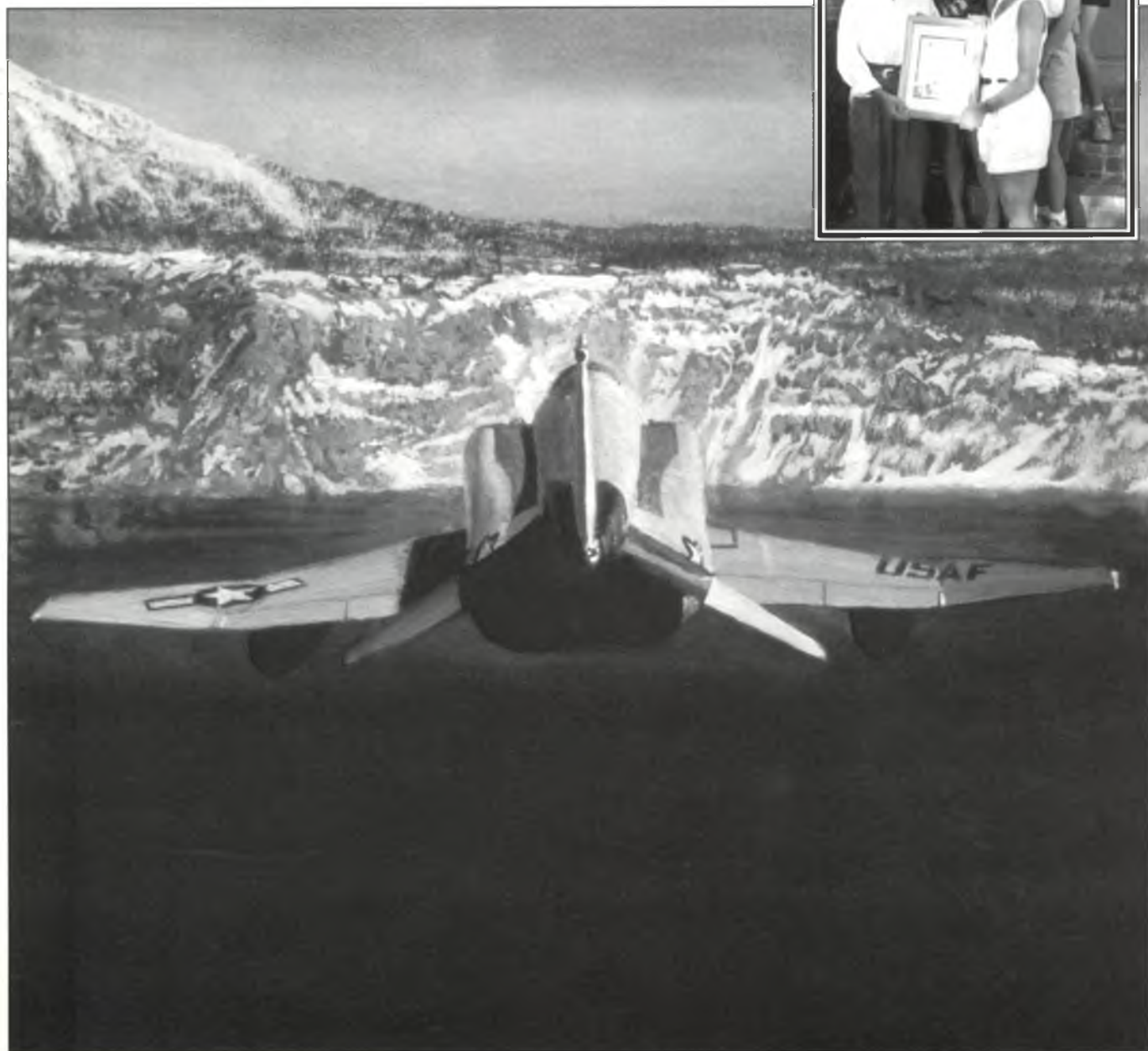


# NINETY-NINE *News*

THE INTERNATIONAL WOMEN PILOTS MAGAZINE

November-December, 1993

- Crater Lake Flyers
- *Angels* — Corporate Angel Network
- Becoming a “FED”



# Successful Board Meeting Reflects Fresh Outlook

Just ask the Governors who were present; they didn't pick up their knitting once – well, maybe once! The fall Board agenda was packed with items for discussion and action. On pages 10, 11 and 15 of this issue you'll find detailed reports covering many of the items we evaluated, discussed, voted on, remanded for additional information or to a committee, etc.

## President's Message



Board members Alexis Koehler, Connie Woods, Joyce Wells, Gene Nora Jessen, Doris Abbate, Lee Orr, Carolyn Carpp, Lu Hollander and Lois Erickson pause during a full Board meeting schedule to look at one of the many early-day scrapbooks housed at 99s' International Headquarters.

We selected a new *News* editor, Betty Rowley, and extended our thanks to Ann Cooper for her wonderful effort as editor.

We discussed an informal proposal made by a member of the Atchison Historical Society Board that The 99s consider deeding 60 percent ownership of the Amelia Earhart Birthplace Museum to the Historical Society. In exchange, an undefined amount of funding for restoration would be made available.

The Board unanimously decided they needed considerably more information before an accurate assessment of this early-stage proposal could be fairly evaluated and acted upon. This additional information has been requested

from the 99s' Birthplace Museum Board, and will be available for further consideration prior to the spring Board meeting.

All of us on the Board would appreciate hearing from any and all members about this agenda item, or any other topic about which you wish to make comments. Please direct your queries to me or to any other Board member. We can only represent your viewpoint if we know what you are thinking. Let us hear from you.

The Board meeting was a successful way to reach the end of 1993. Taking a look ahead, I offer the following for your thoughtful consideration.\*

- 1) Speak words of encouragement to family, friends and your 99s' associates.
- 2) Adopt an attitude of gratitude.
- 3) Recognize our success was created by others.
- 4) Work as a team.
- 5) Appreciate and encourage our leaders.
- 6) Handle disappointment creatively.

Happy holidays, and a bright New Year for all!

*\* from a workshop presentation by Okla. Cityan Mo Anderson.*



From Ann L. Cooper, Editor, *Ninety-Nine News*.

As I mail this particular issue to Headquarters, I wrap up a three-year involvement with The Ninety-Nines, two presidents—Marie Christensen and Lu Hollander, Loretta Gragg, Cindy Rusher, Alexis Koehler, EBSCO Graphics, and my predecessor, Robyn Sclair and her parents, Dave and Mary Lou. I thank those already mentioned—and many others that I haven't space to mention—for the encouragement that has been offered, the assistance that I have received, and the opportunities that have been given to me. I consider myself fortunate to have been involved with an excellent organization and a dynamic group of talented and capable women.

I thank Sue Maule for introducing me to Edna Gardner Whyte and Jessie Woods. It was an honor and a challenge to have Edna request that I write her biography, *RISING ABOVE IT*. It took more than five years of research and writing before it was accepted by Crown Publishers for publication in 1991; fortunately, in time for Edna to enjoy some of the attention it generated.

Writing the second book, *ON THE WING*, the story of the Flying Aces Air Circus and the wonderful Jessie, was a labor of love. Another five years was required—no one said that book writing is easy!—But Jessie was completely honest and engaging—a delight with whom to work. Published by Henry Holden, Black Hawk Publishing Company, *ON THE WING* made its debut in July, 1993. Lori Lynn Ross, Hollywood actress and stunt woman and a wing walker with Jimmy Franklin Air Shows, has the marketing rights to Jessie's incredible story in high hopes that a feature film or television show will result. Jessie is to be honored at the International Women In Aviation Conference in Orlando, Florida in March—one of those to be named to the Pioneer Women In Aviation Hall of Fame—and, at this writing, she is also being considered for inclusion in the 1994 Gathering of Eagles, the prestigious affair at Air Command and Staff College, Maxwell Air Force Base, Montgomery, Alabama. Congratulations to Jessie, one of our dynamic Ninety-Nines!

I have long felt that all women pilots owe a large measure of gratitude to the pioneers who opened the doors of aviation for us. When invited to speak, at Oshkosh, Sun 'n Fun, the U.S. Military Academy at West Point, I have addressed the topic, "AMELIA EARHART ISN'T THE ONLY ONE." I applaud the exemplary life of our first president and seek to take nothing from her courageous and generous contributions. But, I firmly believe that there are many to whom we owe thanks and that as many of their names as possible should be known to the school children (and adults!) of today.

In that vein, I have sought to preserve the aviation history of not only Edna and Jessie, but of several women who flew yesterday and those

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VOLUME XIX • NUMBER 6

November-December 1993

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

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## ON THE COVER:

Introducing a new chapter, Northwest Section—the **Crater Lake Flyers**. The cover painting is by the outstanding aviation artist, William S. "Bill" Phillips of Ashland, Oregon. Bill depicts an Oregon Air National Guard F-4 zooming over magnificent Crater Lake. (See the article by Dena Bullion on Page 4.)

who are currently making aviation history. I have nothing but admiration for the WAFS, the WASP, those who fly everything from hot air balloons to jets to their own homebuilts, female military pilots, air racers—all who have felt the excitement and challenge of flight and have gained the self-esteem and daring that is endemic to it. Prior to and while editing the *News*, I promoted women in aviation and I hope to continue to do so. Four women, all marvelous pilots, have invited me to write their books and I look forward to those opportunities.

Since 1988, I have been writing a series of articles for *PRIVATE PILOT* and *AVIATION* magazines on aviation artists and, for two years, have been editing *Aero Brush*, the magazine of the American Society of Aviation Artists (ASAA). Ross Howell, Howell Press, Charlottesville, Virginia, has given me the opportunity to pursue several books about the art of aviation artists. My husband, Charlie, and I are collaborating on our first, the story of the Tuskegee Airmen as depicted by Roy La Grone, a talented and experienced artist and a Tuskegee Airman himself. We look forward to these opportunities also.

It has been nice to receive kind words in regard

to the *Ninety-Nine News*. I have enjoyed the chance to meet, often vicariously, so many outstanding women and you have my admiration.

Franklin Roosevelt said, "Happiness lies in the joy of achievement and the thrill of creative effort." As I step down as editor, then, I hope that more happiness lies ahead. My thanks to you all.

*Below: C.C. Cooper, 20 months, one of Grandma's favorite Co-Pilots, sits in her Grandpa's and Grandma's C-150, thinking of becoming a Ninety-Nine in 2010?*





# CRATER LAKE FLYERS, A New Chapter

by Dena Bullion

The Ninety-Nines issued a charter to a new chapter from Klamath Falls, Oregon, on May 15, 1993. The Crater Lake Flyers take their name from the only national park in Oregon and the deepest lake in the continental United States. Nestled in the northwest corner of Klamath County and high in the rugged Cascade Mountains, the deep, clear, pristine lake offers a symbol of pride and inspiration to the group of women who sought to join the widely-known and well-respected International Organization of Women Pilots.

The story of the Crater Lake Flyers began in Santa Monica, California, in the summer of 1992. Rhea Bastian and Carla Yancey entered the Palms-to-Pines Air Race, flying Rhea's Cherokee 140. Rhea and Carla met 99s from distant locations and from the Central Oregon Chapter. Receiving such encouragement and support from other pilots, they decided they wanted to investigate starting a chapter.

In December of 1992, Carla asked her fellow ground school instructor, Neva Ivie, if she was interested. Rhea had discovered that a former schoolmate, Dena Bullion, was a local pilot and invited her to attend a meeting. The ball was rolling.

Neva obtained a list of licensed pilots from the Oregon Aeronautical Division, conveniently arranged according to zip-codes. Dena corresponded with all potential female pilots. Irene Currin, a motor glider pilot and member of the Flying Nurses, is a local pilot who was already affiliated with the Southern Cascades Chapter. In attendance at our third meeting, Irene gave us a great deal of encouragement.

By the time the Flyers had accrued the necessary seven members to make application, a few more months passed by. Fran Stilwell and Gayle Christmas,

a Ninety-Nine from the Sacramento Valley Chapter, responded to our inquiries. Dena contacted Mary Hook, First Officer in the Learjets that operate on Kingsley Field with the Oregon Air National Guard (ANG) under contract to the Air Force. Mary Hook in turn recruited Mary Carroll who had just moved to Klamath Falls from Fargo, North Dakota. The nucleus of nine chose a name, agreed to organize and sent in the paperwork to Headquarters, Oklahoma City. Within a matter of days, then Northwest Section Governor Carolyn Carpp advised Carla Yancey that the Crater Lake Flyer's charter had been approved.

Our first public function was a fund raiser, intended as a source of sufficient funds to cover an operating budget for the first year and to keep local dues to a minimum. Timing our fund-raiser to take advantage of the Oregon ANG's annual Training Exercise and Open House, Sentry Eagle, we "manned" a booth. Sentry Eagle, the ANG's answer to the USAF Red Flag, attracted nearly seventy fighter aircraft from bases across the United States and from Cold Lake, Canada, as well as several thousand aviation enthusiasts who flocked to the flight line for the departures and arrivals of the fighter jets. The sound of freedom—the roar of the afterburners—filled the air much of the day.

The Crater Lake Flyers sold wares to spectators and participants and were delighted by the success—sufficient funds to cover several years of operation! Instead, however, the Flyers are planning to put their hard-earned funds toward a good cause. A common thread among Flyers is the desire to make aviation education a priority. These ladies are interested in reaching out to the pilots of tomorrow, girls and boys, and to put them in touch with the joy of

flying. We are painfully aware that general aviation has suffered immensely in this era of product liability and skyrocketing costs. We feel that the future can only be insured by fanning the flame of interest in aviation that burns in the hearts of young pilots and pilots-to-be. The Flyers are exploring different avenues for taking the message to the young people of our community.

Since chartered, the Crater Lake Flyers have welcomed three new members: Martha Russell, Sharon Rajnus, and Carlene Klingberg. The Aircrew of Race #52, Rhea and Carla, flew their second Palms-to-Pines Race, the only Oregon team to compete in this year's event. They were interviewed by a Bend, Oregon, newspaper reporter. Another team from the Crater Lake Flyers plans to catch the racing bug and join next year's Palms-to-Pines.

On Sunday, August 22, 1993, the Crater Lake Flyers received their charter in a presentation ceremony at the home of Fran Stilwell, who hosted a delicious barbecue to celebrate our induction into an outstanding aviation organization. Two of the Flyers had a little something extra to celebrate. The day prior, Dena Bullion and Mary Carroll had been en route to Boise, Idaho, in Dena's father's Beechcraft Sundowner when the engine swallowed an exhaust valve. A forced landing was made in a rock-strewn pasture sixty miles from home. Although the Sundowner was totalled, the only injury to the pilots was one broken thumbnail!

