

NEWS

Ninety-Nine



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NEWS *Ninety-Nine*

The International
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January/February 1994
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Cover

Marilyn Moody
WESTERN WASHINGTON CHAPTER

5

President's Message: Turning the
Page to a Bright, New Year

LU HOLLANDER

6

Editorial: Making the most of
Ninety-Nine News

BETTY ROWLEY

7

Headquarters Report:
Keeping Current

LORETTA GRAGG, EXECUTIVE DIRECTOR

9

Essay: Let's Celebrate!

PATRICIA KEEFER

10

Careers: Becoming a "Fed"

JENNY BEATTY

12

Membership Campaign:
1,000 More In 94!

MARILYN SMITH

14

The Wright Stuff

BOB ERICKSON, A.T.P.

15

Medical Facts: More on Survival

DR. JUNE MILLS

16

Legislation: General Aviation
Revitalization Act of 1993

Perpetual Calendar 4

Letters 6

Forum 8

Tips and Techniques 9

Grass Roots Report 17

Reviews: Books, Tapes, Movies 18

New Horizons 19

Races and Rallies 20

Achievers 21

Scholarships 22

Ratings and Wings 22

Classified ads 23

1000 MORE IN 94

**"Let's all work
together to recruit
1,000 more women
pilots to join us."**

MARILYN SMITH
INTERNATIONAL MEMBERSHIP
CHAIRMAN

1994

JAN

- 22 South Central Board
Austin, Texas
Judy Reinhart
512-345-5936
- 21-22 IFR/VFR Safety Seminar
Northbrook, Ill.
Mary Lou Mueller
708-397-9004
- 23 NY-NJ Section Board
Albany, N.Y.
Barbara Mead
201-487-3532
- 29 North Central
Section Board
Chicago Midway
Diane Cozzi
708-425-4505

FEB

- 5 Southwest Section Board
San Jose, Calif.
Stacy Hamm
602-661-1449
- 26 Needles Fun Day
Needles, Calif.
Joyce Wade
619-326-3473

MAR

- 10-13 WIA Women in Aviation
Orlando, Fla.
Peggy Baty
618-337-7575
- 14-19 2nd World Aviation
Congress
Bombay, India
Chanda Budhabhatti
602-326-4597
- 24-27 Board Meeting
Oklahoma City, Okla.
Lu Hollander
405-942-2260

APR

- 6-10 NCASE
Norfolk, Va.

- 9-16 Sun & Fun EAA
Lakeland, Fla.
Barbara Sierchio
813-347-8045
- 15-17 South Central Section
Fort Worth, Texas
Kelly Hughes
817-428-9617
- 22-24 Southeast Section
Chattanooga, Tenn.
Nancy Wright
813-937-0561
- 29-5/1 North Central Section
Harvey, Ill.
Gini Sutherland
313-642-8256
- 29-30 Mid-Atlantic Section
Bethlehem, Pa.
Gayl Henze
215-843-6456
- 29-30 West Canada Section
Vancouver, B.C.
Joan Lynum
608-596-7360

MAY

- 13-15 NY-NJ Section
Albany, N.Y.
Harriet Bregman
518-273-6039
- 14 New England Poker Run
Sterling, Mass.
Hut Ferree
802-362-4853
- 19-22 NIFA
St. Louis, Mo.
Jan Maxwell
903-297-8860
- 20-22 GDAC Pinch Hitter
Ann Arbor, Mich.
Dotty Gillis
313-851-3240
- 20-21 Southwest Section
Tempe, Ariz.
Stacy Hamm
602-661-1449

- 27-29 East Canada Section
Ottawa, Ontario
Cathy Fraser
514-694-8658

JUNE

- 1 New England Section
Laconia, N.H.
Mary Kelly
603-632-7243
- 10-12 Illi-Nines 25th Air Race
Mattoon, Ill.
Mary Lou Mueller
701-425-4505
- 17-19 Forest of Friendship
Atchison, Kan.
Fay Gillis Wells
703-960-4632

JULY

- 5-10 Ninety-Nines
International Convention
Norfolk, Va.
Bobbie McAdams
301-531-5228

AUG

- 7-13 8th World Congress
Birmingham, England
Diane Cozzi
708-425-4505

SEPT

- 15-18 Reno Air Races
Reno, Nev.
- 30-10/2 West Canada Section
Richmond, B. C.
Joan Lynum
604-596-7360

OCT

- 6-9 Northwest Section
Sun Valley, Idaho
Anita Lewis
208-377-9244
- 14-15 Mid Atlantic Section
Philadelphia, Pa.
Gayl Henze
215-843-6456

- 28-30 Southwest/SouthCentral
New Orleans, La.
Pat Ward or
Jamie Gonzales
504-924-3303

1995

MAR

- 28-4/2 Australia/New Zealand
Women in Aviation Rally
Adelaide, Australia
Barbara Collins
08-379-8527

APR

- 9-15 Sun & Fun EAA
Lakeland, Fla.
Barbara Sierchio
813-347-8045

- TBA NCASE
San Diego, Calif.

- TBA Southeast Section
St. Petersburg, Fla.
Nancy Wright
813-937-0561

JULY

- 5-8 Ninety-Nines
International Convention
Halifax, Nova Scotia
Sue Ehrlander
519-448-1567

To list a meeting or aviation
activity in this perpetual calendar,
write or fax:

Doris Abbate
International Date Coordinator
2 Exeter Place
Glen Head, NY 11545
U.S.A.

Fax 516-676-7971

Please indicate the name and
location of the event and the
phone and fax numbers of the
Ninety-Nine contact. Dates are
perpetual until they expire or
until written notice is received
of their cancellation.



Spring Section Meetings are on the horizon. Participating in your section meeting is a wonderful way to get to know Ninety-Nines from other chapters in your area. It's also a great way to learn and have fun at the same time. And if you're going, call another Ninety-Nine and plane- or car-pool to your destination. You'll be glad you did!

LU HOLLANDER, PRESIDENT

Turning the Page to a Bright New Year

THANKS, NINETY-NINES, for a wonderful opportunity I recently enjoyed—to represent all of you at a very special function in Washington, D.C.

Hosted by the Aero Club of Washington, the annual Wright Day Dinner drew nearly 1,000 attendees to the Hyatt Regency Capitol Hill Hotel ballroom to recognize the 90th anniversary of powered flight and to award the Wright Trophy to Gerhard Neumann.

With 26 other leaders of the aviation community, I was privileged to be seated at the head table. That head table list read like a "Who's Who" of the U.S. aviation community and included David Hinson, Administrator, Federal Aviation Administration; Mal Gross, president, National Aeronautic Association; the Honorable Carl Vogt, chairman, National Transportation Safety Board; Phil Boyer, president, Aircraft Owners and Pilots Association; the Honorable Daniel Goldin, Administrator, National Aeronautics & Space Administration; Martin Harwit, Director of the National Air & Space Museum; and more.

It was truly an exciting moment when "The Ninety-Nines" was announced to the audience. In addition, I was one of only three women at the head table, providing our organization with even more gender-created visibility among all those black tuxedos!

In visiting with other dignitaries during the course of the evening, our credibility as an organization of substance within the aviation community was continually reinforced. We enjoy a long-standing reputation for effective service to aviation, and our participation in any aviation related effort continues to be enthusiastically welcomed.

All of you share in this distinction, and you perpetuate and further enhance our status each time you assist with an activity

that supports aviation and our organization's goals. It was truly an honor to represent you, and a sparkling way to close out 1993!

Now, let's leap ahead to July and Norfolk, Va. Our "Catch the Wave" theme exemplifies the nautical aspects of the activities that will be available for you at the 1994 International Convention.

We've listened to recommendations that came from the evaluations you filled out in Portland. There will be more to do than you'll have time to do—and there'll be more time for informal gatherings in the cozy nooks and crannies of the European-style Marriott Hotel.

Right across the street from the hotel is a Baltimore-style "Inner Harbor" filled with shops and restaurants.

You'll be able to participate in a vibrant odyssey of all aspects of the ocean at the Nauticus Marine Adventure, or admire 8,000 pieces of antique glass at the Chrysler Museum—just to name a few of the temptations Norfolk has to offer.

Of course, there'll be Naval and NASA facilities tours, aviation and historical tours, and many waterside events from which to choose.

And this doesn't even include educational seminars and round tables focused on 99s projects—a potpourri of information to take back to your chapter for implementation. Convention wouldn't be complete without mentioning our wonderful Amelia Earhart Memorial Scholarship awards luncheon and gala closing banquet.

One-day registrations will be available and there'll be a drawing for one free room for a Convention attendee who registers before the first cutoff date.

Your March-April issue of *Ninety-Nine News* will have complete convention registration materials. Join us in Norfolk to "Catch the Wave!"



**YOU
PERPETUATE
AND FURTHER
ENHANCE OUR
STATUS EACH
TIME YOU
ASSIST WITH AN
ACTIVITY THAT
SUPPORTS
AVIATION
AND OUR
ORGANIZATION'S
GOAL.**

MY THANKS GO TO EVIE L. WASHINGTON who represented The Ninety-Nines, Inc., at the General Aviation Industry Awards Program Oct. 25 in Washington, D.C. Evie presented honorariums from The 99s to Flight Instructor of the Year Kenneth M. Medley (left in photo), a CFI for 50 years, founding member of Capital Area Association of Flight Instructors, and an FAA-designated Examiner; and to Mechanic of the Year Anthony R. Saxton, president and manager of TAS Aviation in Defiance, Ohio.

The Awards Program is sponsored by AOPA Air Safety Foundation, Federal Aviation Administration, General Aviation Manufacturers Association and the National Business Aircraft Association.

Evie wrote, "The audience showed great appreciation for the presence of a Ninety-Nine to present the honorariums to each winner personally."



Kenneth Medley, Evie Washington and Anthony Saxton

Making the most of Ninety-Nine News

BETTY ROWLEY, EDITOR

I WAS BORN IN WICHITA, the Air Capital of the World. Beech and Cessna and Stearman were household words when I was growing up and I spent many summer Sunday afternoons with my family at the municipal airport watching the airplanes take off and land.

During the past 30 years, I have worked as an associate of my husband on hundreds of writing projects involving Beech, Cessna, Learjet, General Aviation Manufacturing Association, and many other major organizations in the aviation community.

At the present time, my husband and I serve as co-editors of two of Cessna Aircraft's internal publications and the *American Bonanza Society Newsletter*. In fact, it was at a chance meeting with Marilyn Moody, a Ninety-Nine member attending the ABS Convention in Reno last September, that led me on the path to be your new editor. I consider that to be a lucky day in my professional life and I will do everything I can to justify the confidence that your Board of Directors has placed in me.

Although I am not a pilot, I am steeped in aviation culture and I have a fairly broad understanding of its challenges and opportunities. While it's too soon to suggest a set of answers on how we can continue to improve *Ninety-Nine News*, I will suggest a couple of fundamental strategies that will help.

First, it is highly important that we further refine and enhance our networking abilities. We must work together to gain maximum advantage of the changes that are surely coming. To be sure that we stay on the leading edge, this magazine will report these changes and their possible special impact on our members to the best of our knowledge and ability. I need your input to do this.

Secondly, we will push ahead in the most aggressive manner possible to increase the magazine's advertising revenues to the point where it can become self-supporting. To gain additional advertising revenues, we must provide prospective advertisers with a more attractive, more impactive publication and we must increase our circulation.

The larger circulation is being addressed in this issue through

the announcement of a 1994 campaign to recruit 1,000 new members. A large part of our initial push to reach more advertisers is to ask each of you to network with us by sending us ideas and identities of those companies you think should be placing their advertising in *Ninety-Nine News*.

