other voices ready to take up the glad shout, "There she comes!!!"*

*...and that is dying.*

*by Sara Dickinson*

## JANICE MARIE DYER

Janice Marie Dyer passed away March 3, 1993 from cancer. Jan was the wife of Univair Aircraft Corporation president, Stephen E. Dyer. Jan, with Steve whom she married in 1967, was active and well known in the general aviation community. She was Secretary/Treasurer for Univair Aircraft Corporation.

Jan was born March 22, 1945 in San Francisco, California and moved with her family to Denver, Colorado in 1947. She attended the University of Colorado and Metro State College in Denver. She held a commercial certificate and was an active member of the Colorado Pilots Association, Colorado Civil Air Patrol, the EAA and The Ninety-Nines. Jan was an avid contributor to the Mile High Air Derbies. She was an Aviation Resource speaker for the Denver Public Schools and was active in the Boy Scouts of America. A memorial to the AE Scholarship Fund was made in her name. We extend our sympathies to her husband, Steve, and to their children.

## MARTHA VELESKY

Members of All-Ohio Chapter are greatly saddened with the loss of Chapter Chairman Martha Velesky who passed away Saturday, May 15, 1993. Martha gave a lot of inspiration to chapter members and was always there to support our activities. We will miss her greatly. *Submitted by Connie McConnell.*

## RAYMOND KAMM

Raymond Kamm, who helped to teach his wife of 25 years Patricia to fly and who encouraged her to get her certificate and her instrument rating, died at a San Luis Obispo hospital on May 3, 1993. Mr. Kamm graduated as an aeronautical engineer. He was employed for 28 years with Douglas Aircraft Company in Long Beach, California, as chief of designs and structure design. He was assistant chief designer on the DC-9, chief designer of the Lunar Excursion Module that was a Douglas proposal, chief engineer of LPL Technical Services (Israeli Aircraft), in addition to other projects like the Douglas Skyraider, Dauntless, and A4 Skyhawk. He taught aeronautical engineering at Cal Poly and was a member of the San Luis Pilots Association. Memorials may be made to SIDS Foundation, P.O. Box 1549, Santa Monica, California 90406. We extend our sympathy to Patricia and their children.

## CAROL ANN MILLER

The Michigan Chapter lost a fervent aviatrix April 27, 1993. Carol Ann Miller, 51, often flew with her co-pilot mother, Betty Miller, also a member of the Michigan Chapter, in Carol's airplane. She will be sorely missed. The prose to the left was submitted by Nancy Brandon and read by Father Paul Guoan at the service for Carol. It was written by Sara Longino Dickinson, a prospective member of the North Georgia Chapter, who died of cancer in March of 1978.

## DOROTHY HOMSLEY

Long time Inland Chapter member, Dorothy Homsley, went to New Horizons on March 29th at the age of 79. Dorothy was an accountant for 16 years. A flight instructor and charter pilot for 23 years, she retired in 1982. Condolences to her sons, grandchildren and great-grandchildren. *Submitted by Judy Whitson, chairman of Inland Chapter.*



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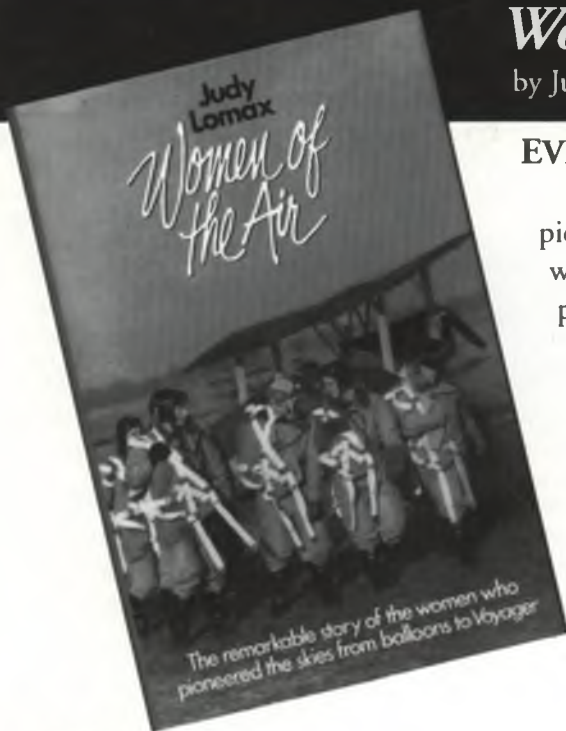
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