Since the chapter's formation, Carla Yancey, Rhea Bastian and Carlene Klingberg have earned instrument ratings. Many of the members have set challenging goals and, with the support of each other and friends from other chapters, who knows how far we may fly! □



## **NINETY-NINE News**

Magazine of  
**The Ninety-Nines, Inc.,**  
International Women Pilots  
November/December 1993  
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# A Dynamic 99 —Barbara Green

*Adapted by Ann Cooper from an article printed in Outlook, the community health newsletter of Overlake Hospital Medical Center, Bellevue, Washington.*

## **CANCER PATIENT TAKES FLIGHT**

Diagnosed with breast cancer in 1981—one year prior to soloing in an aircraft!—Greater Seattle Chapter's Barbara Green is an inspiration. The article stated, "Like the planes she loves to fly, her life has been a trip with unexpected turns, dips and heights. She has lived with her disease for 13 years, far longer than she expected. ...She is expressive about her journey with her disease. She speaks with equal eloquence about the pains and the unexpected pay-offs of acquiring her uninvited traveling companion—cancer."

While Barbara underwent chemotherapy treatments, she re-evaluated her life and decided to explore new things, to try something new every day, even if it was a small thing. Opting for flight lessons was far from easy. Because she was involved with chemotherapy, it took more than six months for Barbara to pass the medical exam.

When the magic moment of solo flight faced her, she was quoted as having said, "I was really nervous. I sat in my car for a few minutes, visualizing flight and the plane kissing the ground as I landed. Then I flew! It was scary, but exciting. The visualization allowed me to relax and be myself. My body knew how to fly—my mind was just uptight."

Barbara learned, six years later, that her breast cancer had spread to her

bone. After having had nine areas of her body treated with radiation therapy and a half dozen different chemotherapies, Barbara is now being treated with Taxol, a promising cancer-fighting drug derived from the bark of the Pacific yew tree.

Barbara attends, indeed is a leader, in a support group at Overlake Hospital Medical Center. Her life is filled with a wide range of interests, many of which she developed as a result of grappling with her disease. She laid hardwood flooring in her home, works in computer-aided drafting at Bellevue Community College, is a board member for the Fear of Flying Clinic for phobic fliers and active in The Ninety-Nines. She is also a driver for the American Cancer Society, providing transportation for other cancer patients.

One dynamic Ninety-Nine and an inspiration to more than she would ever dream possible, Barbara is quoted as having said, "Some people tell you that a positive attitude keeps the disease from growing. I don't know that I have a positive attitude. I still get depressed, still cry, still feel bad that I have the disease. But I think those are just natural grieving emotions. My body may die sooner than the rest of me would want, but I don't feel like I have quit or stopped trying. Cancer is probably the biggest challenge I've ever had. I always plan for tomorrow. And life is certainly not boring."

Those of us who share your love of flight salute you, Barbara. Keep flying! We wish you many happy landings!



# —Angels—

SOMETHING SPECIAL IN THE AIR, by Penelope K. Amabile, Greater New York Ninety-Nines



*Brittany Rieger, CAN patient, cuts CAN's 10th Anniversary cake, September 1992. John Winant, former President NBAA, Jack Olcott, current President NBAA, and Pat Blum, CAN co-founder and President—Dynamic 99!—look on.*

The diminutive "flight attendant" stood only three feet two inches tall, but she was very gracious as she asked, "Wasn't it nice of me to let you fly on my airplane?"

I might add that at this moment the "flight attendant," Brittany Rieger, was sitting on the lap of William R. Howell, Chairman of J.C. Penney. Brittany was only four—and in transit to New York's Memorial Sloan Kettering Hospital on her 16th flight with Corporate Angel Network (CAN), J.C. Penney providing the magic carpet to her leukemia treatment.

Pat Blum, a Greater New York Ninety-Nine and president and originator of CAN, is herself not much taller than five feet one inch. Physically, that is. In the eyes of thousands of cancer patients who have been helped by CAN, she is ten feet tall!

Founded in 1981 by Pat and her associate Jay Weinberg, both recovered cancer patients, CAN helps patients obtain optimum treatment for their life-threatening disease at recognized cancer centers throughout the United States. CAN uses a heretofore untapped resource—the empty seats of corporate aircraft operating on regular business flights.

The price? Zero! Zero expense to the corporation, zero expense to the

patient.

The reward? Inestimable!

To the corporation, the knowledge that it has made a tremendous difference in the life of a cancer patient through its support at a time when attentive concern is as important as the proper medical treatment itself. To the patient, the blessings of comfort and privacy, time saved, and—the all important *and*—the realization that People Care!

As Pat says, no potential passenger need ever prove any sort of financial need. "Having cancer is enough of a need."

CAN's success is a testimonial to the dedication of CAN's 50-60 part-time volunteers, its three full-time volunteers (Pat, Jay and Jay's wife Marian, CAN's computer specialist), its three staff personnel (and its 15 computer terminals!) who work untold hours coordinating the increasing number of requests.

Pat bounces me an astounding response to my question, "How many requests do you fill?" She says, "Approximately 25-30%." Way to go.

CAN, now 12 years old, has flown 6,000 patients and their travelling companions approximately 12,000,000 miles, roughly equivalent to 24 round trips to the moon. With only 24 flights the first year, CAN had 3,239 requests for help in 1992 and matched 829 of them. Impressive.

A fleet of 1,110 aircraft representing 550 corporations stands ready. In a nice reverse twist and in commemoration of each 100 CAN flights, corporations are presented with Frequent Flyer Awards, handsome bronze plaques presented personally to the chairmen.

Ten years ago, Pat spent her days on the phone selling her idea to corpora-

tions. These days, they call *her*. In fact, at least one Fortune 500 executive has left standing orders with his Aviation Department's flight scheduler. "If there are seats available on my flights, don't even clear with me. Just fill 'em up!"

CAN's recently doubled office space at the Westchester County Airport looks like a major airline's reservation center. CAN, actually, could be considered the world's largest aircraft fleet. It's bigger than American. It's bigger than Delta or United or Northwest. But Pat points out that the "bandwagon" has lots of space on it for newcomers.

Quick to tie in to the program have been limousine services providing ground transportation to and from the airport when a patient is unable to arrange his or her own. Hotels on an only-if-needed basis have offered complimentary accommodation the night before hospital admission or the day of discharge. Even FBOs have jumped on the bandwagon, allowing fuel discounts to aircraft carrying CAN patients.

The patients themselves, who are urged to make alternate plans should unforeseen schedule changes cancel a flight (a rare event), must be ambulatory and require no special catering or services—CAN's own rules. Once an exception to those rules was requested by officials of a corporation providing the flight for a passenger named Max. Max was accompanying his blind master and, at the official's insistence, got his bowl of Calcan at lunchtime.

With all these expenses: the phones, the faxes and PCs and the care and feeding thereof, the printing, the postage and the stationery, the three paid staff members and the cleaning service and such—where does the money come from?

"It just seems to come when we need it," says a somewhat amazed Pat. "CAN doesn't do any structured fund-raising because we've better ways to spend our time and energies."

When pushed a little harder, she told of "donations in kind" from various

# CALENDAR, 1993-'94

sources: PCs from IBM, the use of three long distance lines from Xerox, desks and file cabinets from Champion International, and "two purple chairs from Amax."

Small family foundations seem to hear about the Angels. Tennis and golf tournaments have donated their proceeds to a grateful CAN. The postman can always tell when the mass media have run yet another feature on CAN. A 1986 Christmas article in *Guideposts* magazine touched its readers who sent in the pennies in their pockets, raising almost \$8,000 for CAN.

As Pat's friend of many years, I'm allowed a little vicarious "braggery" on behalf of my flying buddy, a most modest person despite that ten feet of height from which she looks down. For her perseverance in bringing CAN to fruition, for her long work days, for her overall leadership and management, Pat has been honored with the President's Volunteer Action Award and with a Special Salute from the Chamber of Commerce of the United States. I picked these two from a long list. I told you...Pat is modest.

"There is no precedent for CAN," Pat says. "We just invent it as we go along. We may make mistakes, but we don't make the same ones twice."

**The Corporate Angel Network  
may be reached at  
(914) 328-1313  
or Westchester County  
Airport, Bldg. One, White  
Plains, NY 10604.**



## HAPPY HOLIDAYS!

### 1994

#### March

- |              |                          |               |                   |
|--------------|--------------------------|---------------|-------------------|
| <b>10-12</b> | <b>IWIA Conference</b>   | Orlando, FL   | Dr. Peggy Baty    |
| <b>14-19</b> | <b>World AV Congress</b> | Bombay, India | Chanda Budhabatti |

#### April

- |               |                              |                 |                 |
|---------------|------------------------------|-----------------|-----------------|
| <b>22-24</b>  | <b>Southeast Section</b>     | Chattanooga, TN | Nancy Wright    |
| <b>29-30</b>  | <b>Mid Atlantic Section</b>  | Bethlehem, PA   | Torgy Reagan    |
| <b>29-5/1</b> | <b>North Central Section</b> | Harvey, IL      | Gini Sutherland |

#### May

- |              |                           |                |              |
|--------------|---------------------------|----------------|--------------|
| <b>15-17</b> | <b>S. Central Section</b> | Fort Worth, TX | Eva Isabell  |
| <b>20-21</b> | <b>Southwest Section</b>  | Tempe, AZ      | Stacy Hamm   |
| <b>27-29</b> | <b>E. Canada Section</b>  | TBA            | Cathy Fraser |

#### June

- |              |                             |              |                  |
|--------------|-----------------------------|--------------|------------------|
| <b>17-19</b> | <b>Forest of Friendship</b> | Atchison, KS | Fay Gillis Wells |
|--------------|-----------------------------|--------------|------------------|

#### July

- |             |                                 |                        |                |
|-------------|---------------------------------|------------------------|----------------|
| <b>5-10</b> | <b>International Convention</b> | Norfolk, Virginia, USA | Bobbie McAdams |
|-------------|---------------------------------|------------------------|----------------|

#### August

- |             |                          |                     |             |
|-------------|--------------------------|---------------------|-------------|
| <b>7-13</b> | <b>World AV Congress</b> | Birmingham, England | Diane Cozzi |
|-------------|--------------------------|---------------------|-------------|

#### October

- |              |                                |                 |               |
|--------------|--------------------------------|-----------------|---------------|
| <b>6-9</b>   | <b>Northwest Section</b>       | Sun Valley, ID  | Anita Lewis   |
| <b>28-30</b> | <b>Southeast/South Central</b> | New Orleans, LA | Judy Reinhart |

*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.*

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• Messner Aircraft, Inc./ServiceMaster • Mercer Medical Auth • Meredith Corporation • Meridian Bancorp. Inc. • Merrill Lynch & Company • Metal Industries, Inc. •  
• Metropolitan Life Insurance Co. • Michigan Dept of Trans/Bureau of Aeronautics • Mid States Millwork, Inc. • Million Air Dallas • Minnesota Power • Mobil Corporation  
• Modine Manufacturing Company • Mohawk Paper Mills, Inc. • Monsanto Company • Mtel • Multimedia, Inc. • Mutual of Omaha • National City Corporation • National  
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• U S Bancorp • U S Fidelity & Guaranty Co. • U S West, Inc. • UNIC Incorporated • UNIFIL Incorporated • Unilever United States, Inc. • Union Carbide  
• Corporation • Union Pacific Corporation • Union Pacific Railroad Company • Union Industries • Unisys Corporation • United Dominion Industries • United Engineers &  
• Constructors International Inc. • United Foods Incorporated • United International Holdings, Inc. • United Technologies Corporation • The Upjohn Company • US Healthcare • UST,  
• Inc. • Virginia Dept of Aviation • Valero Energy Corporation • VF Corporation • Virginia Power • Volkswagen of America, Inc. • W D A Corporation • Wal-Mart Stores, Inc. • Walter  
• Industries Inc. • Warner-Lambert Company • The Washington Water Power Co. • Waters Industries, Inc. • Wasson Insurance Companies • Wayfair Ketch Corporation • Weather  
• Shield Mfg. Inc. • Watson & Bishop & Co, Inc. • West Star Aviation, Inc. • WestPac/Paperrell, Inc. • Wetters Inc. • Weyerhaeuser Company • Wilson Engineering Company  
• Whirlpool Corporation • The Whitewood Company • The Williams Companies • Windstar Aviation Corp • Wrangler • Wyoming Aeronautics Commission • Xenon Corporation  
• Yates Petroleum Corporation • York International Corporation • Labor Union Offering Aircraft Seats to CAN: International Association of Machinists and Aerospace Workers

## FOR TEN YEARS, A VERY SPECIAL AIR FORCE HAS BEEN BATTLING CANCER.

For the past decade, the Corporate Angel Network has provided over 5,000 cancer patients with a much-needed lift. Over 500 major U.S. corporations have made the occasionally empty seats on their business trips available to cancer patients. These patients must often travel many miles from home for specialized treatment.

If you can't spot your company name in the lineup above, act now to help cancer patients fly in comfort and dignity. To join this elite squadron, call Corporate Angel Network at (914) 328-1313. You'll be giving a cancer patient the lift of a lifetime.





# FAA/GENERAL AVIATION CONFERENCE

September 8-10, 1993, Kansas City, Missouri

by Lynne Trupin, International Legislation Chair

A crisis situation exists. Federal Aviation Administration (FAA) personnel and general aviation spokespersons met in Kansas City in a joint effort to help revive general aviation. Problems were delineated and solutions were suggested by 16 workshop groups. Participants were asked to focus on what ties us together, such as the mutual love of aviation, and to disregard parochial issues.