The "Letters" section will print letters which refer directly to specific articles and items which have *already* been published in *Ninety Nine News*. These letters will generally fall into the category of either correcting, expanding, congratulating or presenting another point of view. In this section, brevity is requested so that we may publish as many of the letters we receive as possible.

A new communication channel which was announced in the November/December issue called "Forum" will publish views and opinions on various subjects of interest to a broad cross section of members. It is an avenue for members to voice their concerns to the Board and to the membership in general.

Forum contributions should be thought-provoking and informative, much like the essay style used in newspapers and should relate directly to either the Ninety-Nines' organization or to aviation matters of a particular interest to women pilots.

It is anticipated that there will be more letters of this nature than we can appropriately print verbatim. Letters for the Forum should be sent directly to Marilyn Smith (address in Forum column) who has taken on the challenge to read and summarize the content of these letters and present their messages in a collective voice to let you know the concerns of the members. She will keep a running tabulation of how many members she has heard from who are interested in particular concerns. Your original letters will be sent to the Board of Directors.

There is a lot more I'd like to share with you about plans for the upcoming issues but first, I'd like to hear from you. Tell me what you want to see in the magazine; let me know if you can contribute an article or if you would be interested in writing a regular column on a subject of general interest to women pilots, such as careers, safety, maintenance, proficiency, great airparks and/or vacation spots with landing strips, etc.

You can write to me at Ninety-Nine Headquarters or at my business address shown on the index page. Together we can "expand" this publication to meet the needs of the growing number of women pilots. ✨



**TOGETHER
WE CAN
"EXPAND" THIS
PUBLICATION
TO MEET THE
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WOMEN PILOTS.**

LETTERS

Juanita and Pat Curley

Should you have any inquiries about your article, "Juanita and Pat Curley Set a Record," you might like to know that the total elapsed time from start to finish—which is the "time to beat"—was 36:05:03. This higher elapsed time may be more encouraging to your

members who wish to break this record.

It is particularly interesting to note that the Curley's estimated time en route varied from their actual time en route by less than seven minutes. Talk about pre-flight planning! —**Arthur W. Greenfield, Jr.**, Secretary, Contest

and Records Board, National Aeronautic Association, Arlington, Va.

Editor's Viewpoint

I am a Charter Member of the Ninety-Nines and I wish to say I agree wholeheartedly with Alan Bedford in the September/October issue of *Ninety-Nine News*. He has

said what has needed to be said for a long time. I'm sure Amelia Earhart would prefer to be remembered as a person, not an icon or cult object. This in no way diminishes credit for her great accomplishments, but puts her life in perspective.

continued on page 7

Keeping Current

LORETTA GRAGG, EXECUTIVE DIRECTOR

JERRIE COBB AND RUTH LUMMIS paid a surprise visit to 99 Headquarters just before the October board meeting. Jerrie is still doing missionary work in South America and we appreciate the time she spent helping us sort and move more of her collection into archival boxes. One of Oklahoma's own, this famous lady is very gracious and charming. Her scrapbooks have been on display here for several years and we hope to have her display completed and ready for viewing in the early part of this year.

Gene Nora Jessen and Anita Lewis worked in Archives during the Board meeting. Gene Nora brought the Award of Merit winners' plaques and sifted through air race photos for the display soon to be finalized in that room. Anita verified our collection from a recent bequest. Work is proceeding on these displays as we seek grant funds and contributions for completing the second floor of the building.

Susie Sewell has completed the first phase of the program that will allow us to reference all issues of *Ninety-Nine News*. The first phase was made possible through the AE Scholarship Research fund.

Watch for an upcoming movie about Amelia Earhart produced by the Turner Broadcasting Network. We furnished photos for background and set decoration, as well as color shots of her famous elephant-foot bracelet. I am anxious to see the replication. Our files contain no information on where she got it, who made it, how it was made, etc. The hide remains supple, the silver untarnished and that's quite a mystery in itself. If anyone has any information, please call me.

Once more, I want to stress the importance of keeping your personal file current at 99 Headquarters. We receive constant requests for information and they are not limited to the famous but increasingly include just plain folks. So do keep us informed as to what you're doing and where you can be reached.

I ask that you read carefully Marilyn Smith's article outlining the details of our new membership campaign, "A Thousand More in '94!" Can you believe that there are about 20,000 licensed women pilots out there somewhere who are eligible to join the Ninety-Nines? Let's go find them! ✨



Over the past five years, the elements took their toll on the exteriors of both Ninety-Nines' buildings at Will Rogers Airport. A facelift of painting and refinishing was completed in November.

LIMITED EDITION T-SHIRTS NEW FROM INTERNATIONAL HEADQUARTERS!

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!

LETTERS continued

In the early history of aviation, there were many illustrious and famous women pilots, and justly so. There were also many of us who "just flew." To earn a living flying was difficult, and impossible during the Depression.

I have written an account of my experiences during those years called *Taking Off* (advertised in Nov/Dec issue of *Ninety-Nine News*). One publisher turned it down saying, "I like the book, but nobody will buy a book by an unknown. Too bad your name isn't Amelia Earhart." I told him I was

satisfied with the way things are.
—**Margaret Thomas Warren**,
Castletownshend, Skibbereen,
Co. Cork, Ireland

NIFA SAFECON

I know that the Ninety-Nines is a very big supporter of the National Intercollegiate Flying Association (NIFA) and their annual SAFECON which was held last year in Kileen, Texas. In the Sep/Oct issue, you mentioned in your NOTAMS who won Top School honors and Top Woman Pilot award, as well you should!

This year's Top Male Pilot award, as well as Top Pilot award, certainly deserves mentioning because he happens to be the son of a Ninety-Nine! In fact, he is my son, Chris Cannon! I am very proud to say that at this year's SAFECON, Chris placed second in power-off landings, second in simulator, fourth in power-on landings, and ninth in aircraft recognition. These finishes more than qualified him for the Top Pilot award.

This semester, Chris is an intern with United Airlines in

Denver. He is working with the DC-10 chief pilot and check pilots primarily in the office, but he is getting lots of time flying the simulators and a number of actual trips with cockpit privileges!

For your information, I have been most impressed with the way United has treated their interns. They have set up a first-class operation and I would recommend it for anyone, male or female, trying to get hired by the airlines.
—**Patricia Cannon Yendes**, *San Fernando Valley Chapter* ✨

Call sign: FORUM Frequency: 121.99

"Dedicated to direct communication with our leaders and between our members."

COMPILED BY

MARILYN SMITH
PROFESSIONAL FACILITATOR

User guidelines:

1. Maintain focus on our Goal: *AN EVER-EXPANDING MEMBERSHIP to perpetuate our Organization and Purpose and to provide an ever-increasing resource for the support and advancement of our members' pursuits in and contributions to aviation.*

2. In explaining your issue or concern, also tell us what you believe could be changed to bring about improvement.

3. Discuss your topic in terms of the philosophies, policies, rules and traditions that "drive" our organization and, in some cases, have been in place for over 60 years.

Just because something hasn't been changed before doesn't mean it's "best" for us the way it is. Perhaps your idea is not new but rather a change of circumstances now provides an opportunity for re-evaluating its contribution to our progress.

4. Try to support your thinking with reasons based on known facts. In the absence of facts, support of an opinion can best be secured by providing the "common sense" logic behind it.

5. Submit your *written* communication with your name and phone number (in case clarification is needed) to:

Marilyn P. Smith
99s FORUM Facilitator
Pine Shadows Airpark
3661 Runway Street, NE
North Fort Myers, FL 33917

MEMBER CONCERN: LETTERS

New policy regarding an individual member's letter to the editor submission and this new column's policy. (See Forum in Nov/Dec issue.)

It appears that the magazine will no longer include the printing of "verbatim" letters, along with the writer's identity, when they deal with a subject other than the magazine's contents. Could we please know:

1. The thinking that led to these policies.
2. An explanation of how they contribute to the Board's expressed desire for improving the quality and frequency of communication and its initiation of Forum as a more "direct" means of communicating.
3. How they serve to support and further our Goal ("An Ever-expanding Membership").
4. How the membership can be assured of its freedom to speak on any issue without dis-

tortion or omission of statements or exclusion of an entire submission deemed "inappropriate" for inclusion in Forum.

5. Whether potential problems resulting from these policies have been considered and a commitment made to address them if any should arise?

6. How you will know if they are, indeed, an improvement for us?

7. And is there any other way we could achieve the publication of "our own words" under our own name in this magazine if our subject is not pertinent to the magazine's content?

By providing us with the above information, you will be contributing to our better understanding, acceptance and use of Forum.
Concern contribution to date: 3 members
Response is sought from: The Board and perhaps the editor of this magazine and the person responsible for Forum content.

MEMBER CONCERN: NCWA

This is a two-part concern:

First, a desire has been expressed to make our members aware (if not already) of last year's formation of the National Council for Women in Aviation (NCWA).

An announcement to this effect appeared in the December issue of *AOPA Pilot* (page 37, immediately preceding an announcement of our Eastern New England Chapter's scholarship offering).

That announcement described the organization as being a "network of contacts to serve the needs of women in existing aviation careers and those embarking on new careers in aviation. It plans to provide information resources for the professional as her career development proceeds and provide leads and tips to the student to facilitate her entry into the job market." In the future, their plans are said to "include expanding to provide education to youth as a means to realizing their dreams."

This inquiry addresses whether or not other members, too, might be concerned and feel that NCWA's existence signals a need for us to rethink and possibly revise our initial and longstanding membership criteria (licensed women pilots only). To include women in other aspects of aviation as well would appear to be the main reason for NCWA's formation.

Perhaps we are shortsighted in not considering the possible benefits to both licensed and non-licensed women in aviation with a more expanded membership criteria than we have at present. Is the natural human resistance to change, or the desire to hold on to tradition causing us to retain the original concept of "pilots only," or do we need to re-examine our thinking in terms of our organization's Goal and Purpose?

Would some members' long-term association with the Ninety-Nines be keeping them from considering these possible changes which could substantially broaden our membership

both intellectually, as well as numerically?

Second, what is the "comfort level" of our membership with regard to those of our members previously and currently serving us in leadership positions (both elected and appointed international positions) and also serving NCWA in some form of leadership or prior conception/formation role?

When you consider NCWA's purpose (which is very similar to ours) and realize that 78 percent of NCWA's target membership group is within the pilot/student pilot category—a part of which is *our* present source of members—it would appear we are both going to be directing recruiting efforts to a common members source (we, exclusively; they, predominantly).

Bearing this in mind—and the realization that some of our leaders (with access to "privileged" 99s information) also play active roles in NCWA—should we be concerned about the potential for conflicting involvements in each organization and its influence on our Goal?
Concern contribution to date: 2 members
Response is sought from: General membership at this time; Board if resulting number and extent of concern is significant.

MEMBER CONCERN: GOAL

Why wasn't the input of the membership sought by the Board before reaching a determination of the "Goal" of our organization? Perhaps there are some who would take exception to the Goal being "an ever-expanding membership?"

If the Board will be looking to the members to support the Goal they have identified, it would probably serve all of us well to have them provide their reasoning which led to the Goal they have stated.

Possibly, there are others of us who feel "quality" is more important than "quantity" or those who feel our focus should be one of better satisfying our *current* members' needs and expectations?

Was their determination of the Goal based on some known criteria for making such a determination? And if so, would they please share it with us?

Concern contribution to date: 2 members

Also, how did the Board arrive at "obsolete communication style" as the cause ("core problem") of difficulties we experienced? Knowing the basis for this determination could also serve to provide some further insight to those who may have been of a different opinion.

Concern contribution to date: 1 member
Response is sought from: The Board and general membership.

FACILITATOR COMMENTS

All contributions to Forum will be incorporated
continued on page 9

Let's Celebrate!