Jim Szajkovichs, FAA Accident Prevention Manager from Milwaukee, Wis. was the moderator and Jim Haight, FAA Central Region Administrator, gave the opening remarks. A five-minute video presentation by FAA Administrator David R. Hinson explained the general aviation policy statement, signed by the administrator and circulated among the participants:

*General Aviation is critically important to the nation's economy and to the national transportation system. General aviation plays a crucial role in flight training for all segments of aviation and provides unique personal and recreational opportunities. It makes vital contributions to activities ranging from business aviation, to agricultural operations, to Warbird preservation, to glider and balloon flights.*

*ACCORDINGLY, IT IS THE POLICY OF THE FAA to foster and promote general aviation while continuing to improve its safety record. These goals are neither contradictory nor separable. They are best achieved by cooperating with the aviation community to define mutual concerns and joint efforts to accomplish objectives. We will strive to achieve the goals through voluntary compliance and methods designed to reduce the regulatory burden on general aviation.*

*The FAA's general aviation programs will focus on:*

- **SAFETY** – to protect recent gains and aim for a new threshold.
- **FAA SERVICES** – to provide the GA community with responsive, customer-driven certification, air traffic, and other services.
- **PRODUCT INNOVATION AND COMPETITIVENESS** – to ensure the technological advancement of GA.

• **SYSTEM ACCESS AND CAPACITY** – to maximize GA's ability to operate in the National Airspace System.

• **AFFORDABILITY** – to promote economic and efficient GA operations, expand participation, and stimulate industry growth.

Speaking for the FAA were Monte Belger, Tom Accardi and Bob Wright.

Doug McNair, AOPA, representing the General Aviation Coalition, cited the General Aviation Action Plan that was presented early in 1993. He explained that this meeting was arranged to get to the wider grass roots representatives from GA to make specific suggestions on how we can work together and with the FAA. The coalition consists of the Airplane Electronics Association, AOPA, AOPA Air Safety Foundation, EAA, GAMA, NATA, NASAO, NBAA, Professional Maintenance Association, and Sport Aircraft Manufacturer's Association.

## PRODUCT LIABILITY

As we reported in an earlier issue of the *News*, our U.S. aircraft manufacturers have been all but shut down—the culprit, product liability. A Chief Counsel for Piper Corporation spoke to the FAA/GA Conference. A decade ago, Piper had five factories and employed 5,000. Today they are in bankruptcy, have one factory and employ 350. (1) Investors are reluctant to finance plane manufacturers because of the risk under our current liability laws. (2) Component suppliers are refusing to make airplane parts. Companies are dropping out because one lost lawsuit could wipe out a small company. (3) Innovation is stifled. (4) It costs a lot of money to defend law suits which takes money from research and development. He cited a case that involved a Piper aircraft that made an emergency landing on the Nimitz Highway. No one was hurt; however, two hours later, a "gawker" caused two automobile accidents. Piper was sued because they built an "attractive nuisance." The case was successfully defended and still cost Piper \$50,000. (5) Insurance costs are so high that some companies are virtu-

ally uninsurable. It would cost Piper \$40 million per year to insure a few hundred airplanes because of the liability factor of the 60,000 aircraft they have produced in the past. (6) It has led to a shortage of training planes.

Piper does not believe that a randomly selected jury ought to set safety standards. Conference participants overwhelmingly agreed there should be federal preemption when it comes to determining airworthiness and safety standards. The counsel asked for support of the Statute of Repose. While manufacturer's insurance premiums would be lower, insurance premiums on airplanes older than 15 years could go up which would increase ownership costs. Still, the conference participants strongly supported the passage of this statute. Twelve states now have statutes of repose. He pointed out that currently there are 190 sponsors in the House. Two hundred and eighteen would force it out of the appropriations committee onto the floor of the House for a vote.

Product Liability laws are to protect "the innocent consumer." The counsel's argument was that GA consumers aren't "innocent victims." He asked us to support the mandatory liability insurance for pilots feeling this would help spread the insurance risks. He pointed out that if a pilot was regarded as "uninsurable," then the pilot shouldn't be allowed to fly. He discussed \$2 million in coverage, while the "users" in the audience might have been receptive to \$1 million liability coverage. My personal feeling is if the law changes to mandate more insurance, "no fault" insurance similar to automobile "no fault" insurance should be considered to prevent insurance costs for owners from greatly increasing.

The Piper Corporation lawyer wants more regulation by the FAA, but this was greeted unenthusiastically by the GA users in the audience who later complained of over-regulation. In addition, he wants the FAA to "go after" bogus parts manufacturers. He claimed that the FAA is harder on manufacturers than those who do STC work, particularly "piggyback STCs."



# A Flight Plan with Focus

Summarizing the International Board of Directors Meeting of October 29-31, 1993

Following a nine-hour Goal Setting Workshop on Thursday, Oct. 28, the International Board of Directors, along with the Council of Governors, met with renewed energy and positive direction. Focusing on the goal of Ever-Increasing Membership, the Board determined to make decisions to remedy past concerns and increase member satisfaction by working on both internal and external communications. A summary of the workshop will be provided to the membership by Marilyn Smith, the professional facilitator and member of Long Island Chapter.

Regarding the Amelia Earhart Birthplace Museum, two motions were passed: (1) to participate in the search and selection of a Museum Administrator who would coordinate five of the museums in Atchison, Kansas, at no cost to The Ninety-Nines; and (2) to direct Pamela Mahonchak and her Board of Administrators to prepare a complete financial history of the house, and current plans for restoration and fund-raising, for the Spring Board of Directors meeting.

At this time, the AEBM is in stable condition and financially self-supporting on a day-to-day basis. There is \$13,000 in the restoration fund, of which \$8,000 will be spent for restoration of the back porch and the installation of its tin roof. As with all items on the agenda, the Board applied the principle of referring to the stated goal of the organization, before a decision was made.

Past President Susie Sewell reported on insurance, noting that our Comprehensive General Liability Package policy continues in effect at the cost of \$46 per day. For air races the premium is \$43 for impound days and \$63 for race days.

Plans for the next two International Conventions are well under way, with the Norfolk Convention scheduled for July 1994 and Halifax, Nova Scotia, in July 1995. Vice President Joyce Wells reported on the Portland Convention where 339 delegates and members were registered. Convention evaluations are being studied and SOPs being developed to assist with future conventions.

R.J. McGlasson chairs the Norfolk Convention, while Sue Ehrlander is the

local chairman for Halifax. Changes in the Convention schedule for Norfolk are being studied while the budget remains similar to that of Portland. The 1996 Convention will be in the South Central Section, and 1997 is scheduled for New England.

Past President Gene Nora Jessen reported on the Headquarters Resource Center which includes the museum items, archives, oral histories and the library. Ongoing projects include the Award of Merit display and the following collections: Jesse Woods, Edna Gardner Whyte, Air Transport Auxiliary, Women Airforce Service Pilots, Jerrie Cobb, Lucille Wright, Hazel Jones and Ruth Rueckert.

Many of these collections are awaiting the completion of the second floor of Headquarters before they can be properly displayed. Contributions or donations will be eagerly received. A reunion of the Mercury Thirteen (women who in 1963 participated in early astronaut training) will be held at Headquarters in March. Several film projects are in development and will involve scenes at 99s Headquarters as well as at the Amelia Earhart Birthplace Museum.

A formal search for legal counsel to the 99s is continuing. Resumes should be submitted to the Board before March 1, 1994.

Betty Rowley of Patric Rowley and Partners, a graphic arts/advertising firm, was chosen editor of the Ninety-Nine News. Betty and her husband edit the American Bonanza Society Newsletter and *The Cessnan*. The Board considered four candidates for the position of editor before making their selection.

Northwest Section Governor and Chair of the 21st Century Fund Anita Lewis reported on the fund and challenged members to contribute \$9.99 each towards the goal of achieving long-range financial security for our organization. Alliance Capital, a New York financial investment firm, will manage the fund.

The 21st Century Fund, along with the Oklahoma City Community

Foundation Fund, are investments which not only enable the Ninety-Nines to acquire grants, but provide additional income to supplement dues. Again, relative to our goal of ever increasing members, the Board is developing a plan for the future financial security of the Ninety-Nines which includes a variety of approaches.

The Board proposed a new category of membership for consideration by the membership: A Sixty-Six Member is defined as a member of a chapter, or section in which there are no chapters, who has soloed and holds a valid medical or equivalent certificate issued by the appropriate government authority. Such member may vote.

A membership campaign, A Thousand More in '94, will be introduced from Jan. 1-May 31, 1994. Marilyn Smith was appointed the new Membership Chairman. The Board voted to increase the new member initiation fee to \$10, but retain the present dues structure. A plan for multiple-year renewal will be developed.

In the interest of better communication regarding finances, a Mid-Fiscal Year Balance Sheet and Income Statement will be included in the Chapter Chairmen's mailing January 1994.

The Board approved a three-step plan to completely restructure the governing documents of our organization. Pat Ward, Chairman of the Bylaws Committee, reported on a meeting with Parliamentarian Betty Green which revealed conflicts in all of our governing documents.

The Board began by defining each type of document. The Revised Nominations and Elections Rules and Standing Rules were approved. Detailed information about the plan can be found elsewhere in this issue, and was distributed to Chapter Chairmen and Governors in the regular monthly mailing.

The Board completed three days of business with enthusiasm and unity, always returning to the goal and focusing on recruiting new members and retaining the ones we have. Remember: A Thousand More in Ninety-Four!!



*ACCESSIBILITY: unrestricted**RANGE: unlimited**HOURS OF OPERATION: continuous**FREQUENCY MODULATION: focus-assisted**AMPLIFICATION: goal-directed**UTILIZATION: ongoing dialogue for improvement**MONITOR AGREEMENT: Board of Directors**SEE END OF USER GUIDE FOR TRANSMITTING INSTRUCTIONS*

## The Ninety-Nines commissions new "Dedicated

### USER GUIDE – INTRODUCTION:

Congratulations! You are one of the more than 6,000 owners of FORUM, a new column to appear in the NEWS at the request of your international board at their fall meeting. It is their desire that FORUM supports and facilitates a program of GOAL-DIRECTED IMPROVEMENT which they have initiated for YOUR organization...for YOUR benefit...and for THEIR guidance in decisions to be made and changes implemented.

FORUM will be a communication "tool" ... a direct path for achieving greater mutual understanding and clearer vision of needed effort to further unity and the pride of affiliation initially shared by our founding Charter Members.

FORUM is the culmination of an exhaustive all-day workshop in which our Officers, Directors and Executive Director participated in a new and very powerful management process known as THEORY OF CONSTRAINTS Management. It was led by a Certified Facilitator extensively trained in this management process. Following are the areas on which it focused and the findings resulting from this effort:

1. Defining THE GOAL of THE NINETY-NINES — the reason for which it was founded by its original owner-members and continues for our current and future members' enjoyment and benefit. It is the SINGULAR FUNDAMENTAL DRIVING FORCE THAT PERPETUATES ITS EXISTENCE. To do so, THE GOAL must be something that the organization must constantly realize in greater and greater amounts. For a profit-making business, the goal is MONEY, (profit). However, for The Ninety-Nines (a non-profit organization) THE GOAL IS AN EVER-EXPAND-

ING MEMBERSHIP. It is THIS GOAL ONLY which will serve to provide more of those things a woman pilot is seeking when she joins and continues her membership for years to come — camaraderie, sharing of ideas and information, support of others and scholarship opportunities for aviation endeavors, social interaction, flying activities, career networking, historical interest, opportunities for leadership, volunteer efforts ... and more. A conscious realization of the GOAL directs management to other important knowledge it must have for properly leading the organization:

a. NECESSARY CONDITIONS — things they must assure are available in sufficient supply to continue realizing the goal. These include the members' expectations and other things to maintain its existence (i.e., cash flow, woman power, etc.).

b. CONSTRAINTS — things that block realizing the goal. It could be an insufficient supply of a necessary condition or something such as a particular event. Our most recent significant CONSTRAINT was "internal conflict."

c. MEASURING THE GOAL'S PROGRESS — a precise way of tracking realization of our goal in relation to its potential. In other words, a percentage that reflects our membership count in relation to total licensed women pilots.

2. IDENTIFYING AND BREAKING THE CONSTRAINT TO OUR GOAL — this was a "brain-draining" process for the Board and one that had to be accomplished for the organization to move ahead. They deserve the appreciation of each of us for persevering and identifying the CORE PROBLEM (that which caused a constraint to our goal realization). It involved the plotting of current/recent undesirable events (symptoms of the underlying problem),

identifying cause(s) of them, and continuing back historically in this manner to an event that turned the tides from a desirable period in our history to one reflecting a chain of undesirable events thereafter. This significant event (core problem) was finally identified as A PRACTICE OF THE BOARD WHICH BECAME OBSOLETE BECAUSE OF WAYS IN WHICH MEMBERS' EXPECTATIONS AND THE EXTERNAL SOCIETY'S PATTERNS WERE CHANGING. It had nothing to do with any particular person(s) on the Board and was nothing that was done with deliberate intent or motive. Simply, it was a way of managing the organization that might have been okay years ago, but at some point no longer was effective ... COMMUNICATION STYLE BETWEEN THE BOARD AND THE OWNER-MEMBERS BECAME OBSOLETE. While members, for years, were content to trust the Board's actions and decisions, an era of "increased participation and voice" was emerging in society, in the business world and within our organization's membership. People wanted to have more say in issues prior to action being initiated or decisions being made by those in charge. It was the birth of "Participatory Management" and the word "Leadership" instead of "Management," to imply that people responded better to being "led" and "involved" rather than "managed" and "controlled" — that power was to be shared by all rather than held by a few.

IT IS IMPORTANT FOR ALL OF YOU TO KNOW THAT EACH INDIVIDUAL ON YOUR PRESENT BOARD WORKED COHESIVELY ON THIS EFFORT AND WAS IN COMPLETE AGREEMENT ON THE FINDINGS OF THE "WORKSHOP."

NOW THE BALL IS IN THE COURT OF EACH MEMBER-OWNER. Realize



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# Communications Frequency"

our goal relies on each of us being involved in those activities which promote it and those which deter it. **THE TOP PRIORITY — OUR MAIN EFFORT — IS IMPROVING THE QUALITY AND FREQUENCY OF DIRECT COMMUNICATION BETWEEN THE MEMBERSHIP AND THE LEADERSHIP OF THE ORGANIZATION.**

**OPERATING PROCEDURES FOR the "FORUM column"** All members are to tune in on the same frequency and remain tuned in. With each communication received by the members through "FORUM," as well as **BOARD MEETING SUMMARY REPORTS** to appear in the *NEWS*, we are seeking your feedback to issues and subjects they address.

**TRANSMITTING INSTRUCTIONS:** Send your feedback on the contents of this "Forum" to:

Marilyn Smith  
Ninety-Nines FORUM  
Pine Shadows Airpark  
3661 Runway Street, NE  
North Ft. Myers, FL 33917 USA

**INCLUDE POSITIVE SUGGESTIONS, CONCERNS AND IDEAS. FOCUS YOUR FEEDBACK ON ITS IMPACT TO THE GOAL AND BENEFIT TO THE ORGANIZATION AS A WHOLE. BE AWARE THAT YOUR BOARD WILL BE USING "GOAL IMPACT" AS ITS CRITERIA AND MEASUREMENT IN ANY AGENDA OF ISSUES, CONCERNS, ACTIONS AND DECISIONS. FEEDBACK TO "FORUM" CONTENTS WILL BE ASSEMBLED INTO COLLECTIVE VOICE AND APPEAR IN SUBSEQUENT "FORUM" COLUMNS. THE INDIVIDUAL RESPONSES WILL THEN BE FORWARDED TO THE BOARD.**

"FORUM" also appreciates your feedback regarding:

- **COMMUNICATIONS** — other ideas to improve it.

- **MEMBERSHIP GROWTH** — should we consider adding a "Student Pilot" membership category with a current Medical and a requirement for joining and renewing? What can we do to better serve our members outside the U.S. and attract more to join? Do you think you and other members would be

more motivated to recruit new members if each one you recruited represented a \$5 rebate to the Chapter? What would you include in an orientation packet for a new member?

- **BOARD MEETING SUMMARY REPORTS** — When meetings are held during the year, a summary report will appear in the magazine, and your feedback on each meeting summary's content is encouraged.

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## NEW HORIZONS

### PEARLE RAGSDALE

Pearle Ragsdale, Austin Chapter Charter Member, went to new horizons October 4, 1993, after a brief illness. Pearle and her husband, Robert Jr., moved to Austin in 1941 and established Ragsdale Aviation which they operated until 1984. In addition, they also established Cessna aircraft operations in San Antonio, Dallas and Houston.

Along with her love of flying, Pearle enjoyed art, music and reading. She was involved with the Junior Helping Hand, the local art museum and symphony league, Zonta and other business organizations, and the Seton Hospital Development Fund.

Pearle especially supported The Ninety-Nines and women in aviation and the AE Scholarship Fund. She will be fondly remembered and missed by members of the Austin Chapter. Our condolences to her husband of 53 years and other family members. *Submitted by Virginia Mattiza.*

### MARGARET MARY CARSON

Eastern Ontario Chapter's Margaret Mary Carson passed away in her Florida home, June 1993. She was 74. Founding secretary of COPA, the national organization of pilots in Canada, Margaret was the winner of the Women's International Air Race in 1952. It was from her garage from 1952 to 1956 that COPA business was conducted, and it was due to her efforts that the organization became dynamic and successful. She started *Canadian Flight* magazine in 1955, feeling that Canada needed a publication dedicated to general aviation and lightplane flying. Her contribution to aviation in Canada was great, and she will be sorely missed.

We are also saddened to hear of the recent deaths of two aviation greats of the United States—**JIMMY DOOLITTLE** and **FRED WEICK**.

Doolittle, 96, and Weick, 93, have a shared history as two of the first to graduate from college with degrees in aeronautics—when aeronautics was a new science.

Doolittle, a Medal of Honor winner, was renowned for his many "firsts" in aviation, notably "blind" flying. Weick, an air mail pilot, became famous as the designer of the Ercoupe. Both lived long and useful lives and contributed enormously to the field of aviation. They left legacies of greatness and will not be forgotten.



# JUST PILOTS:

## Women of the 1929 Powder Puff Derby

by Helen Whittaker

In 1929, pioneer aviatrixes were frequently considered aberrations. Although there were around 100 accredited female pilots in the United States, society did not think these flying women were "normal" and viewed them with great curiosity. They were frequently referred to as "Ladybirds, Angels or Sweethearts of the Air." One flier, Ruth Nichols, was dubbed the "Darling Deb Flyer." Because of the curiosity these women generated, everything they did was newsworthy. They received constant plaudits which were sometimes considered inappropriate by the fliers. As Amelia Earhart said, "The attitude of women toward flying is no different from the attitude of men. They do not want the clapping of hands or bouquets of flowers; they merely want to fly."

But they were not allowed to merely fly. Their publicity brought them to the attention of companies who needed popular sales gimmicks. Some of the women were hired to advertise oranges, motor oil and gas. They were perceived as cute salesgirls, but not as serious pilots. To be recognized, these women had to compete in serious flying. For several years, they had been asking to be included in the prestigious National Air Races. They were finally given their own race in 1929 by the National Exchange Clubs to be held in conjunction with the Nationals that were to be held in Cleveland that year. It was formally called the Women's Air Derby but was nicknamed the Powder Puff Derby by Will Rogers. Women were finally given the chance to prove themselves as capable pilots while promoting airmindedness to a population in fear and awe of the newfangled flying machines.

The entrants in this historic race came from all walks of life. Some were college graduates, some had wealthy families or husbands who bought their airplanes, and some ran their own businesses or barnstormed to make money to fly. Others gave up promising careers in journalism, music and the theater while a few of them already had aviation careers as airplane saleswomen and Hollywood stunt pilots. No matter their differences, they shared one great love—flying.

Of the 40 women who met the race requirements there were 23 who registered to enter. Three withdrew before the start, leaving 20 competitors: Amelia Earhart, the first woman to cross the Atlantic; Phoebe Omlie, a stunt pilot in the *Perils of Pauline* movies; Jessie Maude

"Chubby" Keith-Miller, the first woman to fly from London to Australia; Claire Mae Fahy, whose husband held men's aviation records; Thea Rasche, an internationally known German pilot; Evelyn "Bobbi" Trout, a Hollywood stunt pilot; Edith Foltz, a barnstormer; Mary Haizlip, who would hold a women's speed record; Marvel Crosson, an Alaskan aviation business owner; Florence Lowe "Pancho" Barnes, a stunt pilot in *Hells Angels*; Blanche Wilcox Noyes, who soloed only six months prior to the race; Louise McPhetridge Thaden, who worked in sales for Walter Beech; Margaret Perry, a commercial pilot; Ruth Rowland Nichols, a former flying boat pilot who flew the first non-stop flight from New York to Miami; Opal Logan Kunz; Neva Paris, a sales person for Curtiss-Wright; Ruth Elder, an actress; Gladys Berry O'Donnell, an air racer; and Vera Dawn Walker, who at four feet and eleven and a half inches had to prop herself with pillows to reach the rudder pedals.

As they assembled for the Derby, they did not meet as competitors but rather as comrades and sisters. Their differences in background and experience were overshadowed by their delight in meeting women, at long last, with whom they could share their love of flying. Although a few of them knew each other through previous aviation events, most of them were meeting for the first time. It was a significant personal experience and they all realized it was also a significant historical experience. They were determined to fly a successful race.

Before the race, Amelia Earhart said, "The men, you know, have been somewhat worried about such a long flight for us and they seem to have visions of us smashing up all over the countryside, so the thing for us to do is prove that their fears have been foolish."

The start of the grueling nine days evoked many emotions. Louis Thaden best expressed it as, "Pilots with dry mouths, wild pumping hearts, sweating hands fumbling over maps, controls, adjusting goggles, unreasoning speculation. Hope, determination, a feeling of history in the making with each one playing a part. Adventure, youth, soaring carefree on wings of romance, intoxicated, happy, thrilled, suffocated in rap-ture."

The race began on Sunday, August 18 in Santa Monica, California. Routed through San



Bernardino, Yuma, Phoenix, Douglas, El Paso, Pecos, Midland, Abilene, Fort Worth, Tulsa, Wichita, Kansas City, East St. Louis, Terre Haute, Cincinnati, and Columbus, the race ended on Monday, August 26 in Cleveland, Ohio. The arduous course covered desert and mountains. The pilots were burned by the hot sun and pummeled in open cockpits by stinging rain. Runways were frequently obscured by haze, heat waves, dust clouds or drifting sand.

The first day proceeded with minor mishaps. Amelia lost some time because of her jammed starter and Opal Kunz purposefully ground-looped in San Bernardino to avoid running off the runway. Marvel Crosson experienced problems with her engine and ordered a new one to be sent to Phoenix.

The second leg was troublesome to several. Amelia ran off the runway in Yuma, hit a knoll and nosed over. The propeller was bent, but she was able to replace it without delay. Bobbi Trout ran out of gas and made a dead stick landing in a field plowed at right angles to the direction in which she was headed. The plane flipped over and landed upside down. "I wasn't afraid," she said, "I was scared the plane would be hurt." The repairs cost her about three days. Although this put her out of the race competitively, she continued on the course.

There were several unusual accidents between San Bernardino and Yuma that led to rumors of sabotage. Thea Rasche, who had received a threatening telegram prior to the race, was forced to land in Holtsville because of sand in her gas tanks. Claire Fahy was out of the race in Calexico because two brace wires snapped. According to the Tucson *Daily Star*, "They were snapped as squarely as if they had been cut with pliers...no signs of fraying. ...The ends were blackened...have been submitted to chemists to determine whether acid had been used." Both Thea and Claire blamed their problems on saboteurs. Sabotage was again suspected when, five days later, Louise Thaden's mechanic discovered her breaker points had been filed.

Some of the fliers discounted the sabotage rumors. Ruth Elder said she had been quoted as saying water was mixed with her gasoline when,



*Louise Thaden said, "I'm sorry we all couldn't come in first because they all deserve it as much as I. They are all great fliers."*

"I never said any such thing." Although nothing was ever proved, Bobbi Trout said, "Something happened. We thought someone was up to something. Some people saw a group of mechanics fooling around among our planes that night."

Despite the threats, the women continued the race. Several pilots fell behind because they became lost. Ruth Elder flew through so much turbulence that her map blew out of her hand. Her compass wouldn't function properly, so she came down in a pasture in Oklahoma to get her bearings. As she sat atop her red Swallow looking at the animals jogging toward her, she prayed, "Oh, God, let them all be cows."

Pancho Barnes became lost between Yuma and Phoenix. She followed the wrong railroad and landed in Mexico. Climbing out of her Travel Air she asked the farmers approaching her to direct her to Phoenix. They replied, "No habla Americano. Mexico," and pointed to the ground. Realizing her error and afraid of being jailed for crossing an international line, she quickly scrambled into her plane and took off. Pancho was knocked out of the race when she hit a car parked too close to the runway in Texas, taking off the top of the car and the two right wings on her plane.

Blanche Noyes faced a pilot's most harrowing experience—fire! At about 2,000 feet, she smelled smoke and discovered a fire in her baggage compartment. "When I first saw the smoke curling up, I was scared to death, of course. The first thing I thought of was something Dewey had told me: 'If you ever have a fire in your ship, remember to keep it out of your face. Side-slip.' So I slipped for 2,000 feet." She came down in a patch of 3-foot high mesquite bushes, damaging her left wheel as she landed. She climbed out, reaching for her fire extinguisher, but it was stuck in the bracket. She ripped the whole thing, case and all, out of the plane. When she still couldn't open the case, she pulled the burning material out of the plane and threw sand over it, scorching her hands in the process. Despite her painful hands, she hand-propped her plane and took off. As she passed over the mesquite, she tore holes in the wings.

The dust had not settled from Pancho's mishap when Blanche and her ship came limping in. Louise, already on the ground, noticed that Blanche had a broken wing and crippled landing gear and called for ambulances and fire extinguishers. Blanche landed on her right wheel and slowly ground-looped. When Louise reached her, Blanche held up her scorched hands. Tears ran in white rivulets down her blackened face.

Blanche's landing gear was welded and she replaced it with new landing gear in Wichita. Determined to finish, the women made whatever repairs they had to make to continue.

Ruth Nichols was close to the finish, but knocked out of the race in Columbus, Ohio. She had made some adjustments and wanted to test them before starting on the final lap into Cleveland. She took her ship up over the Columbus airport to test it. When she landed, she was caught in a cross wind and hit a tractor that was parked on the edge of the runway. The plane went over in a double cartwheel and landed on its back. She crawled from the wreck and stood with hands on her hips, waiting impatiently for a crash truck. She was not injured, but she was out of the race.

Margaret Perry, who had been flying with typhoid fever, was finally hospitalized in Fort Worth. She, too, was out of the race.

Marvel Crosson, the race's one fatality, was killed in Wellton, Arizona. Marvel jumped from her plane before it crashed, but apparently was too low for the parachute to open. Several theories existed as to why she crashed. Unfortunately, the wreckage was never examined by investigators to determine the real reason for the crash. This was because the race's medical group knew Marvel was having her menstrual period and assumed it made her unfit to pilot skillfully.

"Nobody will ever know what caused the crash," said Bobbi Trout.

Whatever the reason, it gave rise to the rumors of sabotage and almost stopped the race the next day when everyone learned of the accident. Fatalities in men's races were considered occupational hazards, but "in women's races they were signs of incompetence."

News of Marvel's death shook the pilots, especially Louise Thaden and Gladys O'Donnell who had become her close friends. But, when the women read the headlines calling for a halt to the race, they didn't want it to stop. They knew the importance of what they were doing.

As Louise expressed it, "If your time has come to go, it is a glorious way in which to cross over. The smell of burning oil, the feel of strength and power beneath your hands. So quick had been the transition from life to death, there must still be in your mind's eye the everlasting beauty and joy of flight. We women pilots were blazing a new trail. Each pioneering effort must bow to death. There has never been nor will there ever be progress with sacrifice of human life. To us the successful completion of the Derby was of more import than life or death."

Amelia voiced the feelings of her fellow fliers when she said, "Marvel Crosson left a challenge to the women of the Derby and there is certainly no aftermath of fear among us." The women set out to fly a race and that was exactly what they were determined to do.

Fourteen entrants lined up in Columbus to complete the final flight to Cleveland. They left at 1:15 and arrived an hour later. Louise summed up the end of the race. She said, "A glistening row of wings shimmered in the sun, lined up in front of the long center grandstand. There was Phoebe Omlie...hobbling back to give her Monocoupe an affectionate swat; Gladys O'Donnell...bronzed by sun and wind; Amelia still the center of an admiring crowd; Blanche Noyes being given a tremendous ovation from her Cleveland homefolk. There was Chubby Miller grinning from ear to ear; Edith Foltz happy over having come in third; Ruth Nichols taking her hard luck on the chin without any alibis; Ruth Elder swamped under a group of autograph maniacs; Opal Kunz, Neva Paris, Vera Walker—we were all there."

The crowd of over 40,000 went wild as the women arrived. Reporters and photographers swarmed the planes. Louise was the first in and won the race with an official time of 20 hours, 19 minutes and 2 seconds. When Amelia flew in, the crowd rose to its feet and shouted and waved. It was one of the few times when she leaned out and waved back.