BY PATRICIA JAYNE KEEFER
South Central Section

WE READ ABOUT THE UNCERTAIN ECONOMY, aviation businesses are having a hard time and aviation fuel prices are on the rise again. You already knew all that. What you may not know is that there were over 48 million successful general aviation landings in the United States last year!

I don't know about you, but even after 22 years of flying, every landing still makes me feel successful. Is there a soul out there who doesn't remember the sweetness of that first solo take-off and the joy of the first solo landing? OK, so maybe joy is too strong. How about relief?

Let's celebrate success! At the end of that first solo there is a sense of accomplishment and also most likely, a celebration. Maybe a smile from your instructor, maybe good-natured harassment and possibly the loss of a shirttail from your airport buddies, maybe a nice dinner with your family, maybe pictures. Each is a type of celebration.

I am willing to bet that when your head hit the pillow that night, you felt pretty darned successful. I'll bet you went to sleep with a smile on your face and memories of your celebration.

Another way to celebrate successful pilots is through competition. Cross-country air races present true challenges to be perfect pilots. Whether the race is 250 nm, 1,000 nm, or 2,500 nm long, the race tests every aspect of a pilot's skills: planning, aircraft performance knowledge, weather reading, precise navigation, judgment, performance under pressure and aircraft control.

Every race I have participated in has celebrated the success of each pilot who completes the race and every pilot deserves that celebration. Some races are better than others at saying, "Hooray! Hooray! You are the best today!"

For the pilot who combines all of the above skills with perhaps a tad of luck, there are awards, applause and the implied

challenge: Can I be that successful again?

Let's take a minute to celebrate these top race pilots: Marion Jayne, Margaret Ringenberg, Esther Grupenhagen and Mardell Haskins. When we're looking for role models for our children, we don't have to look any farther than Texas, Indiana, California and Nevada.

Marion Jayne works hard at scheduling her racing between her business (Tailwinds and Flight Computing Catalogs) and pleasure (golf). She is currently working on a book.

The Illi-Nines Air Derby, the Cleveland Air Race, the All Women's International Air Race, the Inter-continental Air Race and the Great Southern Air Race have all celebrated her winning success. She has won the Air Race Classic four times and has raced in a Piper Cherokee 140, Piper Warrior, Cessna 172P, Grumman Tiger, Cessna 177B, Meyers 200D and Piper Twin Comanche. Wherever you are, face Texas and help celebrate by giving Marion a round of applause.



Margaret Ringenberg is a Hoosier who brings so many trophies home she must rival the Indiana basketball teams. Margaret has dominated the Illi-Nines Air Derby for two decades, winning both the speed and proficiency categories. She has won with her Mooney and a Piper Cherokee Six and Piper Cherokee 160. A highly skilled pilot, you would

expect no less from a WASP, current charter pilot and flight instructor. Let's face Indiana and give Margaret a round of applause to celebrate her successes.

Esther Grupenhagen and Mardell Haskins give us equally good reasons to celebrate. Funding kept them from racing for several years, but in 1990 "They're back" took on a whole new meaning. In a Cessna 310D they won the Air Race Classic two years in a row. Esther flies as a captain for American Eagle and Mardell operates a heavy equipment business. Once more now, smile and face California and Nevada and give them a round of applause.

Give yourself a celebration. As you look around for reasons to celebrate, look to Marion, Margaret, Esther and Mardell. Then take a look in the mirror. Did you just have a successful flight and landing? Congratulations! Smile and give yourself a hand.

TIPS AND TECHNIQUES

Safety Tip: To receive VFR Search and Rescue Protection, you must file a flight plan with FSS. For maximum protection, file only to the point of first intended landing and refile every leg. Search won't be instituted until you have completed your last leg.

"The life expectancy of an injured survivor decreases as much as 80 percent during

the first 24 hours, while chances of survival of uninjured survivors rapidly diminishes after the first three days," according to the National Search and Rescue Plan. At the same time, do not forget to close your flight plan, or Search and Rescue will be initiated 30 minutes beyond your ETA. —Submitted by *Safety Chair Andrea Lende, Colorado Chapter*

Correction: The Bylaws chairman's address listed on page 14 of the Nov/Dec issue is incorrect. The address should read:
Rt. 1 Box 206M
Aero Country Airport
McKinney, TX 75070-9745
Phone: 817-591-1848
Fax: 817-591-1653

FORUM continued

rated into this column. The date on which they are received in relation to submission deadlines to the editor of the magazine will determine the subsequent issue in which they appear.

My role in "compiling" this column's content is to cover all issues voiced in a concise and objective manner, making best use of space

allocated to the column, while preserving the intended "message."

My primary objective in this service to the membership is to present their concerns with respect for the speakers and their audience. I am always open to constructive suggestions for improving this column as a means to greater

member satisfaction.

I have received one communication indirectly. Please appreciate my reluctance to voice a concern not conveyed directly to Forum by the author. It addressed the issue of the 1993 Convention. Are there any members who wish to address this issue in Forum?

Becoming a "Fed"

JENNY BEATTY
South Central Section

THE FEDERAL AVIATION ADMINISTRATION plays a key role in making sure that the U.S. aviation system—the busiest in the world—continues to be the safest. Many people who aspire to careers as professional pilots dream of sitting in the captain's seat of a jet airliner. Yet there are many other exciting job opportunities for pilots, such as being a "Fed"—working for the FAA.

"It is one of the few jobs in government where you can do what you've been trained for," says Emily Warner, the first woman jet airline pilot in the United States, who was hired by Frontier Airlines in 1973. "I highly recommend it."

Three years ago Emily left her well paying pilot job and the rewards of flying as a captain on a B727 with a large cargo airline to take a position offered her by the FAA in Denver. "I just got tired of night flying and being away from home," she explains.

Camilla "Cam" Kattell, a former commuter airline pilot now also with the FAA, echoes Emily's sentiment and adds, "I like working with people the way we do in the FAA, instead of simply working in the cockpit with just one other person all day. I love the variety here. Each day is different and I don't get bored."



gram is another role of the ASI.

Salaries/benefits: The starting pay is presently at the GS-9, GS-11 or GS-12 level ranging from \$27,800 to \$40,300 per year depending upon experience and determined by the federal pay scales according to position and longevity.

After four years as an ASI, the annual salary may be as high as \$48,000. If you move into supervisory and managerial positions, salaries can reach the \$50,000 to \$60,000 range.

Benefits include paid holidays and annual leave for vacation and sick days that may be saved for use during an extended illness. Health and life insurance and a government pension plan are other valuable benefits.

Qualifications: An ASI in general aviation operations is required to have at least a commercial certificate with an instrument rating and a flight instructor certificate with instrument airplane, single and multi-engine land ratings, 1,500 total flying hours, and professional aviation experience.

When Cam was hired three years ago, her flying experience included time with a commuter airline in turboprops and also some business jet time. She reports that other pilots in her training class had exclusively flight instruction or agricultural spraying experience.

"If you are qualified in a certain aircraft," says Emily, "The FAA likes to put you in a program with that aircraft if possible."

If you enjoy the responsibility of working with people and airplanes, maybe the FAA is for you. "I highly recommend it."

—Emily Warner

A newly hired ASI is placed in operations that are appropriate to her level of experience and qualifications, but learning new skills is part of the job, too. Cam pointed out the lack of a balloon or glider qualified pilot and says, "Two of us were assigned to get proper training." She was to obtain her glider rating in September. Turboprop and jet aircraft check-outs occur, if required by FSDO operations.

Air Carrier operations: Another specialization open to ASIs is in air carrier operations—scheduled and supplemental air carriers, air travel clubs, and commercial operators of large, multi-engine aircraft. The ASI is assigned to cover a geographic area or a single airline and the ASI examines the qualifications and performance of pilots, flight engineers and dispatchers; evaluates the training programs; inspects the air carrier operations for facilities, equipment, procedures and overall management; and investigates and reports on accidents, incidents and violations.

Emily, who has airline pilot experience in B737s and 727s, began in the geographic section of air carrier ops and had responsibility for inspections and check rides. She advanced to become an FAA assistant air crew manager assigned to B737 flight operations of United Airlines, a part of a team that works closely with the UAL training department. The team monitors more than 70 airmen on 214 aircraft, conducting check rides in simulators and actual flight.

Another project that involves working with UAL instructors is the development of new ways to teach and monitor crew management techniques, including Line Oriented Flight Training (LOFT) and a brand-new pilot check procedure in which pilots are tested as a crew.

Being a general aviation or air carrier operations inspector

Career Opportunities as an FAA Aviation Safety Inspector (ASI)

FAA Aviation Safety Inspectors are at the forefront of the safety team responsible for the training and certification of 800,000 pilots and 500,000 others such as mechanics, instructors and other airmen.

Inspectors—pilots, mechanics and technicians—provide surveillance over airlines, freight operators, flight schools, general aviation pilots, mechanics shops, avionics repair stations and aircraft manufacturers.

The Office of Aviation Careers opened the registry for applicants to the position of ASI last October. If you are an experienced pilot, aircraft mechanic or avionics technician, or are involved in aircraft manufacturing, there are inspector positions for which you may qualify.

Duties/responsibilities: The following is a sample of Cam's tasks: Check rides for initial flight instructors and for airmen in Part 135 operations, supervision of designated examiners of written and flight tests, development of waivers for and oversight of air shows, inspection of Part 135 operations at which she checks pilot records and company manuals and develops operations specifications for start-up 135-companies. Sometimes Cam does field work for another FAA office which might include inspections or problem-solving tasks.

Promoting accident prevention through programs such as safety seminars for the aviation community and the Wings pro-

means having to keep flying skills current. "I go to recurrent ground training," Emily says, "and take a flight check in the 737 at United Airlines every year, just like one of their pilots. I get a lot of simulator time, but only get to fly the airplane twice a year."

Emily's job has brought her the opportunity to do more public speaking and to be involved with aviation organizations such as The Ninety-Nines to promote aviation and aviation safety. A member of the High Country Chapter, Emily also flies light aircraft as often as she can.

Career Advancement: Carol Rayburn, who joined the FAA as an accident prevention specialist in 1974, is moving to manage the Albuquerque FSDO after having served as manager of the Flight Standards Division in the New England Region.

She transitioned from general aviation operations to air carrier operations inspector and in 1979 became the first woman to become a principal operations inspector (POI) for a Part 121 airline.

Carol was the first woman to enter into the Senior Executive Service of the FAA (1985) and she is still the highest ranking woman in the Flight Standards Division. "It's a great career," says Carol, "with tremendous opportunities for women today."

Carol says that if you want to advance into a new job with new tasks, "You must show initiative and be willing to do the extra work to learn what is required in the new position."

The POI is the highest position attainable as an ASI. Beyond that, the opportunities exist in supervisory or managerial levels with more office work and less flying. Carol says, "One of the things we like to see prior to people becoming supervisors is that they spend time in a regional office on staff or in Washington at headquarters."

To move up the ranks, according to Carol, "Mobility is very important. You absolutely have to be willing to move geographically to accept new challenges as they arise."

How to apply to be an ASI: To apply for employment as an ASI, you must possess a high school diploma, be fluent in the English language, be a U.S. citizen, and have no more than two incidents of violating the FARs in the last five years.

To apply for ASI in *either of the operations options*, requirements also include no more than two flying accidents in the last five years, possession of a first class medical certificate and participation in a federally-mandated drug testing program.

For the general aviation operations option, you must have either the airline transport pilot (ATP) or commercial pilot certificate with an instrument airplane rating and single and multi-engine land ratings. A valid flight instructor certificate with instrument, airplane single and multi-engine ratings is also required.

Work experience should include some aviation work within the last 10 years, while flight experience must include at least 1,500 total flight hours, with 300 hours in the last three years and 1,000 hours in the last five.

For an ASI position in air carrier operations, in addition to the ATP or commercial certificate with the instrument, airplane ratings, an applicant must have pilot in command (PIC) experience in large multi-engine aircraft (over 12,500 pounds gross

takeoff weight) within the last three years.

Flight experience should include at least 1,500 total flight hours with 100 hours in the past three years and 1,000 hours in the last five.

Women and minorities urged to apply: The U.S. government strives to have equal representation of gender and race in its work force, yet there is a lack of women and minorities in the aviation field. So while the FAA is encouraging women and minorities to apply, by law no preference in hiring can be given.

Hiring projections are difficult to predict and vacancies in the coming year may be few. But if you are interested in the job, you are strongly urged to apply now.

Contact Office of Aviation Careers: The Office of Aviation Careers has developed a new two-step application process with new computer-scannable forms for the position of Aviation Safety Inspector. Call the office in Oklahoma City at 405-954-4657 and request the ASI application package.

Once you have submitted this application, your basic eligibility for the position is determined. If you are considered eligible, a question booklet will be sent to you to obtain more specific information about your background and experience appropriate to the specific option you desire.

About two weeks after submitting those, you will get a Notice of Results showing how you have rated in eligibility and score for each position.

Your answers are tabulated to give a score with 100 the highest score possible. An additional 10 points can be added for a person who is a veteran with a service related disability, a Purple Heart recipient, or the widow, widower, spouse or mother of a disabled American veteran.

If you have a high score, you could try to command a higher starting salary. With a low score, you may want to consider a lower starting salary to increase your chances of being considered for a position.

What to expect at an interview: When a region has a vacancy, the Aviation Careers Office sends a list of the top applicants ranked according to their qualifications. If called for an interview, you will be asked about the information on your application, and you must show all your certificates, as well as demonstrate your flying proficiency in an airplane or simulator.

For the general aviation inspector, the flight check will be to commercial pilot certificate with instrument rating standards. For the air carrier inspector, the evaluation will be on a turbojet.

Can an ASI position begin your FAA career? "I've been in aviation for 35 years," says Emily Warner, "and it's just a little bit different look than I had ever seen before. I really enjoy being on the other side of the picture."

If you would like more information, write to Jenny Beatty at 2118 Central SE, No. 139, Albuquerque, NM 87106. ✨

JENNY BEATTY, a member-at-large of the South Central Section, is an airline captain who flies for a regional airline. She is certificated as an airline transport pilot, commercial glider pilot, flight instructor, ground instructor and aircraft dispatcher.



1994: OUR YEAR TO THINK SMARTER...NOT HARDER!

“What Can The Ninety-Nines Do For Its Members?”

BY MARILYN SMITH

International Membership Chairman

1993 WAS TRULY AN EXCITING YEAR FOR OUR ORGANIZATION!

The resilience and stamina exhibited by so many in overcoming obstacles we encountered from time to time is not only impressive, *it's our most valuable asset!*

The path is clear for us to continue to pursue our Goal, to devote full effort to our Purpose, and above all, to *ENJOY* our affiliation with The Ninety-Nines!

Equipped with greater insight, expanded awareness and a clearer focus on the direction they must take to lead the organization, the Board has clearly delineated our Goal:

*AN EVER-EXPANDING MEMBERSHIP
to perpetuate our Organization and Purpose
and to provide an ever-increasing resource for
the support and advancement of our members'
pursuits in and contributions to aviation.*

Since the Board is charged with the *Primary Objective supporting the above Goal*, it must therefore focus its effort, attention and concern on *Member Satisfaction*.

How much member satisfaction?

- Enough to make non-renewals obsolete.
- Enough to draw members back into more active participation than we have seen in years!
- Enough to get each of us more excited and enthusiastic about recruiting new members than we have ever been!

The Board's role in *Member Satisfaction* encompasses:

1. Keeping an ear to the ground to detect concerns at an early stage before they generate any negative impact on our Goal;
2. Investigating, evaluating and successfully resolving our concerns;
3. Setting the stage for organization-wide harmony by example from the top down;
4. And providing thorough yet efficient review of membership enhancements proposed by members of the Board, the Membership Committee and others.

The Six-Month Challenge: When asked by the Board if I would be interested in filling the Membership Chairman's position for the balance of this term, I enthusiastically accepted what I call *The Six-Month Challenge*. And now *I need your help*. The CRITICAL missing link is knowing what YOU need and want. (Please don't make me have to guess and be wrong.)

Right now, while you have this magazine in your hands, pull out the inserted response card, pick up your pen or pencil and answer a few simple questions. Then fold, and tape or staple, stamp and return to me *today*.

I really needed this information *yesterday*, but today will have to do.

I have my sleeves rolled up. I'm ready to go to work—but I need direction! *Please* mail the card today!

Now, on the next page, see how YOU can benefit—
how ALL of us can benefit —by taking an active role in
THE SIX-MONTH CHALLENGE!

**LET'S ALL WORK TOGETHER TO RECRUIT
1,000 MORE WOMEN PILOTS TO JOIN US BY JUNE 30 !**

Did you know there are about 27,000 licensed women pilots in the U.S. alone? Subtracting our total international membership from that means we have a worldwide recruitment resource to tap of over 20,000 women pilots!

1,000 MORE IN '94!

\$5.00 per new member says we can do it in just six months!

(That's 170 new members each month — and with your help, that's possible!)

You can earn a \$5.00 rebate for each pilot you sign up for 99s membership by June 30!

Each new member you recruit will gain you a \$5.00 rebate to apply against your next renewal dues. This applies to every new member you sign up between January 1 and June 30. Recruit nine new members and you're in FREE for the next year!

And think about this: Members who are recruited in the first six months then become eligible to earn \$5.00 rebates for themselves, from the minute they sign up, for any members *they* recruit between January 1 and June 30. So get as many of your new members on board as quickly as you can!

This is a potential tangible benefit for *every member* in *every country*.

FOR INDIVIDUAL MEMBER REBATES:

1. Complete the Rebate Coupon below. (Since you may be recruiting more than one new member, *be sure to make a copy of the rebate coupon first* for future recruiting rebates.)
2. Print name of new member recruited and sign in space provided for Recruiter.
3. Make a photocopy of the completed New Member Application and staple the Rebate Coupon to the front of it. Retain to submit with your next Annual Membership Renewal and Dues. (Rebate Coupons which do not have the applicable New Member's Application *copy* attached to them cannot be processed for the rebate.)
4. When you return your Membership Renewal, enclose retained Rebate Coupon(s) with the documentation attached and a check for the net amount of your dues after rebate(s) applied.

If a Rebate Coupon is given to a new member to apply against her first-year dues, complete steps No. 1 and 2, and attach to front of original New Member Application being forwarded to Headquarters along with net dues payment after rebate applied.

No other rebates can be applied to New Member dues beyond the one \$5.00 Rebate Entitlement due for her recruitment.

Here's how to help your Chapter or Section:

We're leaving it up to you to decide. You can let each of your members retain their \$5.00 recruitment rebates to apply against their next renewal. Or...

You can decide, as a group, to use it as a fund-raiser for your Chapter or Section Treasury. (This is a good idea for those "walk-ins" that no one in particular recruited.) Or...

You can do a combination of both. Members who prefer to retain the rebate can and those who choose can turn it over to the Chapter or Section for its treasury.

You might even decide to let the new members get the benefit of it and apply it to their first-year dues.

FOR CHAPTER AND SECTION REBATES:

1. Complete Rebate Coupon for each new member recruitment your Chapter or Section is claiming. On each one, print the name of the new member recruited to which that rebate applies and print name of Chapter or Section claiming rebate in space provided for Recruiter. Staple coupon to *copy* of applicable New Member Application and retain until end of Rebate Period (June 30, 1994).
2. Once Rebate Period (Jan. 1 to June 30) is over, mail all Rebate Coupons at one time to Headquarters accompanied by a summary listing of each new member's name, \$5 rebate claimed for and total for all rebates claimed and enclosed. (Rebate Coupons submitted without a *copy* of the appropriate New Member Application(s) attached cannot be processed.)

What about former members you encourage to reinstate?

If their membership lapsed **before January 1, 1993**, the Rebate Coupon will apply exactly the same as for a New Member. And yes, you can give her the Rebate Coupon to apply to her own reinstatement dues.

REBATE COUPON FOR 1994 MEMBERSHIP CAMPAIGN — JANUARY 1 TO JUNE 30

Name of new member _____ Date application submitted to Hdq. ____/____/____

Chapter (or Section if member at large) _____

(A copy of application must be attached to this coupon)

Rebate being claimed by (check only one) () Recruiting Member () New Member () Chapter () Section

Name of Recruiter _____

(If individual, sign here — If Chapter or Section, print name)

Chapter/Section Rebates Only: Print name/address of representative to whom the Rebate Check is to be mailed:

GUEST CONTRIBUTOR
BOB ERICKSEN, ATP

The Wright Stuff

THE LEAVES CRUNCH BENEATH MY FEET as I walk to the airport. What a beautiful fall morning! Two eagles circle the runway. The hangar doors rattle as they slide apart in the still morning air. The starter slips in hesitation, a sure sign of cold weather. Then the IO-470 comes to life. The oil pressure rises slowly.

I taxi out and take off. The Debonair accelerates like a rocket in the cold, dense air. Wheels up as I turn toward St. Paul and a 30 minute flight.

As I cross the St. Croix, the friendly folk in the St. Paul tower clear me to land. Engine shutdown and the hangar exercise starts all over again. The Debonair now sulks in the hangar while the Westwind glistens in the morning sun.

Cleared as filed, turn left to 110 degrees and climb to FL370. We are off. After all these years, it's still like magic! Twelve minutes later we level off and set up for Mach .74 cruise. Groundspeed settles in at 460 knots and 1+30 later we are slowing to 250 knots. Descending out of 10,000 feet, we are in a left hand turn over Mount Vernon as we prepare to fly visually up the Potomac river to the Washington National airport. A last minute change of runways requires a tight low level turn to final. Vref, ground effect, touchdown, spoilers, thrust reverses... we clear the runway and discharge our passengers. Departure is scheduled for five o'clock.

I headed for the Smithsonian. There she is: the 1903 Wright Flyer. Tears come to my eyes every time I see her. Then as a pilot, I feel ashamed. How little I know about our aviation heritage. I fantasize about the two brothers who designed this fragile creature and learned to fly her without killing themselves.

The brothers, Orville and Wilbur Wright, came upon the aviation scene when human flight was always a split second away from loss of control and death. The scientific community of their day had put human flight in the same category as perpetual motion.

In the Wright's time, there was no authoritative flying art except for Otto Lilienthal and his hang gliding. He had made over 2,000 flights and had reached an altitude of 65 feet with his highly cambered wing. His fatal flaw was lack of control due to weight shifting. His final flight was from Rhinow Hills near Berlin on Aug. 9, 1896. He lost control in gusty air, crashed and died after two decades of work.

Orville and Wilbur Wright concluded early on that, except for the work of Otto Lilienthal, most of the other aeronautical data that was available to them contained few facts and an overwhelming glut of dead ends and useless theory. Things that seemed reasonable were often untrue and things that seemed unreasonable were often true.

The brothers, after reviewing the papers and reports of

Lilienthal, realized that if they were going to fly safely they would have to find a solution to the control problem.

During the summer of 1899, Wilbur finally figured out how to solve the problem of lateral control. In his mind's eye, he envisioned wing warping. With Orville doing double duty at the bicycle shop, Wilbur set about to build a five foot glider with wing warping. The wings were of Lilienthal's cambered design. The small glider was flown as a kite shortly thereafter. The wing warping worked!

The brothers then began work on a full sized glider. Roll control would be by wing warping. Pitch control would be by canard. Not only would the canard stall first, thus eliminating the vicious stall characteristic that killed Otto Lilienthal, it would also serve as an indicator to the pilot of the glider's attitude.