Louise's Travel Air was pushed across the field in front of the stands. She was adorned with a horseshoe of flowers which she put on her plane. Gladys O'Donnell was second in the heavy plane category. Amelia was third and Blanche was fourth, followed by Ruth Elder, Neva Paris, Mary Haizlip and Opal Kunz. Phoebe Omlie finished first in the light plane category and fifth in total time. Louise's words of victory reflected her belief in the ability of all the women. "The Sunburn Derby is over and I happened to come in first place. I'm sorry we all couldn't come in first because they all deserve it as much as I. They are all great fliers."

...In spite of all the controversy surrounding the race, this race had the "highest percentage of 'finishers' in any cross country derby up to that time for men or women (20). It also offered the richest purse ever offered in an aerial race—\$25,000. Twenty courageous women made aviation history. In the eyes of the world they were, indeed, "just pilots." □



## **Bylaws, Standing Rules, Policies, Operation Procedures 1994-95**

A three-step plan submitted by the Bylaws Committee to make our lives easier and happier, and our conventions and annual meetings more purpose-oriented **starting in Norfolk in 1994**, has been approved by the Board of Directors.

**With the cooperation of the membership, by 1995** we will have a professionally designed restructure of our organizational operations and governing documents developed by a professional team consisting of a **Management Consultant** and an **Attorney** experienced in 501(c)(3) non profit organizational corporations, a **Registered Parliamentarian** and a **Delaware attorney**.

**By 1996**, a proposal to restrict discussion of Bylaws at our Annual Meetings to every three years thereafter could be implemented.

The Bylaws Committee has no interest in continuing the years-long practice of presenting "stop-gap" proposals at every annual meeting. These sincere efforts to amend targeted parts of our documents often serve to further encumber the membership, the Board of Directors who we elect to manage the business affairs of the corporation, and the purposes of our organization.

### **The Plan provides for:**

**1) Convention 1994** – Voting on only those bylaws and Standing Rules necessary to correct legal requirements or parliamentary practice, plus any referred or new proposals which fit a specific criteria (\*).

Delegates will be asked to send the proposals which were referred back to Committee in 1993 to our team of professionals for their consideration.

**2) Through the convention period 1994** – Evaluation by the professional team of the previously proposed 1993 amendments, **plus suggestions** which you submit to the Bylaws Committee.

Throughout the process, the Bylaws Committee will liaison with the professional group on behalf of the membership.

**3) Convention 1995** – Recommendations formulated by the professional group for restructure of our documents and policies will be presented for membership approval at the 1995 meeting.

The Board has already begun this process by defining the purposes of our various documents, including Board policy, and moving several operational procedures from

**To accomplish such an ambitious goal, the Bylaws Committee requests that Chapters and Sections restrict new proposed amendments to our Bylaws in 1994 to the specific criteria (\*) of:**

- \* Expanding and increasing our membership or**
- \* Expanding and enhancing our purposes.**

Standing Rules to Standard Operating Procedures.

**It is not the intention of the Bylaws Committee to suppress the rights of the membership to amend our documents.** We encourage your input and invite you to express your ideas and suggestions to the Bylaws Committee (*rather than submitting verbatim proposed amendments*). These suggestions will be included in the professional study and evaluation of our operation and the documents which facilitate the achievement of our goal and purposes.

The Bylaws Committee will welcome the opportunity to detail the plan at your request, and to receive your suggestions, ideas and comments through the end of the 1994 Convention. The mailing address of Chairman Pat Ward is 424 Hollyhill #1, Denton, TX 76205, USA or FAX 817-591-1653.

### **NOTAM**

**All Ninety-Nines Member Owners**

**See Page 10  
for more information  
about New  
"Dedicated  
Communications Frequency"**



## Start with an Airport Job

One of the best ways to learn about aviation is to experience some of it first hand, from the other side of the counter. Plan to acquire some real-time aviation experience; learn many facets of a rather complex field. A job at an FBO (Fixed Base Operator) can offer a wealth of knowledge and shed a new light on the world of flying. Any public contact job, from line service to receptionist, allows the possibility of meeting others who are involved in aviation and learning from them.

After earning my Private certificate, I didn't have the money to buy another rating. Instead, I applied for a job at a new FBO and told them that I would take anything they could offer. Anything at the airport was more appealing than the 8-5 desk job with which I'd earned money for my lessons. In addition, many FBOs offer special discount rates on aircraft rentals for their employees and, if I was to build time toward a Commercial, why not take advantage of this very important fringe benefit? The pay wasn't all that good, but the chance to hang around the airport was great!

I got what I consider to be an invaluable education in the REAL workings of an FBO. I started at the front desk, dispatching aircraft for the flight school, answering the phone, talking to pilots, and getting to know who flew which

aircraft when and where. I let it be known that I was working on my ratings and soon had various opportunities to fly with other pilots and log valuable flight time.

Each evening after work I tried to do something aviation-related; attend a ground school, study for a written test or fly for an hour to build more flight time. One of the local instructors volunteered to show me some maneuvers that I could practice during solo time-building flights. I found a friend who wanted to share flying expenses and we tried to visit every local airport and practice our cross-country navigation techniques.

I kept in close contact with our aircraft salesman and found him (thanks, Dave Hemming) to be a great source of flight time. I also learned who was buying an aircraft and perfected my sales techniques by pitching my pilot services to new aircraft owners who might need a second pilot.

By the time I'd earned my Commercial certificate, I found my golden opportunity in the form of a local TV news anchorman who owned a Cessna 182 and was planning on starting his own film production company. He had been a regular renter of our school aircraft. As he bought his own ship, I boldly suggested, "You may not know it, but what you need is a combination

pilot/girl Friday to help your business succeed." To my surprise, he agreed and hired me to work for him shortly thereafter.

The next learning stage involved the trials and tribulations of owning an aircraft. The ship wasn't mine, but I was intimately involved in making sure it was well-maintained and serviced. It was an education to learn how to house and feed an airplane of your own. Annual inspections, bad comm radios, insurance quotes, chart updating, IFR currency, tied-down ropes, fueling—I learned about them all.

And all of this started with a job at the airport. Many of my former FBO co-workers now fly for major airlines—the line boy, the receptionist. They got their start at the local airport, realizing the value of being where the action is!

Next time we'll talk about local flying jobs and ways to find one that's right for YOU.

*Karen Kahn is a Captain with a major US carrier. Type-rated in the MD-80 and Lockheed JetStar, she holds a Gold Seal CFII and is rated in gliders, sea-planes and helicopters. She runs Aviation Career Counseling, career guidance and interview counseling, based in Santa Barbara, California.*

*See her ad in the Classifieds.*

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TAKING OFF is an enchanting and graphic memoir by a founder member of the Ninety-Nines. In this book, Margaret Warren tells the story of her early years in the 1920s and 30s; from falling in love with aeroplanes at the age of eight to her marriage to Bayard Warren shortly before World War II.

This stunning autobiography is a testimony to the pioneering and courageous spirit of that small band of women — Amelia Earhart, Jacqueline Cochran, Nancy Harkness Love and Suzanne Humphreys — and makes its own unique contribution to the history of early aviation in America.

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## SECTION NEWS

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

Sara Carson, **Southeast Section**, reported that Sabena Streck, **Blue Ridge Chapter**, earned her Instrument rating before being called back home to Germany. She plans to continue her flying and membership in The Ninety-Nines. She also will check into forming a chapter in her home town. We all wish Sabena the best.

Lee Orr has been named a "Woman of Achievement" in South Carolina for her many firsts in the state: First female chief pilot, first female FAA Accident Prevention Counselor, first female CFII—the list goes on. Our heartiest congratulations to Lee for her accomplishments and her continued support of 99s and especially of the Blue Ridge Chapter.

Members of Blue Ridge attended the

Gastonia Air Show in August and they hope to have a few new members for the Southeast Section from the military.

Sara wrote, "I will be going to Albuquerque for the Balloon Fiesta. I will be joining my 'boyfriend' with his balloon, *Bird of Prey*. He is also helping me earn my LTA ticket. Hope to see some 99s there!"

October 26 was the date for the **Memphis Chapter** Fly-Away. Memphis Chapter's Susan Bailey earned her Instrument Rating in August. Congratulations! This follows her Dispatcher certificate last year. Carolyn Sullivan received her HAM radio license. She spends every evening talking to new friends around the world.

Members of **Spaceport Chapter** have been very busy. Congratulations are due to

Vicki Sherman who just earned her ATP. Melanie Maracek participated in the Balloon Festival in France and Nancy Sliwa flew in the Air Race Classic. Irene Wirtschafter attended the International Forest of Friendship celebration and accepted the certificate for 1993 Honoree LaRue Sellers of Tampa. Spaceport members welcome new transfer Alexis Koehler from south Florida and Judy Gentry, a new 66.

Sara wrote, "Pat Ohlsson, Chapter Chairman, presented a two-hour Cockpit Cool Seminar in St. Augustine with 17 women in attendance. The course objective is to teach spouses of pilots to land safely in a possible emergency. (How I wish this program was offered in 1982 when I lost both parents in a Bonanza returning from the Bahamas. I



## SECTION NEWS

wonder if, to some extent, it was because my mother did not learn to land the plane.)”

Anne Proctor and Pat Ohlsson participated in the EAA Young Eagles Fly-In at Deland. They gave children, ages 8-17, their first rides in a small plane.

Murray Sellers and husband George are publishing a monthly magazine for Florida pilots, *Touch-N-Go Florida*. Contact Murray for details. Also watch for Murray's articles scheduled for publication in the October and November *Cessna Owners'* and *Piper's* magazines.

**Suncoast Chapter's** Bonnie Garcia, student pilot and teacher, received the Aerospace Scholarship from the Chapter. She teaches at Northwest Elementary School in Tampa and encourages her students' interests in aviation. Suncoast's new 66s—Anita Mixon, Sherry Mittelstadt, Lynn Clark, and Bonnie Garcia—are welcomed to the chapter and to the Southeast Section!

Mark your calendars for February 4, 1994, for a Gasparilla Day Fly-In at Peter O'Knight Airport, Tampa. This event is sponsored by the Gasparilla Air Krewe. Call 813 251-1115 for more details.

Anita Taylor, **Northwest Section**, reported that **Columbia Cascade's** Bette Jackson was named KEX Radio's Athlete at Large for her involvement in flying, air racing, and softball.

**Greater Seattle Chapter's** Barbara Green was featured in the cover story for the Overlake Hospital's Community Newsletter (see the story elsewhere in this issue). Congratulations to Libby Miller on the birth of her daughter and to Edweena Hartley on the birth of her grandson. Welcome to new member Lesley Hazleton.

Members of **Idaho Chapter** welcome new member Dell Keys. Planning for the '94 Section meeting is underway.

**Intermountain Chapter's** Gloria Sands (Ed. note: to whom we owe thanks for the fine poem on the cover of the September/October issue!) has published a new book of poetry, *The Pink Lady*. She is donating a portion of the proceeds to the chapter.

**Mid-Columbia Chapter** members have planned to airmark Richland Airport, Washington, with members of Intermountain.

Members of **Montana Chapter**

airmarked Townsend in August. Their membership drive is in full swing.

Seven **North Dakota Chapter** members attended Section meeting in Alaska—Lorraine Boehler, Wynola Eide, Dianne Herr, Shirley Frost, Beth Lucy, Audrey Baird and Gwen Vasenden. Five flew their own airplanes and travelled the farthest of any of the convention attendees. They have our admiration!

**Western Washington's** Marilyn Moody and Carolyn Carpp flew in the Palms-to-Pines Air Race. Congratulations to Jean



Three Ladies and two dogs—Allen finds a pal at the International Convention! photo by Ann Couper

Kope on the birth of her daughter.

Northwest Section welcomes a new chapter—**Crater Lake Flyers**—with Carla Yancey as Chairman. The members of the new group, based at Kingsley Field, Klamath Falls, Oregon, are featured on the cover of this issue of the *Ninety-Nine News*.

Bonnie Porter, **New England Section**, reported that the International convention in Portland was attended by Peg Davidson, Leila Baroody, Evelyn Kropp and Nancy Tier from **Connecticut** and Harriet Fuller, Ginny Ursin, Carol Rayburn, Pat Thrasher and Hut Ferree from **Eastern New England**. All of us regret that Nancy Tier suffered a set back while in Oregon, but her son, Ben, flew to Portland to accompany her home and we all send our best wishes for a speedy recovery.

**Eastern New England's** Carol Rayburn has accepted the position as manager of the Albuquerque, New Mexico, FSDO. She will be missed by New England members and wished the best in her new location and job. Danuta Pronczuk wrote and published an article in a Polish Aviation magazine. Ann Baddour has been appointed an Administrator of the Amelia Earhart Birthplace

Museum. She joins Harriet Fuller. Bonnie Porter, who teaches middle school art in Massachusetts, is coordinating a unit of study with the sixth grade science team on Aviation and Aeronautical Design & Propulsion. She has already introduced several of her students to their first flights. She also has several classes that are competing in this year's International Aviation Art Contest.

Eastern New England members sponsored an awesome two-day safety seminar in September with Rod Machado. More than 150 pilots were present. Many chapter members participated in this exciting event.

**Connecticut Chapter's** Joanne Soucy is an aviation education counsellor. She is working to bring that subject matter into her public school classroom as well a working to introduce a Brownie troop to flying (Future 99s?). Joanne is instructing other teachers in aviation education. Peg Davidson and Nancy Tier attended ceremonies at the Forest of Friendship in June. In August, Nancy Tier presented Connecticut's Chief Forester, Donald Smith, with an invitation to the Forest of Friendship. Also present were Janice Paul and Debbie Dolan. This commemorated the 90th anniversary of the flight of the Wright Brothers and the 10th anniversary of the first woman in space. Nancy, one of our Charter 99s, has been inducted into the OX 5 Hall of Fame, Corning, New York. Congratulations, Nancy. Sandy McDonough is writing for *Aviation Digest* and presenting FAA seminars on Aviation Law.

**Katahdin Wings Chapter** members held their very first airmarking at Sanford, Maine! Welcome to Claire Homblad, newly a Private Pilot.

Heather Bettig, **Central New York 99s**, sent the September newsletter. It noted that Aleta Johnson, a former WASP now living in Clay, New York, has joined the group. Shirley Ludington returned from her lengthy land trip through Alaska and the Arctic Circle—a 12,000 mile trip. Sincere condolences to Judy Stiles in the loss of her husband. He had been hospitalized as the result of a car accident.