The full sized glider was taken to Kitty Hawk in the fall of 1900. Calculations based on Lilienthal's experience predicted that the machine would glide, maybe even soar, with a pilot at a very low angle of attack.

Actual performance didn't even come close. With Wilbur on board, the required angle of attack was almost 20 degrees! They off-loaded the pilot and then flew the machine as a kite, controlling it with ropes held in their hands. Controlling the glider in roll and pitch was much more demanding than they had ever dreamed of, i.e., they didn't know how to fly.

Then they built a larger glider and changed the wing camber in hopes of reducing the angle of attack. Returning to Kitty Hawk in 1901, they discovered not only did they still have lift problems which they did not understand, pitch control had changed radically from the lower cambered 1900 machine.

Wilbur was gliding close to the ground when the machine suddenly began to pitch up with full down elevator. It rose to a height of 30 feet or so and lost airspeed, the same situation Lilienthal was in seconds before he crashed to his death.

The 1901 machine did not stall. Rather, it gently descended to earth. The canard saved Wilbur from certain death. Suspecting center of pressure reversal, they immediately reset the wing camber by trussing down the ribs. Wilbur then attempted turning flight and to his dismay found the machine turned to the right when he was banking left.

Unknown to them at the time, adverse drag and the air density coefficient were dogging them. They returned home with grim faces.

Once home, the brothers set about building a wind tunnel with balances. In two months they tested over 200 airfoils. They found that the value of the air density coefficient required to



**NINETY YEARS
AGO LAST
MONTH,
DECEMBER 17,
1903, THE
WRIGHT
BROTHERS
MADE THEIR
FIRST
POWERED
FLIGHT.**

convert Lilienthal's numbers to aerodynamic forces was in error by 33 percent even though professional engineers had been using the same coefficient for over a century in windmill design. They then built a larger glider with reduced wing camber and installed a new fixed vertical stabilizer to deal with the adverse drag.

Returning to Kitty Hawk in 1902, they discovered that they still had a control problem. Orville was gliding and turning at 30 feet of altitude when the machine suddenly mushed and spun. Orville survived, but a lot of damage was done to the machine.

They repaired the machine and frantically searched for the control problem. They finally concluded that the new fixed vertical stabilizer was the culprit. A movable vertical stabilizer was installed with its control wires interconnected with the wing warp in order to reduce pilot workload.

The Wrights again launched themselves into the air. *Complete control had finally been achieved.* They had done what no one else before them had done: They had built a machine that was fully controllable by the pilot and...they were finally learning how to fly! They returned home with smiles.

They cleaned up their engineering drawings and applied for a U.S. patent on their machine. With lift and control issues behind them, they turned to the task of mating their home brew motor (12 HP) to their machine.

Finally, on December 17, 1903, Wilbur took his position on their machine with the motor thundering and the propellers twirling. Then it happened: He was flying! He flew for 59 seconds. They had done it—controlled, power flight!

And who were these two marvelous men, Orville and Wilbur Wright? We rob ourselves of our aviation heritage if we have a mistaken notion that they were simply tinkerers who acciden-

tally unlocked the secret of controlled, power flight. As pilots, we need to appreciate the intellectual genius of their efforts.

The brothers clearly understood flight control, performance and structures. They were years ahead of all others in this regard.

What they did not understand was the theory of rotational motions, i.e., stability—nor did anyone else at the time. The 1903 Wright Flyer was extremely unstable and barely controllable by modern standards. In fact, Wilbur took off with plenty of fuel to

fly much higher and farther—and he went for it! He was trying to reach Kitty Hawk which was four miles away.

The fledgling test pilot with less than two hours total time in gliders inadvertently got his unstable machine oscillating in ground effect and caught a landing skid in the sand which ended the flight sooner than later.

The machine was never flown again. The wind was blowing and gusting 25 to 30 mph. With two hours total time and trying to fly such an unstable machine in those wind conditions, I marvel he made it as far as he did.

In any event, the brothers gave to all of us the gift of controlled, power flight that blustery December day 90 years ago.

Five o'clock. A boarding passenger asks me if I get bored hanging around the airport all day. I say, "Nah, someone's gotta do it." I grin as I slide into the pilot's seat and ask for the pre-start checklist.

Thank you, Orville and Wilbur Wright!

BOB ERICKSEN is chief pilot for First Bank System and airport manager at Shell Lake, Wis. His credentials include 11,000 flight hours, FAA ATP. Typed: Citation, Falcon and Westwind. Rated: Gliders, helicopters and SMEL/SES; FAA Accident Prevention Counselor; FAA Flight Instructor (Gold Seal) AIG/SMNEL/SES; FAA Ground Instructor—Advanced and Instrument.

MEDICAL FACTS

More on Survival

DR. JUNE MILLS

Canadian Rockies Chapter

SURVIVAL IS A VAST SUBJECT so I'm going to cover only a few aspects. If you are the unfortunate pilot about to crash, it is important to do so in the gentlest way at the slowest speed, slithering to a stop with the least acceleration (or deceleration) to minimize "g" effect (the weight of an object is a manifestation of the force of gravity, a result of a gravitational constant designated "g").

A tumbling pilot does not want to dim or cone his or her vision or extend this to greyout and certainly not to blackout.

If a pilot makes a long belly landing of

1,000 to 1,000 yards, he or she should survive at 1g. In 500 yards, but with a good off-airport landing, the undercarriage collapses at a 2g force; a rough belly landing increases to 3g. Poor landing through hedges or a wall: 5g. Wings break off at 7-8g with disintegration in a bad landing from 15-30g. For a pilot and passengers to survive a 30g crash would be the exception rather than the rule. The victim(s) may survive the initial insult but would be rendered stuporous or unconscious, quite unable to think or act quickly enough to extricate themselves from the impact hazards.

Always practice precautionary landing. Fly each craft in slow flight so that you know how it handles. A large open lake

may look more inviting than a rocky shore, but take the latter. Even a good ditching in water imposes a double jeopardy. In addition to dealing with the ditching, disorientation can occur when submerged in murky waters and many victims cannot tell which way is up. This is particularly true of helicopter crashes which tend to invert the craft in water.

Hypothermia is another hazard. It ensues quickly as there are very few waters around the world that are warm enough to maintain body core temperature.

Excerpted from a speech Dr. Mills gave to the Recreational Aircraft Association Canada at Penticton, British Columbia, in June 1993.

General Aviation Revitalization Act

Exerpts of Kansas Representative Dan Glickman's speech in support of the General Aviation Revitalization Act of 1993 to the House Public Works Subcommittee on Aviation last October 27 are reprinted for your information. Members of congress who have not signed the bill as of Jan. 1, are listed below.

IN KANSAS, PRODUCT LIABILITY is not an abstract subject; it means jobs. The number one fear in the minds of most Americans today has to do with jobs. In the general aviation industry alone, 100,000 jobs have been lost since 1983. The passage of this legislation will put thousands of people back to work in a high technology, highly skilled industry without costing the federal government a single penny.

"This legislation also has the support of the manufacturers and users of general

aviation aircraft, a unique combination for product liability reform legislation. Indeed, the bill is supported by the entire general aviation community. Most recently, the bill was endorsed by President Clinton's National Commission to Ensure a Strong, Competitive Airline Industry.

"In 1993, the average single engine piston aircraft in the U.S. fleet is 27 years old. The average turbine aircraft is 15. Each one of these planes represents for U.S. manufacturers a liability risk of unknown proportion because the general aviation industry is perceived as having the 'deep pockets' necessary for large recoveries.

"Despite a steady improvement in safety, liability costs are the largest single cost component in the manufacture of an airplane, pushing the price of new aircraft beyond the reach of many consumers. The direct result has been a drop in new aircraft sales from 18,000 units in 1978 to only 899 in 1992, the lowest number ever. Cessna Aircraft has not produced a

piston engine plane since 1986; Piper Aircraft is currently in bankruptcy; and Beech Aircraft is no longer producing light training aircraft.

"The victims here are the low-cost piston engine aircraft you don't have to be a millionaire to own. These planes are not made anymore in the United States because the cost of liability is prohibitive. These were the planes that young pilots learned to fly in and which sparked people's interest in flying.

"A Department of Transportation advisory panel last month released a study predicting a future shortage of well-qualified pilots and aviation mechanics. The report encourages U.S. manufacturers to produce reasonably priced training aircraft by recommending that Congress put limits on excess product liability awards by the courts."

Although the Bill has enough cosponsors to pass, an even greater show of strength will ensure that it will move onto the floor without further delays. ✱

U.S. MEMBERS OF CONGRESS WHO HAVE NOT COSPONSORED GENERAL AVIATION REVITALIZATION ACT OF 1993

Alabama	Kennelly, Barbara (D)	Kentucky	Wheat, Alan (D)	Price, David (D)	Texas
Bevill, Tom (D)	Delaware	Baessler, Scotty (D)	Nebraska	Rose, Charles (D)	Andrews, Michael (D)
Hilliard, Earl (D)	Castle, Michael (R)	Louisiana	Hoagland, Peter (D)	Watt, Melvin (D)	Brooks, Jack (D)
Arizona	Florida	Fields, Cleo (D)	New Jersey	North Dakota	Bryant, John (D)
English, Karan (D)	Deutsch, Peter (D)	Jefferson, William (D)	Andrews, Robert (D)	Pomeroy, Earl (D)	Chapman, Jim (D)
Arkansas	Diaz-Balart, Lincoln (R)	Maine	Franks, Bob (R)	Ohio	Coleman, Ronald (D)
Dickey, Jay (R)	Hastings, Alcee (D)	Andrews, Thomas (D)	Hughes, William (D)	Applegate, Douglas (D)	de la Garza, Kika (D)
Lambert, Blanche (D)	Meek, Carrie (D)	Maryland	Menendez, Robert (D)	Mann, David (D)	Edwards, Chet (D)
California	Georgia	Cardin, Benjamin (D)	Pallone, Frank (D)	Pryce, Deborah (R)	Fields, Jack (R)
Becerra, Xavier (D)	Bishop, Sanford (D)	Hoyer, Steny (D)	Payne, Donald (D)	Stokes, Louis (D)	Frost, Martin (R)
Beilenson, Anthony (D)	McKinney, Cynthia (D)	Mfume, Kweisi (D)	Roukema, Marge (R)	Strickland, Ted (D)	Gonzalez, Henry (D)
Berman, Howard (D)	Hawaii	Morella, Constance (R)	New Mexico	Oklahoma	Green, Gene (D)
Condit, Gary (D)	Mink, Patsy (D)	Wynn, Albert (D)	Schiff, Steven (R)	Synar, Mike (D)	Ortiz, Soloman (D)
Dellums, Ronald (D)	Idaho	Massachusetts	New York	Oregon	Pickle, Jake (D)
Dreier, David (R)	LaRocco, Larry (D)	Kennedy, Joseph (D)	Ackerman, Gary (D)	DeFazio, Peter (D)	Sarpalius, Bill (D)
Edwards, Don (D)	Illinois	Markey, Edward (D)	Engel, Eliot (D)	Kopetski, Michael (D)	Tejeda, Frank (D)
Fazio, Vic (D)	Collins, Cardiss (D)	Meehan, Martin (D)	Flake, Floyd (D)	Wyden, Ron (D)	Washington, Craig (D)
Filner, Bob (D)	Costello, Jerry (D)	Moakley, John (D)	Hinchey, Maurice (D)	Pennsylvania	Wilson, Charles (D)
Hamburg, Dan (D)	Evans, Lane (D)	Studds, Gerry (D)	LaFalce, John (D)	Coyne, William (D)	Vermont
Hunter, Duncan (R)	Gutierrez, Luis (D)	Michigan	Lazio, Rick (R)	Goodling, William (R)	Sanders, Bernard (R)
Lantos, Tom (D)	Lipinski, William (D)	Bonior, David (D)	Lowey, Nita (D)	Kanjorski, Paul (D)	Virginia
Pelosi, Nancy (D)	Reynolds, Mel (D)	Conyers, John (D)	Maloney, Carolyn (D)	Klink, Ron (D)	Byrne, Leslie (D)
Pombo, Richard (R)	Rostenkowski, Dan (D)	Dingell, John (D)	Manton, Thomas (D)	McHale, Paul (D)	Moran, James (D)
Roybal-Allard,	Rush, Bobby (D)	Ford, William (D)	Nadler, Jerrold (D)	Murphy, Austin (D)	Scott, Robert (D)
Lucille (D)	Sangmeister, George (D)	Henry, Paul (R)	Owens, Major (D)	Ridge, Thomas (R)	Washington
Stark, Fortney (D)	Yates, Sidney (D)	Kildee, Dale (D)	Rangel, Charles (D)	Walker, Robert (R)	Foley, Tom (D)
Thomas, William (R)	Indiana	Levin, Sander (D)	Schumer, Charles (D)	Weldon, Curt (R)	Inslee, Jay (D)
Waters, Maxine (D)	Hamilton, Lee (D)	Stupak, Bart (D)	Serrano, Jose (D)	Rhode Island	Kreidler, Mike (D)
Waxman, Henry (D)	Long, Jill (D)	Minnesota	Slaughter, Louise (D)	Reed, Jack (D)	McDermott, Jim (D)
Woolsey, Lynn (D)	McCloskey, Frank (D)	Vento, Bruce (D)	Soloman, Gerald (R)	South Dakota	Unsoeld, Jolene (D)
Colorado	Roemer, Tim (D)	Mississippi	Velazquez, Nydia (D)	Johnson, Tim (D)	West Virginia
Schroeder, Patricia (D)	Sharp, Philip (D)	Thompson, Bennie (D)	North Carolina	Tennessee	Rahall, Nick (D)
Skaggs, David (D)	Iowa	Missouri	Clayton, Eva (D)	Cooper, Jim (D)	Wise, Robert (D)
Connecticut	Nussle, Jim (R)	Clay, William (D)	Coble, Howard (R)	Ford, Harold (D)	Wisconsin
DeLauro, Rosa (D)	Smith, Neal (D)	Gephardt, Richard (D)	Lancaster, H. Martin (D)	Lloyd, Marilyn (D)	Klug, Scott (R)
Gejdenson, Sam (D)		Skelton, Ike (D)	Neal, Stephen (D)	Quillen, James (R)	Obey, David (D)

We hope you will bear with us while the transition from one editor to another takes place. Due to a number of reasons, much of the news in the Section Reports was so far out of date it was no longer considered timely; and reporting events from last September and October in February didn't seem to be a wise use of the magazine's budget.

So we selected a few events and photos and extracted all the information submitted on races, scholarships, awards, etc., which we are presenting in a new format. —Editor

Compass Rose Painting. At the Leesburg (Florida) Airport, where members of Spaceport Chapter painted a compass rose, the rains came down and washed most of their efforts away, which required a second pass at the project.



All-Ohio 99s Barb Echemann, Sandy Gordley, Bev Hirzel, Marge Hazlett, Jeane Wolcott and Margaret Bryant pause in the middle of painting a compass rose at Sidney, Ohio

Oregon Air Fair. The annual Oregon Air Fair '93 kept Oregon's Cascade Ninety-Nines "flying" around on Nov. 21 and 22. The fair, one of the premier aviation events in the U.S., attracted many pilots, students, scholars and plane enthusiasts.

In addition to manning a display booth touting the support and the networking available through the Ninety-Nines organization, the members conducted a two day Flying Companion Seminar and also helped in the youth activities area which was run by our Young Astronauts.

The Young Astronauts were really impressed and inspired when Dr. Peggy Baty dropped by

and performed all their skill-based activities. Dr. Peggy Baty is the Dean of Academic Support at Embry-Riddle Aeronautical University in Prescott, Ariz. She is also Embry-Riddle's director for the Center of Excellence for Aviation Education and she was a 1989 recipient of the FAA Administrator's Award for Excellence in Aviation Education. —**Gwen Newlands, Columbia Cascade Chapter, Estacada, Ore.**

Egyptian Aviation Society. Patsy Knox, governor of the Arabian Section, visited their most famous section member, Lotfia El Nadi, the first Egyptian woman pilot who was licensed in 1933. They shared Swiss chestnuts, grape juice and stories of early aviation days in the Middle East.

Egypt's Aviation Society recently gave Lotfia another Award of Merit. The Sept. 3, 1993, issue of *Asharq Al Awsat* newspaper in Cairo featured a full-page article about her with fabulous photographs beside her Gypsy Moth airplane.

Lotfia has donated many of her 1933 newspaper articles and photographs to The Ninety-Nines Resource Center in Oklahoma City. It has been 50 years since she made that amazing solo flight around the pyramids near Cairo, her Egyptian countrymen and women

still express their great admiration of her accomplishments and spirit of adventure.



Lotfia El Nadi, in Geneva, Switzerland, Sept. 23, 1993

Arabian 99 meets Russian 99. Fulfilling a lifetime dream, Yvonne Trueman, living in Bahrain for the last 15 years and a member of the Arabian Section, took her vacation in a different way. She flew to Hong Kong to meet her daughter. While finalizing complicated visas, she found time to do some very exciting flying at the busy Hong Kong Airport and among the mountains and skyscrapers which made it very different from the sea level desert of her region.

When their visas were complete, Yvonne and her daughter flew to Beijing to spend a few more days sightseeing and collecting the last of the visas for Mongolia; then they boarded the Trans-Mongolian-Siberian Express for Moscow.

The journey was a last minute decision in view of the unrest in the former Soviet Union.

Armed with their own food and water, a torch, sleeping bags, first aid kit, and rolls of film galore, they set off on the six-day train journey.

It was picturesque traveling through Mongolia. They had dressed in silk clothing in Beijing and by the time they reached the Siberian border they were wearing five layers of wool as the heating was not yet functioning on the train. At times they could see steam trains still in action.

The journey through Siberia was very cold and dreary which reflected in the mood of the people. Six days later, they pulled into Moscow with mixed feelings, sad at leaving their home on wheels, but pleased to be moving on.

Once in Moscow, they met Galina Korchuganova, a lovely Russian lady who had been a Yak test pilot and an aerobatic champion for Russia. She was delighted that someone from the Ninety-Nines had traveled so far to see her and they exchanged gifts and souvenirs.

After they bid farewell to Galina, Yvonne and her daughter took a short train journey to St. Petersburg, then returned to Hong



Galina Korchuganova and Yvonne Trueman in Moscow

Kong for Yvonne's connection back to Bahrain, bringing with her the thought of eternal kindred fellowship shared among the Ninety-Nines worldwide.

Raffle winner. The winner of the Nancy Wells "Flight to the Stars" quilt raffle was Ninety-Nine Faye Reeve of Keilor Victoria, Australia. Faye is National Vice President of the Australian Women Pilots Association. Barbara Collins, governor of the Australian Section, sincerely thanks everyone who purchased raffle tickets at the Portland Convention. ✨



Nancy Wells, Australian Section, with her "Flight to the Stars" quilt

NOTAMS

VOLUNTEERS NEEDED FOR WIA

If you can give some time to work at the 99s booth at the Women in Aviation International Conference, March 10-12, at Disney Contemporary Resort, Lake Buena Vista, Fla., please call 516-676-7852 or fax 516-676-7971.

On Wings to War

By Jan Churchill; published by Sunflower University Press, Manhattan, Kansas

A member of the Ninety-Nines, Jan Churchill is a corporate pilot, farmer and writer. She holds an ATP certificate with multi-engine and instrument flight instructor ratings and a C-47/DC-3 type rating. She has been an airline pilot and flight instructor and has logged over 10,000 flying hours in a variety of aircraft from a JC-3 Cub to the F-16 and C-5-B. An air show pilot for many years in C-47, O-1 and O-2 aircraft, Jan has also owned and restored several warbirds. Jan is a member of the Aviation/Space Writers Association, the Company of Military Historians with a B.A. from Sweet Briar and has earned an MA from University of Virginia, Charlottesville.

When Teresa James received a telegram, along with 89 other women, from Commanding General Arnold of the Army Air Forces dated 6 September 1942, she had already logged 2,254 flight hours in an impressive list of aircraft: Piper Cub, Travel Air, Aeronca, Luscombe, Dart, American Eagle, Waco, Taylorcraft, Stinson, Great Lakes, Brunner-Winkle Bird, Bull Pup, Curtiss Pusher, Monocoupe, Staggerwing Beech and Davis aircraft—even an autogiro. The telegram invited the licensed women pilots to join the Air Transport Command Ferrying Division and Teresa, like the others, had been located through CAA records by Nancy Harkness Love, Squadron Leader and Helen Mary Clark.

In the spring of 1942, Jackie Cochran had recruited nine American women pilots to England to fly for the Air Transport Auxiliary (ATA) and Teresa would have been with them had she not been forced to remain as her mother had suffered a heart attack. At the receipt of the September letter, she eagerly accepted the opportunity to join the Women's Auxiliary Ferry Squadron (WAFS), an elite group, later becoming a member of the Women's Airforce Service Pilots, the WASP.

Jan quotes Teresa as having said, "We never thought about... (the hazards) ... But, back then you just got out there and flew. You did what you were told.

I guess we thought we were doing something real terrific for our country.

"The difference between flying then and today—well, it was like owning a 1920s Ford and owning a ... Cadillac (of today). You have everything at your fingertips now. Back then, we were the Air Force guinea pigs. When a WAFS pilot climbed into a cockpit, she had no way of knowing if the plane was constructed perfectly, or if some small, but serious, defect had been built into the plane. You didn't know if everything was OK, you just hoped and prayed. We were honest-to-God test pilots."

The fact that Teresa was one of several WASPs based at Farmingdale, Long Island, N.Y., meant that she flew many Republic P-47 Thunderbolts ("Jugs," as they were popularly called). There when they rolled out the 10,000th built, Ten Grand, Teresa was the pilot designated to fly it to Newark, N.J. Churchill wrote: "So Teresa James, the girl from Wilkesburg, Pa., became a special part of Thunderbolt history and a member of the P-47 Pilots' Club."

On Wings to War is much more than a story of Teresa James. It is an interesting history of a special group of women—the WAFS and WASP—and a must for your library. Filled with photographs and authentic data, this is a definitive history and an interesting read.

—REVIEW BY ANN COOPER
ALL-OHIO CHAPTER

Wet Wings & Drop Tanks

Recollections of American Transcontinental Air Racing: 1928 to 1970. By Birch Matthews

This is a history of Nonstop Transcontinental Derbies; Bendix Trophy Races from 1931 to 1939 and 1946 to 1949; and Harold's Club Transcontinental Trophy Dashes.

Some of the most daring pilots, unique aircraft and exciting contests ever to take place were flown in the cloistered isolation of high altitude, cross-country air racing.

This new book brings to life the triumphs and tragedies which occurred over four decades of competition. It is a unique, one-of-a-kind story about the personalities and their racing planes, as well as the parallel histories of

aviation weather forecasting, wireless (radio) transmission and aircraft engines which played vital roles in the outcome of many contests.

The narrative is based upon a large amount of research, together with interviews with many of the personalities. The text is augmented with technical details in the form of tables, charts and four appendices.

More than 250 b/w photographs and 80 color illustrations are contained in this 250 page hardcover book.

This is a companion volume to *Mustang, the Racing Thoroughbred* that Matthews coauthored with Dusty Carter.

Taking Off

By Margaret Thomas (Tommy) Warren

A nostalgic look back at the Golden Age of Aviation, Tommy recounts what it was like to be at the forefront of one of this century's most exciting and most momentous developments. She earned her pilot's license in 1919 and at age 17 became the youngest charter member of The Ninety-Nines.