Congratulations to Tara Donn, **New York/New Jersey Section** member and recipient of a 1993 AE Scholarship. That is a reminder, too, that is time for the application process for the 1994 AE Scholarships and for all Ninety-Nines to give thought to





*One Pooped Pup — Allen returns to Oklahoma. "There is no place like home!"*

their aviation goals. Marge Holdsworth is the winner of the NY/NJ Section Scholarship this year. Congratulations to Marge.

**South Central Section's** Margaret Cosby reported that members of **Austin Chapter** held a cookout at the Kitty Hill Airport home of member Cynthia Grant's Luscombe. The day ended with a Champ, Luscombe, Piper Cub, Skybolt and C-172XP vying for space in the pattern. Cynthia was part of the rock-picking crew that helps to keep Kitty Hill's runways in top form. At a party at Carol and Bob Heiser's home at Breakaway Park, Carol Foy brought a potential member in a C-152, the first turf landing for both pilots. Cynthia Grant also flew in for the event. Thanks go to Thelma and Jim Havice, Mary Lynn Koenig, and Melinda and Jeff Walton for a fine feast.

In a new style of fun, a plane wash to benefit Carol Foy and Mary Lynn Koenig's participation in the Mile High Air Derby. Seven planes were sparkling clean due to the efforts of Paula Faught, Cynthia Grant, Carol and Bob Heiser, Judy Reinhart, Melinda and Jeff Walton, and, of course, Carol and Mary Lynn, who felt that their tenth-place finish was highly respectable for their second air race.

J.J. Inks and family traveled in their Grumman Cheetah to tour New Mexico and Carol and Bob Foy were two of the many who flew to the Oshkosh extravaganza. Now Austin is ready to get down to Chapter business and find suitable aviation books to donate to local schools, plan other fly-out picnics; coordinate airmarking at

Lakeway Airpark, and pull materials together for the 1994 "Expand Your Horizons—She's The Pilot" program.

Members of **Colorado Chapter**, anticipating a high-volume of traffic around Stapleton Airport because of the Pope's and President's visits, moved their meeting to another airport. Congratulations to 66 Scholarship winner, Carol Skelton. Shotsy Hunter won the solo award presented at the EAA Airshow in Greeley. Chairman Bonita Ades was selected as Outstanding Chapter Member of 1992-93. Bonita has been the chairman of Flight Without Fear for six years, a NIFA judge, and has flown and helped with the Mile High Air Derby as well as Air Bear. She gave a seminar at the SCS and was co-chair of the SCS Ways and Means Committee—AND was United Airlines' National Attendant For Safety for the Year.

Luellen Blum earned a First Place, Midwest Regional Basic Aerobatics Championship. Gretchen Jahn and Chris Bentley took Seventh in Class, ARC. Gretchen took First in Class, Jackpot Race and Sandra Reagan was Fourth. Lucile Bledsoe, First in Turbo Class, Jackpot Race and Vanita Gallo earned the Turtle Award. Candace Covington is the AE Scholarship winner.

Colorado members heard Wayne Phillips speak on "Checkride Tips from a Designated Examiner." The topic "Racing Tips" was planned for October.

Alma B. Ray passed to new horizons.

Colorado members are keeping their readers alert with a monthly aviation question in the newsletter. First one to call a designated member with the correct answer wins a prize. Good idea. Also featured is a Safety Tip of the Month. For example: "Remember the brake check after start-up but prior to taxi. Add it as the last item on your engine start-up procedures. Winners stay safe."

In conjunction with the opening of the new Denver International Airport, the Rocky Mountain Aviation and Aerospace Air Fair will participate. Chapter members Babette Andre and Barb Hobson are board members. Sandra Reagan and Andrea Linde planned to teach a navigation class while Lynn Ringer taught Air Bear Classes to six classes of children.

**Dallas Chapter's** Chris Hettenbach is to be congratulated as the second chapter AE Scholarship winner. The late past president Hazel Jones was the first. Dallas members

descended (some more abruptly than others) at Lake Murray for lunch at the lodge and an afternoon on Ann and Hank Keonig's houseboat, waterskiing and even, for some, a chance to try the Jet Ski—flying of a different sort. Welcome to Dallas' new member Judy Mason thanks to Nancy Whatley. Judy and her husband, Dave, reside at the Flying M Ranch near Nacogdoches. They plan to hold an annual fly-in at the ranch.

Dorinda Herzog, Sheila England, Marge Watson, Marion Jayne and Bonnie Lewis all went to Oshkosh "B'gosh." Welcome to Bernadette Flanagan, a flight attendant, who discovered The Ninety-Nines at the Antique Fly-In.

Congrats to Marion Jayne and Wally Funk for placing third in the Great Southern Air Race. Thanks to Pauline and Jack Winthrop for sharing their home, hangar and hospitality at Kitty Hawk Airport for the installation of officers.

Kathy Long, **Dallas Redbirds Chapter**, served as judge in the pre-flight segment of the National NIFA meet, Killeen, Texas. Nell Magouryk attended the National Congress on Aviation and Space Education in Orlando, Florida. Nell is a 2d Lieutenant in the South Fort Worth Composite Squadron of Civil Air Patrol. She is Testing Officer for them.

Sandra Carruthers won second place, Basic Category, at the Lone Star Aerobatics Championship Meet, McKinney, Texas. It was sponsored by the Dallas Chapter, International Aerobatic Club (IAC). She flies a Super Decathlon and her goal is to compete in the Sportsman Category.

Members of **High Country Chapter** regret that Chairman Marla Stevenson found it necessary to resign due to extensive travel as a consultant for physicians' office labs. Judith Lynn Humphries has taken over the leadership of the organization with Ann Moffat as Vice Chairman. Emily Warner was inducted into the Forest of Friendship. She was featured as "Another Dynamic 99" in the May/June issue of the *Ninety-Nine News* (an article that was reprinted in an FAA Aeromedical newsletter as well).

High Country's Judy Humphries, in her Piper Cherokee 235 with passengers Betty Costa and Anna Taylor, **Albuquerque Chapter**, and Phyllis Kramer in her Piper Cherokee 180 with Clancey Maloney, **Pikes Peak Chapter**, flew to the International



# SECTION NEWS

Convention in Oregon.

Welcome to newest member, Lucille R. Elgin, who with her husband, Hank, owns a Cherokee PA-28.



*Steve Wolf, talented air show pilot (Samson!), aircraft builder, and Guest Speaker at the International Convention. Steve showed his video and new book on the Gee Bee at Pearson Air Park, Vancouver, WA.*

Pat Blackwelder and Linda Lake were officials at the Montrose Balloon Affaire. Deanna Strand has been in Colorado Springs teaching flying to/for the FBI. Mary Hermann spent a lot of time on the Eastern Slope setting up additional communications for press coverage of the Pope's visit to Denver. Jody Chapple was another 99 at Oshkosh. Carol Roberts is working on her IFR rating and Ann Moffat and 49 1/2 Andy are working to improve Sky Island facilities.

**Northeast Kansas Chapter's** Daphne Fautin was globe trotting in Taiwan. Lyn and Eric Walther were in Germany. Because flood waters threatened Wamego where Virginia and Jack Colbert stored their Piper Arrow, they decided to fly to higher ground at Forbes Field. Incredibly and sadly, the building in which it was hangared caught fire and burned to the ground. The Colberts lost their Arrow along with 27 others. We extend our sincere sympathy.

Officers for 1993-94 are: Leslie Jenison, Chairman; Dorothy Maloney, Vice-Chairman; Sondra Ridgeway, Secretary; Dottie Martin, Treasurer; and Brooks Powell, Newsletter Editor. Members of Northeast Kansas provided hospitality and rides for

99s flying into AE Airport for the Forest of Friendship. Brooks Powell was an honoree in this year's ceremonies. Jan Raymond, Nancy Ezell and Brooks Powell attended the Spring Section Meeting in El Paso.

The State of Kansas' two historical archives are both eager to house Northeast Kansas Chapter's scrapbooks. It is a welcome solution to the storage problem and good news that archivists are interested in our history. Perhaps other chapters should look to their state capitols as a possible solution to the storage of scrapbooks.

Clancey Maloney's AE Scholarship is big news from **Pikes Peak Chapter**. She picked up the award at the International Luncheon after having flown in with **High Country** 99 Phyllis Kramer in her Cherokee 180. Chapter members Denise Hixon, Barbara Bates, Clancey Maloney, Cindy McIntyre-Wright, and Von Alter, with Von's husband Bob Simon, ambushed new UAL Captain Pam Mahonchak at her first destination—Colorado Springs. Pam said she knew that she was being set up when she received congratulations from each new air traffic controller from Denver Department to Ground Control in Colorado Springs! She was greeted by the Pikes Peak 99s who showered her with cards and a corsage plus an interview by the local television station—all in one 30-minute turn-around, too.

Cindy McIntyre-Wright flew her first students after completing her CFI, thanks to her AE Scholarship. She flew several for the FAA Wings program in late August. Pikes Peak Chapter is launching an annual scholarship, open to women pilots in Colorado, for RE-currency.

Jean Reimer gave a double-barreled talk on her WASP experiences and her Hurricane Andrew survivor experiences providing her WASP yearbook and Andrew snapshots to illustrate the times.

Most members of Pikes Peak and Space Shuttle Mission Specialist Marsha Ivins were at the Black Forest Gliderpark for the Women Soaring Pilots Seminar Banquet. Marsha Ivins has flown two missions for NASA and is scheduled for a third.

**Purple Sage Chapter** members painted a Compass Rose at Hobbs, New Mexico, airport. Eight members heard a report on the Section Meeting in El Paso which was attended by five members. Purple Sage's Mona Roberts, Chief Instructor for Mid-

land College's Aviation Technology Program, told us about the high and junior high school groups that toured the program's classrooms and shop. Each group is then treated to lunch and told the requirements for entering the program. Another Purple Sage member, Betty Stone, is a student there. Having women as instructors and students is encouraging to girls in the visiting groups.

Youngest 99 in **San Antonio Chapter**, Stephanie Martin, daughter of 1993-94 Chairman Barbara Martin, is going full speed ahead on attaining her certificates and ratings. After achieving her Commercial, she added her Instrument within three months.

San Antonio's Installation and Awards meeting was held at Bandera Downs where a race was named for the 99s and all present gathered for a photo with the four-legged winner. The new officers are: Barbara Martin, Chair; Barbara Moore, Vice Chair; Jo Agee-Housler, Secretary; and Lena Cronk; appointed permanent Treasurer. Receiving the trophy for Member of the Year was again Lena Cronk with Ginny McDaniel, runner-up. Jack Moore was named 49 1/2 of the year with Conrad Housler, runner up.

Civil Air Patrol (CAP) Lieutenant Gloria Blank received her Certificate of Proficiency completing Level II making her eligible for Captain. Gloria is Finance Officer of the Hill Country Composite Squadron. CAP Captain Margaret Cosby was copilot on the Hill Country Composite Squadron team of three (dubbed the Hill Country Hillbillies) who came in second overall at a CAP Wing Competition that included an ELT search, Route Navigation search, spot landing and a written test of selected questions from the current FAA's Private Pilot's Test—a modified version of the NIFA competitions.

Margaret was honored as "Public Affairs Officer of the Year" for a second time at the CAP's Texas Wing Conference in Fort Worth. She highly recommends membership in the CAP with its on-going flying, ground and classroom activities covering all aspects of safety in the air and on the ground. During the months of restricted burning in several counties of Texas, Margaret flew a number of CAP fire watch flights. Her crew detected several new fires and reported them to the appropriate authorities, monitoring them until firefighters



arrived on the scenes.

Alyce Taylor, Safety Chair, of Alpha Tango Flight School, provided San Antonio members with a video on the new FAA Airspace classifications. Laura Richter gave a comprehensive report of the International Convention.

Several members of **Shreveport Chapter** are undergoing major surgery with long recovery times ahead. Our best wishes to Eileen Anderson, Mary L'Herisson, Mary Jo Voss and Jackie Thompson. Sherri Hardin arranged a fly-in to Haynesville. Four planes piloted by Evelyn Snow, Sherri Hardin, Ray Hardey and Marjorie Hardcastle participated, despite the heat.

**Tulsa Chapter's** Jan Mauritson was feted after her election to the Board of Directors of the SCS. She had recently retired from Tulsa International Airport. Tulsa's 1993-94 officers are: Phyllis Scott, Chairman; Kelli Commack, Vice Chairman; JoAnn Bland, Treasurer; and Shannon Small, Secretary.

Nancy O'Neil Holden, **East Canada Section**, reported that Cathy Fraser, Sue Ehrlander, Lorna deBlicquy, Anna Pangrazzi, Margo McCutcheon, Jean Franklin-Hancher, Marilyn Dickson, and Gayle Conners attended the Canadian Women in Aviation Conference held in Langley, British Columbia. Lorna was one of the featured speakers, her topic *Falling Through the Cracks*, about problems encountered by a female commercial pilot in her flying career. Margo gave a slide show on Operation Skywatch. Cathy, Sue and Margo then continued on to the International Convention where they were joined by B.J. Schermerhorn and, on Friday, by Denise Egglestone. Congratulations to Denise, who won an AE Scholarship that she will use to get her instructor's rating. Congratulations are also in order again for Lorna deBlicquy, who received a 99 Award of Merit. Unfortunately, Lorna could not be there to personally accept the award, so Cathy accepted on her behalf. Lorna is indeed having a busy year receiving awards and speaking across the country!

**Eastern Ontario Chapter** members have been extremely busy and enjoyed one of their most successful Poker Runs ever with beautiful weather, lots of prizes, planes and participants. A chapter party was held in Kingston to celebrate Felicity McKendry's induction into the Forest of Friendship.

Sixteen people went for lunch then returned to her home to view the induction video. Carolyn Thomas and Catherine Easton attended a Grumman fly-in in Ottawa that included a visit to the Air Accident Investigation Lab, and Susan Begg flew her Mooney to the EAA Oshkosh Fly-In. Welcome to new members: Margaret Armstrong, Barbara Collins and Dr. Tessa Clarke. Marlene Jacob has moved to Ottawa from First Canadian Chapter as has Kathy Fox from Montreal Chapter. In addition to her ATC duties and writing a monthly article for *Canadian General Aviation News*, Kathy is the Designated Flight Test Examiner at Rockcliff Flying Club and a part-time advanced training instructor.

Members of **Atlantic Chapter** attended a flea market in June that was a successful fund-raiser.

**Maple Leaf Chapter** members in five aircraft flew to the new Orillia-Mara Airport for lunch and were pleasantly surprised to meet a fellow 99, manager Elinor Morris of **First Canadian Chapter**. Maple Leaf's annual Poker Run was very successful with 47 aircraft taking part and 519 hands being sold. First prize of \$100 went to Jason Williamson, 9-year-old grandson of Karin, who flew the route with his grandfather. Cheryl Wheatley, Peggy Smith, Sue Kime, and Heather Luthardt flew to Oshkosh (in three aircraft) for the EAA Fly-In. Judy Barr drove to Winnipeg, but while there, flew an exciting cross-country trip to Thompson, Manitoba, and Connie Panton and Nancy O'Neil Holden flew to Moncton, New Brunswick via Bar Harbor, Maine, in their two airplanes. Sue Ehrlander presented Maple Leaf Chapter's "Theory of Flight" program for school children at the International Convention in Portland. Best wishes to Doris McKenzie on her March wedding.

**Montreal Chapter**, after a period of inactivity, is reviving. Shirley Grant is hosting a meeting in her home in St. Mathias with members invited to fly in to her grass strip. Best wishes to Susan Eperjesy on her recent marriage.

Members of **First Canadian Chapter**

had a briefing on GPS and an update on the changes to the Instrument Rating. Their Poker Run was a success with over 65 planes participating and, a month later, they had a Plane Wash. Kim Murray has a new job instructing at Lindsay, and Natalie McHaffie is the new owner of a Pitts S2. Thanks to Wendy Gluhushkin for organizing The Ninety-Nines/Operation Skywatch booth at the Canadian National Exhibition. It looked great!

Several members have taken exciting flying trips: Mary Lou de Bruyn to Oshkosh and Pennsylvania, Dee Birchmore and Barbara Santa Maria to Mackinac Island, Linda Kiff and Bev Bakti to Cape Cod, and Kathryn Davidson to Montreal. It has been a great summer for flying.

Twelve members helped at the Girls and Science and Technology Conference at Waterloo University. Congratulations to



*Seen at the International Convention, some of the gorgeous antiques that transported spouses and guests to Pearson Air Park.*

*photo by Ann Cooper*

Bonnie Calwell-Davis on her marriage and welcome to new member Joy Craighead, who obtained her Private Pilot certificate in Zambia, Africa, while there as a volunteer with a Canadian agency. She has explored many parts of Africa and participated in the East Africa Air Safari.

Kathleen Browne, **Southwest Section**, reported that the July fly-in to Lone Pine for members of **Antelope Valley Chapter** was a success. Thank yous to Lynne, Bev and Jane for the transportation. An October meeting was planned for Lone Pine in conjunction with a Film Festival. A Flying Companion Seminar at Fox Field was also



# SECTION NEWS

planned for October.

**Bakersfield Chapter's** Donna Weeks hosted an FAA Safety Seminar in August. Albina Ayars, Achsa Donnels and Dorothy Robinson represented Bakersfield at the International Convention. September's meeting featured the videos *Soaring To New Heights* and *Ninety-Nines, Awesome Women Pilots*.

**Bay Cities Chapter's** Fiona Smith deserves congratulations for having passed the written FIA, FOI and AGI tests all in one day. Beth Christian, Marge Carmine, Pat Chan, Catherine McMahon and Taya Dunn worked in the Women In Aviation Exhibit in the Western Aerospace Museum. Jean Tinsley was selected to represent Hawaii State Senator Lehua Fernandes Salling in July at the demonstration of the world's quietest helicopter (MD 520N).

Members of **Cameron Park Chapter** planned a fly-in in October to Shelter Cove and those of **Jackson Gold Dust** and two Northern California chapters were invited to join in on the fun. Cameron Park members planned to sell lemonade, iced tea and other goodies at the Show 'N Shine in October as well as to have an anniversary Pasta Party.

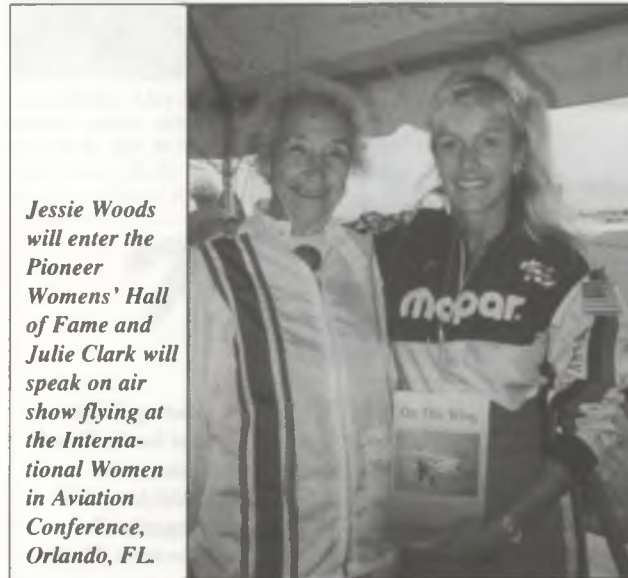
Congratulations to Mary Bovee Chesnut on being named Chairman of the Board of Cameron Park Airport District. Pat Collins recently flew her Mooney from Alaska to Russia. Chapter members airmarked Westover with members of Jackson Gold Dust and has Alta Sierra on the "to be done" list. Cameron Park members have been invited by members of Sacramento to join their monthly fly-aways. Member Misti Flaspohler's picture was on the cover of a recent *Sacramento Business Journal*.

June's issue of *General Aviation News & FLYER* featured an article on former member Doris Lockness who is 83 and still actively flying. Messages of sympathy are being sent to Lynn Conklin, First Officer with United Airlines, on the passing of her husband, Drake. (Ed. note: Drake was extremely supportive of Lynn. He sent photographs of her participation in Operation Desert Storm and of Lynn in her T-34, the cover shot featured on the Jan/Feb 1991 issue, *Ninety-Nine News*. You have our sincere condolences, Lynn.)

Patty Years is the newest member of **El Cajon Chapter**. Frankie Clemens assisted with the Essay Contest Winners' airplane

rides and was the chapter delegate to the International convention.

**Fullerton Chapter** members heard Al German, a CFI with Orange County Flight Center, who will be speaking on the new airspace classifications. Chapter representatives participated at the Cal Aero Expo in August. They organized the children's paper airplane contest, face painting and "the bean bag through the windsock" toss. Thank



*Jessie Woods will enter the Pioneer Womens' Hall of Fame and Julie Clark will speak on air show flying at the International Women in Aviation Conference, Orlando, FL.*

yous to Gerry Adamson, Retta Bigham, Carla Brown, June Leach, Jan Nievesky, Kathy Prewitt, Pat Savage, Annette Smith, Muriel Unruh, and Eleanor Westerlin for their help.

June Leach, Annette Smith, Sylvia Paoli, Ann Kocherhans and Ginny Flanary were the chapter delegates to the International Meeting. Michele Alvarado is the chapter's newest member and is also the new Aerospace Education Chairman.

**Long Beach Chapter's** Amy Ellsworth was honored as an AE Scholarship winner and she will work toward her Multi-engine Instructor Rating. Thank you to Lori Papp, Dee Bowers, Sigrid Ramelli, Nikki Tennant, Mary MacDonald and Lin Regan for their hard work on the Hawthorne Air Faire. The chapter was presented with an engraved glass award from the city of Hawthorne. The Torrance Air Fair was on tap for Long Beach members in October. Two 66s are welcomed: Barbara Butler and Charleen Beam. Susan Lewis is also welcomed as the newest chapter member.

According to Pat Olson, the members of **Los Angeles Chapter** planned to airmark

the Santa Monica Airport in September. A Back to Basics Air Race was scheduled for October, chaired by Eugenia Rohrberg. Rachel Bonzon, Sally La Forge, Georgia Lambert and Virginia Showers were chapter delegates to the convention. Norma Futterman flew the Palms-to-Pines Air Race with a student pilot.

Anne Silverman and Elaine Bull, **Marin County Chapter**, were delegates to the

International Convention. The chapter will hold a Flying Companion Seminar in the spring. Cindy Pickett is working on airplane "flashcards" to help members recognize different aircraft. The August fly-out was to Ashland, Oregon.

Members of **Monterey Bay Chapter** were scheduled to manage the airlift and to sell food at Salinas Airport Open House in September. The Great Pumpkin Air Classic was on for October as was an Off-Airport Landing Seminar. Laura Erbach is welcomed as the newest member.

**Mount Diablo Chapter's** Sylvia Barter gave the chapter the Perpetual Propeller (a silver letter opener in the shape of a prop) and was invited to the Truckee Airshow to be honored in a special recognition ceremony for the WASP. Chapter members had a table at the Concord Airport Appreciation Day. Congratulations to 66 Liz Fowler on her first solo in July. (*Your editor, Ann Cooper, soloed her husband in July, also. Has any other CFI wife soloed a Major General USAFR Retired? We'd like to think it was a first. No matter. It was exciting for both of us!*) Bonnie Megel earned her CFI rating and Deborah Russo completed her BFR, APT and Wings. A Safety Seminar was planned for November.

**Mt. Shasta Chapter's** Barbara Crooker and Diana Ward organized the ground activities for the Palms-to-Pines Air Race. Condolences to Barbara Crooker and Barbara Boot on the loss of their mothers.

Congratulations to Diane Schneeweis on earning her ME, Commercial and, just ahead, her seaplane rating. An October fly-in was planned for Rancho Murieta and an



airmarking was planned for Hayfork.

A new member package is being developed by members of **Nevada High Sierra Chapter**. Carson City Airport is scheduled to be airmarked. Nevada High Sierra 99s were in evidence at the Truckee Air show selling ties. Kudos to all who helped.

**Palomar Chapter's** Jackie Siegel received her instrument rating and Linda Ledwidge and Denise Jolliffe became Private Pilots. Robin Gartman won the Southwest Membership Poster Contest. A Flying Companion Seminar was on tap for September. Condolences to Linda Ledwidge on the loss of her husband.

**Phoenix Chapter's** Gwen Ledbetter has agreed to fill the position of Membership Chair. Plans for the Spring 1994 Section meeting are continuing. The Kachina Air Rally committee is really busy with the Rally just around the corner. The 1993 Chapter scholarship winner is Brenda Ostrom. We are sad to report that Richard LeMay, significant other of chapter member, Nancy Rogers, and avid chapter supporter, passed away and that chapter member Mary Weaver also went to new horizons.

A Flying Companion Seminar and a booth at the Napa Airport Day were on tap during October for the members of **Redwood Empire Chapter**.

**Reno Area Chapter** members were busy, as usual, with their annual participation in the Reno National Championship Air Races. The 1993 winner of the chapter's scholarship was Charlotte "Charlie" Peterson of the Nevada High Sierra Chapter. Reno Area 99s joined forces with members of Nevada High Sierra and Lake Tahoe Chapters to sponsor a successful Poker Run in July. Reno Area 99s also sponsored the Second Annual Flour Bombing Contest in August.

Susan Kennedy won **Sacramento Valley Chapter's** WPOY award. The Air Fare 1993 was successful thanks to Sharon Kreutzen, Betty Alair, Susan Kennedy, Nancy Haugarth, Barbara Clark and Isabel

Warmoth. Dorothy Flynn spearheaded the Flying Companion Seminar that day.

Fly-ins for August and September were Sonoma County and Truckee, respectively. Pamela O'Brien now has her Phase V Wings while Susan Kennedy is working on her CFI rating and Dorothy Flynn has her Phase VI Wings. Sacramento Valley 99s welcomed two new members: Phylis Lappin and Suzanne Paisley. Chapter scholarship

Clinic was to be held in September and the Valley Derby Air Race was set for October.

Sixteen of **San Gabriel Valley Chapter** members helped to make the Cal Aero Expo a success. A fly-in to Tehachapi was to be held in October.

Members of **Santa Clara Valley Chapter** were saddened by the loss of Patricia Gladney. She was a CFI in 1935 as a teenager, accumulated over 20,000 hours and was a WASP.

Santa Clara's Marion Yager earned her Private certificate. Kathy Gardella was awarded an AE Scholarship for her pursuit of a multi-engine rating. Shelly Pope is welcomed as a new member. An NAA Special Recognition Award was to be presented to Betty Hicks at the Aero Club of Northern California in September. A July fly-in was a mystery flight that began at Reid Hillview and ended at Hollister with a Bar-B-Q lunch. Marcie Smith and Nancy Sliwa flew in the 1993 Air Race Classic. Debby Cunningham and Pat Lowers flew the Palms-to-Pines Air Race and took 10th while Marcie and Nancy came in 12th.

Members of **Santa Rosa Chapter** sponsored an FAA Safety Seminar that was well attended by local pilots. Thanks to Valerie Suberg and Joy Reinemer the chapter was represented at the Pacific Coast Air Museum Open House. Welcome to Marti Wilmes as a new pilot and 99. The chapter was awarded the Brass Rose Award from the Chamber of Commerce for the airport tours in conjunction with the Teacher of the Month program.

Members of **Tucson Chapter** had a Treasure Hunt in the Sky planned for November after having planned to participate at the Evergreen Air Show at Pinal Airport in October.

**Utah Chapter's** September meeting was a BBQ Potluck at the Nordic Valley Golf Course.

New section officers for the **West Canada Section** are: Joan Lynum, Governor; Sonja Wilford, Vice-Governor; Janice Cannell, Secretary; and Mary Oswald, Treasurer. Former Governor Nancy Rand wrote, in part, "As I sort through the mementoes of my last summer as governor, I find many happy memories—the Canadian Women In Aviation Conference was a wonderful gathering of highly proficient leaders in Canadian Aviation. It was a privilege for me to experience this wide-ranging ener-

**TOUCH-N-GO FLORIDA**

Volume 1 Issue 2 September 1993



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*Murray Sellers and her husband, George, are publishing this magazine for Florida's Flyers.*

winners this year are Amee Linscott, Heidi Raymond and Renessa Boley.

**San Fernando Valley Chapter's** August Rose of Achievement went to Lois Rifkin and to Sandra Bullock for their Phase I Wings. August Member of the Month is CeCi Stratford for the 93-94 roster. Cecelia Heppes was given special recognition for her support. Chapter members were responsible for the "Women In Aviation" exhibit at the Aviation Expo in August.