Ten members of the New England Chapter of The Ninety-Nines attended a lecture last November at the Boston Athenaeum where Tommy reminisced about the early years in aviation during 1927 to 1937 when she flew with pioneers such as Amelia Earhart and Jacqueline Cochran.

Following the lecture and slide presentation, a reception was held in her honor where Tommy signed copies of her book.

The 218 page hardcover book is illustrated with many black and white photos, some of which are being published for the first time.

Taking Off may be ordered from Bookshop of Beverly Farms, 40 West St., Beverly Farms, MA 01915. Phone 508-927-2122

Price: \$29.95 plus \$3.95 S&H in U.S. VISA/MCard/Discover accepted

Note: The price was incorrect in the ad in last month's issue.

Fabulous Flights '93

Published by the American Bonanza Society

This new full color publication is a bright and exciting reminder

of just how wonderful the world of flying can be. In their own words and photos, ABS members have recorded their flights to a variety of places, such as the Arctic Circle, Switzerland, South America, Mexico, Alaska, El Salvador, Haiti, Lisbon, some cross-country U.S. flights and an around-the-world race.

Edited and produced by Patric Rowley & Partners. Available from ABS Headquarters, P.O. Box 12888, Wichita, KS 67277. \$20 plus \$3.50 S&H.

CHILDREN'S BOOKS

Pilots, A Pop-Up Book

By Peter Seymour; published by LoDESTAR/Penguin Books, 1992

This is a fun book sure to delight young readers and preschoolers alike. Its colorful drawings, pop-ups and pull tabs depict a jet airliner taking off, a rocking airplane simulator, the swooping jet Thunderbirds, a sky-writing Pitts and stunt biplane, flight instruction in a Cessna 172, a large tanker airplane dousing a fire and a barrel roll from inside the cockpit.

—REVIEW BY JENNY BEATTY
ALBUQUERQUE CHAPTER

Airplanes and Flying Machines

A First Discovery Book
Created by Gallimard Jeunesse; published by Cartwheel/Scholastic books, 1989

With a beautifully executed concept, this book features illustrations of aircraft with brightly painted plastic overlays which peel back to reveal more of the aircraft or another view. It is designed for children ages 3 through 9 but will enthrall adults as well with its showing of hot air balloons, airliners, weird flying machines, gliders, helicopters and parachutists.

—J.B.

What's Inside? A First Guide to the Wonders and Workings of Planes

Edited by Hilary Hockman; published by Dorling Kindersley Books, 1992

This richly detailed book is designed for children from age 6 to 12. It features photographs of the exterior of each aircraft with the inner mechanisms drawn intricately on top. There is a detailed

technical explanation of the important parts, including the type of construction of the aircraft and how each part functions. Aircraft included are an airship, early Bleriot, Pitts Special, flying boat, air ambulance helicopter, ultralight, jumbo jet and jet fighter.

—J.B.

MOVIES

Amelia Earhart

Premieres on TNT in 1994

A news release from Turner

Network Television announces its new film portrait Amelia Earhart as "the legendary aviator whose ill-fated 1937 attempt to circle the globe is one of the century's great mysteries."

Academy Award winner Diane Keaton stars as Amelia Earhart and Rutger Hauer costars as Fred Noonan, her brilliant, brooding navigator. Yves Simoneau directs and Cary Brokaw produces the Avenue Pictures production of Anna Sandor's story of a single-minded introvert transformed by her impresario husband, played by

Bruce Dern, into a media darling and hero for the ages.

According to the TNT news release, "Amelia's childhood fascination with flight in turn-of-the-century Kansas destined Earhart for fame in the fledgling world of aviation. Her 1928 Atlantic crossing, the first for a woman, established her a reputation worldwide as 'the female Lindbergh.' But her husband/business manager/press agent, publisher R.P. Putnam, made Earhart a household name, lining up endorsements, sweet-talking sponsorships and airplanes

from manufacturers and selling investors on her daring plan to circumnavigate the world along the equator. That dramatic final flight, during which she, Noonan and her famous Lockheed Electra slipped from radio contact somewhere over the Pacific, launched the most extensive search-and-recovery operation in Naval history. Yet a half-century of theorizing and research have failed to solve aviation's enduring mystery: What happened to Amelia Earhart?"



NEW HORIZONS

ESTHER "ESME" WILLIAMS passed on to New Horizons on Christmas Eve. She had fallen down her staircase to the marble floor below and was found several days later by a close friend and sister Ninety-Nine.

Esme was born and reared in Scotland and moved to Canada as a young woman. She learned to fly and joined the First Canadian Chapter. Later she sold her engineering company and moved to Jupiter Island, Fla., and Treasure Cay, Bahamas, spending equal time in each home.



Esther "Esme" Williams

Esme flew extensively in South America in her Cessna 320, crossing the Andes six times. She also flew it to Scotland twice. Although very active in aviation, she had plenty of time to serve as governor of the Caribbean Section, several terms on the International Board of Directors and later, on the International Nominating Committee. She also served several times as start and/or terminus chairman for the Angel Derby and

was an active member of the Florida Grasshoppers.

Esme designed and had struck the Ninety-Nines fiftieth anniversary gold charm/medallion.

We'll all miss her bubbly smile and her enthusiastic support of general aviation. —Submitted by Lois Feigenbaum, Cape Girardeau Area Chapter

ALBERT L. BRESNIK, who was a friend of Ninety-Nine's founder Amelia Earhart and for many years her personal photographer, died Oct. 2 during a cruise outbound from New Orleans. He was 79.

Albert Bresnik was born in Milwaukee and began his professional career in Hollywood with Columbia Studios. He later opened Bresnik Studios in Hollywood, and then moved them to Santa Monica.

In a eulogy presented on behalf of the Amelia Earhart Society, Bill Prymak made note of the fact that Bresnik's work represents the finest photographic record of the First Lady of Aviation. Also referring to a promise by Amelia Earhart to take her official photographer along on what proved to be her last flight, Prymak said that if fulfilled it would have deprived the world of the work Bresnik was still to do.

At an earlier date, Prymak recalled a conversation with Bresnik while flying over the Maroon Bells Wilderness Area in Colorado during which he offered the controls to his passenger. At that point, Bresnik said, "When I flew with Amelia she too offered me the controls and the very moment

brings back to me those wonderful memories of flying with her and the joys of those days."

Albert Bresnik is survived by his wife, Gabrielle, and a daughter, Diane, both of Pacific Palisades, Calif., and three sons: Albert of Santa Monica, Harold of Boulder, Colo., and Edwin of Canoga Park. —Submitted by Bill Prymak, Amelia Earhart Society

L. C. ROSS, husband of Lake Charles charter member, Nola Mae Ross, died Dec. 11 in his residence. He learned to fly and earned his A&P after his marriage to Nola Mae, who ran McFillen Air Park for many years. L. C. was a veteran of service in World War II. —Submitted by Dr. Sandra J. Leder, Lake Charles Chapter, La.

Our sympathies to **Helen Hilburn**, Utah Chapter, who lost her 49½, Harold.

DOROTHA ELROD HENRICKS, Indiana Chapter, died on Nov. 29. Dorothea joined the Ninety-Nines in 1941 and worked to reactivate the Indiana Chapter after World War II. She served as Chapter Historian and also as an officer in the North Central Section. She received her pilot's license in 1941, the third woman to hold a pilot's license in Madison County. She was a member of the Civil Air Patrol and the only woman in the Anderson Aero Club. She was also a member of Goodyear Blimp Club, Klaxon Club, Killbuck Retirees, Pendleton Historical Museum and Silver Wings. Dorothea received

many honors in aviation and in 1990 was placed on Memory Lane in the International Forest of Friendship at Atchison, Kan. —Submitted by Lois C. Hawley, Vice Chairman, Indiana Chapter



THE LAST FLIGHT

When I was young,
I learned to fly,
And spent many hours
in God's blue sky.
Now I am old
and fly no more.
But one last flight
to Heaven's door.
When I arrive
one starry night,
I hope the landing lights
are bright.
As I touch down,
my prayer will be,
My Lord and Savior
welcome me.

(Submitted with Dorothea Henricks obituary)

Names are spelled
as submitted by
Section reporters.

What is a poker run? A poker run is a sort of an air rally where pilots fly their planes to five airports and pick up a card for a hand at each airport. At the final stop, the hands are examined and the best one wins a prize. After the run, there's party time at the final airport. A great way to have fun on a good flying weekend.

RACE RESULTS

Coyote Country Poker Run

Coyote Country Chapter in San Diego hosted their third annual fund-raising Poker Run in November. Pilots flew to five airports: Ramona, Oceanside, French Valley, Hemet and ended up at Fallbrook Airpark for prizes and lunch. About 30 prizes were donated to the poker run including a two night stay at a lush desert resort, aviation books, airplane fuel and oil, local restaurant gift certificates and many airport cafe gift certificates. The run attracted 30 airplanes. Pilots and passengers purchased 288 hands which raised \$450 for the Pam Van Der Linden Memorial Scholarship. —Submitted by **Kristen M. Cook**

Sunflower Rally Winners

Julie Mathis and Sam Parduhn won first place. Second place went to Bonnie Johnson and Scott Randle and Bonnie was "Best Scoring 99." They were also best fuel and best time. Sid Tucker and Jack Klein captured third place with Sid the "best scoring 49 1/2" while fourth place went to Kirby Ortega and Karen Weirick. Best out of state team was Phyllis and Bob Howard with the half fast trophy going to Carol and John Lanning.

Tri-Motor Air Rally

Nancy Walters, Michigan, placed first and Juanita Curley second in the spot landing contest.

Indiana Dunes Annual Air Rally

Six planes flew a 135 nm route planned by Chris and Rawson Murdock. First place and traveling trophy went to Cilla and Roger Meachem; second to Linda Mattingly and friend Steve; third to Jan Topp and Barb Jennings. The spot landing was won by Linda Mattingly with Carol Ren coming in second.

Kachina Air Rally

The 1993 Kachina Air Rally began and ended in Chandler, Ariz. It was a 337 statute miles race with six checkpoints. Twenty-two aircraft participated.

The first place plaque and \$500 went to Nancy Rogers and Tim Kjellberg with 99.7 percent; second place plaque and \$300 to Stacy Hamm and Frank Jackson with 97.44 percent; and third place plaque and \$200 to Martie Pearce and Pat Mornin with 96.74 percent. The landing accuracy contest was won by Peggy Allan and Al Berg and the tail end turtle by Robert Wirth and StarLynn Brinnger. —Submitted by **Jackie Whitford and Nancy Rogers**

Tucson Treasure Hunt

First place winners were Judy Parrish with John Pekala, Brian Curry and Tim Demko; second place, Richard Barnett and Bill Ricketts; third place, Greg Sincock and Carolyn Brown; fourth place, Joan Steinberger and Rachel Watkins. Spot landing, Mary Rawlings; flour bombing, Darold Dinsmore.

Palms to Pines Air Race

This article is not about racing but about friendships, organization and volunteer teamwork—something the 99s are experts at.

Carolyn Carpp and I raced in the Palms to Pines Air Race last August. Starting in Santa Monica, Calif., and ending in Bend, Ore., the race is run over a two-day period. We were racer No. 15 and placed 32 in a field of 43 finishers.

We met so many wonderful women who will remain our friends for many years to come. The mother/daughter teams and the mother/daughter/grandmother teams have a special bond and were a joy to meet. The first banquet we went to in Santa Monica was attended by at least 100 women



Marilyn Moody and Carolyn Carpp

pilots, as was the case on Friday and Saturday.

The tireless efforts of members of the Palms Chapter in putting this race together is amazing. 1994 will be the 25th year and a very special celebration. The coordination with hotels, transportation, FBOs and food for over 100 women for three days is not an easy task.