Linda Fields, a chapter Career Scholarship winner, is now an aircraft fiberglass and paint mechanic with Federal Express. September Members of the Month were Jan Goforth and Marcia Fuller for their work on the Aviation Expo. Roses of Achievement were to Judy Frank for her first solo, to Lois Peck for her Phase I Wings and to Nina Yates for her Phase VII Wings.

Lorrie Blech, Madeline Kurrasch (Trophy for Best Team under 500 hours), Mary Rawlings (Best First Leg prize), Laura Ricks and "Motley Crew"—Elizabeth Dinan, Melinda Lyon and Dolores Mathews (Best Turbo) and Paula Sandling flew the Palms-to-Pines Air Race. A CFI Revalidation



## SECTION NEWS



*Having fun at the International Convention: Alberta Nicholson and B.J. Collins.*

getic vortex of communication, networking, honest exchange of ideas and discussion... I'm sure we'll see something very positive develop from these biannual conferences. Special thanks to Jeanette Blaker, Mary Lee Burns, Rosella Bjornson and Sue Ehrlander for excellent planning.

"After that conference, my husband, Duncan, and I spent two days on the Washington coast before arriving in Portland, Oregon, for the International Convention. ... We are so proud of our Alberta Chapter's Gladys Bowditch who won an Amelia Earhart Scholarship to obtain her instrument rating...."

*"Tracking Outbound.* Good news...longtime editor Barbara Meridith and John are busily preparing for the birth of their firstborn. Congratulations, Barbara and John.

"Lu Milhausen and the Manitoba Chapter are planning a great fall weekend in Winnipeg in October...."

**All-Ohio Chapter's** Sandy Gordley and Jean Wolcott won the Buckeye Air Rally. Sandy reported that members of the chapter accomplished four airmarkings: Metcalf, Toledo Express, Ashland and Sidney airports. Sandy's crew consisted of: Bev Hirzel, Marge and Ernie Hazlett, Jean Wilcott, Margret and Les Bryant, Jean Diller, Jason Donaldson, Barb Echemann and Kent Miller. Evidently Bowling Green and Ohio University would like to be airmarked in the future. The compass rose reportedly takes 30-40 gallons of highway paint.

All-Ohio's newsletter contained the following, by Charles Swindoll. It bears repeating:



*Laura Babar, Alice Hammond Scholaship winner, achieved her CFII, trained by her husband, Zaheer. It was a race with the stork! Laura instructs at Allaire Airport, New Jersey.*



*The North Dakota Girls that flew their own planes to Alaska for the Northwest Sectional Meeting include Lorraine Boehler, Wynola Eide, Dianne Herr, Shirley Frost, Beth Lucy, Audrey Baird and Gwen Vasenden.*

## New from International Headquarters!

### Limited Edition T-Shirts

The first in a series, "Number 1 of 99," this limited edition shirt features Charter Member Louise Thaden. The rounded-neck style is available in M and L sizes; XL and XXL have the regular crew neck. White with multi-colored design. \$20 PPD from International Headquarters. Remember, we will not reorder this shirt design.



*Order yours today!*

### ATTITUDE

The longer I live, the more I realize the impact of attitude on life. Attitude, to me, is more important than facts. It is more important than the past, than education, than money, than circumstances, than failures, than successes, than what other people think or say or do.

It is more important than appearance, giftedness, or skills. It will make or break a company...a church...a home. The remarkable thing is we have a choice every

day regarding the attitude we will embrace for that day. We cannot change our past...we cannot change the fact that people will act in a certain way. We cannot change the inevitable. The only thing we can do is play on the one string we have, and that is our attitude. I am convinced that life is 10% what happens to me and 90% how I react to it.

And so it is with you. We are in charge of our attitudes.





Micky Axton and the WASP statue, Sweetwater, Texas

## FIFTIETH ANNIVERSARY/ MEMORIAL DEDICATION OF THE WASP STATUE

U.S. Attorney General Janet Reno and Governor Ann Richards helped to unveil a statue dedicated to all women who served as Women Airforce Service Pilots during World War II. The statue was created by WASP Dot Lewis, a beautiful and fitting tribute. Inscribed at the base of the statue—a young woman in flying clothes (Zoot Suit), her eyes skyward—are the words, “We Live In The Wind and Sand and Our Eyes Are On The Stars.” Janet Reno paid tribute to the WASP by saying, “I made up my mind that if those ladies went out and flew planes, I could do anything I wanted to. They were my heroines (those she had known—Kaddy Landry, Dot Lewis, Mildred Caldwell and Dawn Seymour). They stood for what was right. But they knew how to have fun, too.”

Micky Axton said, “I cried when the Confederate Air Force (CAF) flew over in ‘Missing Man’ formation after the dedication of our beautiful WASP statue and the ‘Walk of Honor’ wall with all of our names engraved in black marble.

The weekend at Sweetwater was a “WASP Weekend!” Members of the CAF gave AT-6 rides to all WASP who appeared and the town of Sweetwater went all out to honor the returning WASP, there for their anniversary and memorial dedication.

Congratulations to all of the WASP, a deserving and serving bunch! □

## A Corben Jr. Ace is born...



Norma Hellman, Billings, Montana, had an integral part in the building of this Corben Jr. Ace.

Our Corben Jr. Ace had its first flight on the tenth of September, 1993, at Paradise Valley Airport, Nemo, South Dakota. We began construction of N99KH in September 1990 from blueprints from the Ace Aircraft Company, Chesapeake, WV. The original design is of 1930s origin by a man named O.G. “Ace” Corben. It was updated in the 1950s as a two place side-by-side open cockpit monoplane with a 27-foot wingspan. Its single seat version, the Baby Ace, was what helped launch the EAA on its meteoric climb to success.

My 49 1/2, Vern Kraemer, helped and encouraged me to build this as a way to work toward my A&P rating. Vern had previously built four homebuilts and claimed, at the outset, that this would be a good “learning” experience for me. We started by building the wings out of wood. After building 26 ribs, we assembled them on spars and covered them. The task wasn’t difficult, but it was time consuming as each rib contained 56 pieces of wood.

The fuselage is of steel tubing. Although I had taken a welding class, I learned enough to know that about all I would trust of my own welding was tacking the pieces together, so Vern did the quality welding.

We covered the aircraft together using the Stits process and we mounted a Continental 85-horsepower engine. After trying to adapt an engine cowling from one from a PA-22, Vern opted to build one out of fiberglass. He made a mold by stuffing the engine with Styrofoam and carving it to shape, then applying fiberglass.

Vern taught me the intricacies of building fuel tanks, installing brakes, and making the instrument panel. I came to realize what the phrase, “This is *not* a kit,” means!

We are now in the process of test flying the Corben, a wonderful experience. After having spent so much time building the plane, it didn’t seem particularly intimidating to get into it and fly. However, you do have a healthy respect for the term “test pilot” when you have no idea what to expect of your own creation. Fortunately, the plane handled well.

You don’t realize how complicated a plane can be until you try to decipher and build from blueprints. As Vern suggested, the building process made me better prepared to work toward my A&P. He made me proud, too, assuring gawkers and sightseers that a woman had an integral part in the building of the plane. □



# NEW RATINGS, CERTIFICATES, AWARDS



Jane Roosevelt  
Marilyn Moody  
Linda Morrison  
Connie Sprauer  
Laura Read  
Hary Henriques  
Donna Chandler  
Lorraine Green  
Leslie Jenison  
Benetta Rusk  
Jean Gray  
Kelli Commack  
Stephanie Martin  
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Rhea Bastian  
Carlene Klingberg  
Bonnie Megel  
Diane Schneeweis  
Jackie Siegel

Columbia Cascade  
W. Washington  
Greater Seattle  
E. New England  
Katahdin Wings  
Katahdin Wings  
Colorado  
Colorado  
NE Kansas  
Dallas  
Tulsa  
Tulsa  
San Antonio  
Crater Lake Flyers  
Crater Lake Flyers  
Crater Lake Flyers  
Mount Diablo  
Mt. Shasta  
Palomar

CFII  
IFR  
CFII  
IFR  
Seaplane  
Comm, CFI, ME  
Commercial  
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ME  
IFR  
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ME  
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IFR  
IFR  
IFR  
CFI  
ME, Commercial  
IFR

## WINGS PROGRAM



Nina Yates VII  
Lee Orr VI  
Marjorie Wahle VI  
Gloria Blank VI  
Dorothy Flynn VI  
Linda Blodgett VI  
Madeline Smith V  
Pam O'Brien V  
Martha MacLeod V  
Judy Lester IV  
Jane Roosevelt IV  
Marilyn Moody IV  
Daphne Fautin IV  
Sharon Simmons III  
Dot Pedneault I  
Lois Rifkin I  
Sandra Bullock I  
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# NOTAMS

## **Emergency Maneuver Training— Intent: To develop responses necessary for safe, controlled flight in any attitude.**

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For more info: CP Aviation, 830 E. Santa Maria St., #301, Santa Paula, CA 93060 or 805 525-2138 or fax-805 933-3865. Or contact: Crossings Aviation, 1302-26th Av NW, Gig Harbor, WA 98335 or 206 383-4638 & 851-2381 or fax-206 851-2365.

## **Helicopter Mini-Manual Promotes Pilot Safety**

*Helicopter Notes* has been compiled by Jerome Miller who gained pilot experience as a rescue pilot in the U.S. Air Force. A pocket guide, this compilation contains over 40 articles with tips, techniques and safety data in a soft-cover edition. For information: Jerome Miller, RR 2, Box 725-G, Montoursville, PA 17754 or 717 435-5349.

## **New National LEARN-TO-FLY Promotional Effort Begins**

A Learn-to-Fly Promotional Team, committee of leading general aviation training, marketing and public relations people, has authorized the start of a new program that is designed to promote flight training across the United States. The intent is to market the benefits of general aviation to the general public. For more information: Mike Murrell, 414 563-1650 or Ruth Chambers, 919 668-0411, Ext. 1300.

## **International Women In Aviation Conference**

IWIAC, the fifth annual Women In Aviation Conference, is now officially international in scope. With a conference theme of "Women Helping Women In Aviation," the event will be held at Disney's Contemporary Resort in Lake Buena Vista, near Orlando, Florida on March 10-12, 1994, and will again be under the able leadership of Dr. Peggy Baty, Assistant Vice President and Dean, Parks College of St. Louis U.

Donna Villas Fisher, nationally known speaker and author, will be the keynote speaker and will address, "Power Networking." Ed Stimpson, president of General Aviation Manufacturers Association, will speak. Pat Wagner, Julie Clark and Linda Meyer will participate in a panel discussion by women in the airshow business. June Morris, founder of Morris Air and the only woman CEO of a regional airline, will also be a featured speaker. Participants will be invited to tour the new "Fantasy of Flight" aviation museum and theme park in Polk City, FL, scheduled to open in early 1994.

During the conference, three women will be inducted into the Women in Aviation Pioneers Hall of Fame: Mary Feik, first woman engineer in research and development in the Air Force's Air Technical Service Command and a pilot; Evelyn Bryan Johnson, flight instructor with more than 53,000 flight hours, FAA examiner and airport manager at Morristown, Tennessee; and Jessie Woods, whose 65-year career in aviation includes wing walking, piloting and the flight instructing of military pilots for WW II.

For more information about the 1994 conference, call Parks College: 618 337-7575, extension 299.



*Governor Anita Lewis congratulating Jane Phillips, Northwest AE Scholarship Winner (and DC-3 pilot!)*

## **New Organization—National Council for Women in Aviation and Aerospace**

A new organization for women in all phases of aviation has been established. The National Council for Women in Aviation and Aerospace (NCWA) promises to provide a source of information and to promote opportunities for women in all facets of aviation. For more information, write: NWCA, P.O. Box 6184, Ben Franklin Station, Washington, DC 20044 or call 206 588-1743.

## **Eastern New England 99s Announce 1994 Scholarships**

Applications are being accepted for two scholarships that are awarded annually by members of the Eastern New England Chapter. Intended for use toward education or training, the \$1,000 scholarships will assist winners in the pursuit of their aviation-related career goals. Applicants must be from one of the six New England states—Maine, Massachusetts, New Hampshire, Vermont, Connecticut and Rhode Island—although the course of study may be conducted elsewhere.

The Seventh Annual Aviation Memorial Scholarship is named this year in memory of Andrew Cabot, son of former Chapter President Michele Cabot. It is open to men and women, high school seniors or beyond. The Second Annual Anne Bridge Baddour Scholarship, sponsored by much-honored ENE member Anne Baddour, is open to women only, who hold at least their Private Pilot certificate.

Applicants are judged on their involvement in aviation activities, academic standing, and personal recommendations. Previous winners include a pilot with Malaysian Airlines, a Boston Helicopters pilot and this year's Valedictorian at Daniel Webster College.

Applications may be obtained by sending a stamped, self-addressed business sized envelope to: Katharine Barr, Scholarship Chair, ENE Ninety-Nines, 278 Elm Street, N. Reading, MA 01864.

Deadline for applications is January 31, 1994. A final decision will be made by March 1, 1994 and the scholarships will be awarded at a special luncheon held in mid-March, 1994.



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by Ann Cooper

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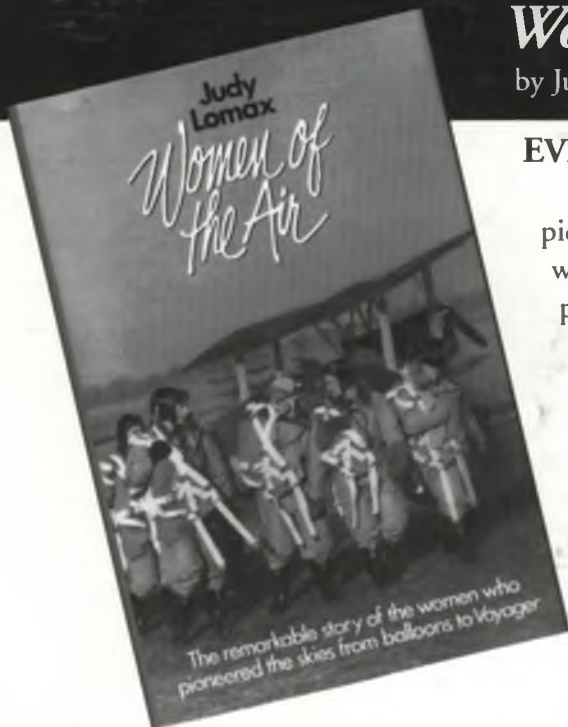
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