Then there are the 99s who drive and fly into Modesto Airport from the San Joaquin Valley Chapter and provide a huge delectable feast for those of us who land at the halfway fly-by point. (We stopped for the food and friends, not to refuel.)

Our overnight stop at Redding, Calif., again had 99 volunteers from the Mt. Shasta Chapter who greeted us and had munchies and cold drinks and transportation to the hotel, and a banquet and special treats on Friday evening.

The second day of the race we were in Bend, Ore., at the terminus where the Central Oregon Chapter was the host. There was a newly blacktopped parking area with enough room for all of us to park in one group. We had a banquet on Saturday evening and the wonderful awards breakfast on Sunday morning before departing for home. (These 99s can cram more fun and good times into three days than you could ever imagine.)

The prize money is minimal (to keep the competition from getting too serious) but the trophies are awesome, as you can see by the accompanying photo of Carolyn and me. We made sure we had a photo made with the trophies since we knew we would not be bringing one home with us—not this year anyway. But look out in '94! We'll be back. Hope you'll join us. —Submitted by **Marilyn Moody, Western Washington Chapter**

L. A. Back to Basics Air Race

Chaired by Eugenia Rohrberg, the top three winners were: First, Arie Jan Jagt and Joann Seigel; second, Lorrie Blech and Mary Rawlings and third, Carolyn Brown and Greg Sincock.



Nancy Toon and Susan Collier, winners of the 1993 Mile High Air Derby

Mile High Air Derby

The Tenth Annual Mile High Air Derby sponsored by the Colorado Chapter of The Ninety-Nines was flown Sept 11. Thirty-four pilots in 18 aircraft flew the three-state, 450 statute mile race from Denver-Centennial Airport via Flagler and Wray to Sidney, Neb.

Further fly-bys were at Pine Bluffs, Wyo., and Walden, Colo., en route to the final fly-by at Echo Valley, Steamboat Springs, Colo.

Susan Collier and Nancy Toon in a Mooney 20F Executive took first place. The next four places were garnered by Marjorie Thayer and Janna Gowthrop in a Cessna 182-RG; Chris Bentley and Ian Bentley in a Piper Dakota; Steven Harless and Belinda Harless in a Mooney 20E and Dick MacInnes and Tom Carlson in a Piper PA28-235B. —Submitted by **Glenn Buffington**

37th Michigan SMALL Race

Ned Patterson (Michigan Aviation Hall of Fame Enshrinee) waved the checkered flag for 29 airplanes on Saturday, Sept. 18, to begin the 37th Annual Michigan SMALL Race at Midland's Jack Barstow Airport. The 200-mile airplane proficiency race is sponsored by the Michigan Chapter and the Michigan Aeronautics Commission. Thirteen 99s participated.

This race, like road rallies, challenges contestants to estimate the time it will take them to travel a set course, forcing them to factor in both head and tail winds, as well as the time needed for the ascents and descents that are part of the race.

They must do all of that with the aid of only two compasses, a map and a watch. All electronic navigational equipment is either disconnected or covered up.

The pilot who flies closest to

his or her estimated speed—not the fastest pilot—wins the race.

Each pilot selects a specific groundspeed that would be maintained throughout the course. The actual round robin course is revealed to the contestants the evening before the race.

The course included low altitude timing runs at Nartron Field-Reed City, Roscommon Conservation, Wurtsmith Air Force Base, Standish Industrial, and then returned to Midland.

The three legs of the race were judged independently and the team with the lowest error in their predicted time won the \$600 cash purse, trophies and the honor of placing their names on the Paul Bunyan Traveling Trophy.

Capturing first place in this year's race was Gregg Stockman of Allenton and Joe Jeffery of Flushing with an overall score of 10 seconds—and, amazingly, this was the first time that they had flown together.

In second place by one second difference were Edna and Wally Reinbold of Saginaw (11 sec.).

The entire event can be humbling to the most experienced pilot as well as bestow confidence to the newest. The SMALL Race is an excellent way to encourage pilots to exercise their basic pilotage skills and prepare for the unexpected instrument failures.

Part of the mission of the race is to promote flight safety and the

fine tuning of pilots' skills.

The race was opened up to men in 1981 at the 26th race in Battle Creek. The race is open to pilots flying normal or utility aircraft ranging from 60-600 HP.

The first Michigan SMALL Race was held July 16, 1956, with 47 aircraft participating. It was conceived as a means of moving the All Women Trans-Continental Air Race contestants from Flint, Mich., the race terminus, to Harbor Springs, the host city for the Ninety-Nines Convention.

The annual event is usually scheduled for the third weekend in September and applications can be obtained in June by writing Michigan Chapter Race Chairman (and first place winner of the 1990 SMALL Race) Lynn Jeffrey, at 3235 Luce Rd., Flushing, MI 48433.

Chicago Area Chapter Air Meet

Ruth and Bob Frantz won first place; Marj and Herb Sundmacher won second; and Nancy Heraldson and Gail LaPook won third place. Special rookie trophy was awarded to Susan Sommers; flour bombing trophy to Rosemary LoGiudice; and spot landing prize to Lance Nuckolls.

UPCOMING RACES

25th Annual Illi-Nines Air Derby

Coles County Airport
Mattoon, Ill., will be the starting point June 10-12.

All licensed pilots, male and female, are invited to enter either the proficiency or speed category. Ninety-Nines are especially encouraged to participate in this derby.

Copilots need not be licensed. Course will be 250 nm or less. Planes are impounded on Friday and the Derby is run on Saturday. Cash prizes for proficiency, speed and spot landing are awarded at a banquet on Saturday night.

The first Air Derby was held at Coles County in 1968 and was part of the commemoration of the Illinois Sesquicentennial Celebration. The name was derived from a combination of the state of Illinois and Ninety-Nines. Some of the entrants in the very first IlliNines Air Derby plan to fly in '94.

To request a race kit (\$5), call Arta Henson at 708-377-7638. The Derby is limited to 60 aircraft, so be sure to register between February 1 and May 21. The race is sponsored by Chicago Area Chapter, Central Illinois Chapter and Aux Plaines Chapter.

Join us for a weekend of flying fun and friendship. —Submitted by **Mary Lou Mueller**, Illi-Nines PR Chairman, Chicago Area Chapter, 708-397-9004

Air Race Classic, Ltd.

Cahokia, Ill. (St. Louis)
Columbus, Ohio
June 22-25, 1994
Entries open: January 8, 1994, and

must be postmarked by April 8.

This all woman race is limited to stock airplanes, with some modifications, certified in the normal or utility category with normally aspirated engine(s) of not less than 145 HP nor more than 570 HP rated for continuous maximum operation.

Aircraft and power plants with modifications not listed on handicap sheet will be considered on an individual basis and handicapped accordingly. No aircraft age limit.

Each plane shall be occupied by a team of two pilots. The 1994 race planes will be allowed to carry extra women passengers holding student certificate or better.

For aircraft of 250 HP or less, handicap will be adjusted two mph per passenger and aircraft above 250 HP, handicap will be adjusted one mph per passenger.

For entry blanks, write to Air Race Classic Ltd., International Airport, 318 International Drive, Corpus Christi, TX 78406-1801. ✨

Please include the following when submitting information on past races: the date of the race, how many planes participated; the route/distance; winners (identify the 99s involved).

For upcoming events, include the name and phone number of the contact person along with the date, place, and closing date for entries.

ACHIEVERS

Congratulations to these 99s for their special achievements:

Kitty Hach, Colorado Chapter. Outstanding Business Woman of the Year, Colorado Women's Chamber of Commerce

Grace Mayfield, Colorado Chapter. Silver Wings Fraternity Award

Margaret Cosby, San Antonio Chapter. Texas Wing's CAP "Public Affairs Officer of the Year"

Stephanie Martin, San Antonio Chapter. Academic Scholarship for her GPA in Palo Alto College Pilot Training Program

Mary Ann Eiff, Indiana Chapter. Recipient of the International Women in Aviation Educator of the Year award at the Aviation and Space Education Conference

Carol Stephens, Indiana Dunes Chapter. Outstanding Aerospace Student award at Indiana State University, Terre Haute, Ind.

Evie L. Washington honored. Elegance and excitement filled the Hyatt Hotel's Regency Ballroom at Crystal City, Va., last October when Evie L. Washington, an active member of the Washington, D.C. Chapter of the Ninety-Nines, was honored along with seven other distinguished women at a luncheon sponsored by the Na-

tional Aviation Club.

The guest speaker for the luncheon was the recently appointed first female Secretary of the Air Force, Dr. Shelia E. Widnall, who has an impressive aerospace background.

Evie has held elected offices as well as serving as chairperson and/or on various committees at the chapter, section and national levels. Evie became a CFI-MEI in June of 1992. She is a very proud and grateful winner of the Amelia Earhart Scholarship to get her CFI rating.

In addition to being a flight instructor, she is a mentor to young people, an aviation education lecturer, CAP Mission and Cadet Orientation Pilot, a sought after



Evie L. Washington

speaker for organizations and schools. Evie devotes many hours each year to working with youngsters in the classroom and in the air and she is writing her first children's book on aviation. ✨

SCHOLARSHIPS AVAILABLE

ENE Scholarship

The ENE Scholarship needs qualified applicants for the 1994 awards. Two \$1,000 awards are made to students planning a career in aviation.

The Memorial Scholarship, named this year in memory of Andrew Cabot, son of ENE member Michele Cabot, is open to all students planning a career in aviation—male or female, pilot or nonpilot.

The second scholarship is endowed by ENE member Anne BridgeBaddour and is open to women pilots planning a career in aviation.

Interested students can get application forms by sending a self-addressed stamped envelope to Katharine Barr, ENE Scholarship Chairman, 278 Elm St., N. Reading, MA 01864. The deadline for applications is January 31, 1994.

Pikes Peak Scholarship

Pikes Peak Chapter Scholarship of \$250 for a Colorado woman pilot toward recurrency is in the final planning stages. It is aimed at

the recreational rather than the career pilot. All certified women pilots in Colorado are eligible.

SCHOLARSHIPS AWARDED

Captain Semmes Scholarships-Imperial So-Lo Chapter

Two winners of this scholarship: Manuel Castaneda of El Centro and Marshall Tjaden of Brawley. Seven people have been awarded scholarships over the life of the scholarship.

Aloha Chapter Scholarships

Aloha awarded two \$750 scholarships to women pilots to help further their careers in aviation. Recipients are Lisa Tom and Ute Hoelscher, both from Oahu.

Lisa has a private pilot license with instrument rating and is currently working on her commercial license with multi-engine rating. Her ultimate goal is to fly for an airline.

Ute also has a private pilot license with instrument rating and she will use her scholarship to earn her commercial license. She is striving for her instructor ratings, a further step toward an

aviation career.

Scholarships of \$10,000 each were awarded to Angela Sue Augustine and Caroline C.C. Martynow to help them pursue their flight training programs. They were selected from candidates for the Marguerite Gambo Wood Foundations' Flight Scholarships for Women. Both recipients are preparing for airline careers.

Angela's immediate goals are to earn her flight instructor and instrument flight instructor ratings. She currently has a commercial pilot license with both commercial multi-engine instrument and private single engine instrument ratings. Her flight training is with Hickam-Wheeler Aero Club at Hickam Air Force Base. She lives in Kahala.

Caroline currently holds a private pilot license with instrument rating. Her immediate goals are to attain her commercial pilot license and multi-engine ratings. She will continue her training with Air Service Flight Academy at the Honolulu airport. Caroline resides in Mililani.

Marguerite Gambo Wood was a pioneer aviator in Hawaii and a

founding member of the Aloha Chapter. She established a flight training school before World War II at what is now Honolulu International Airport. She was airborne with a student when the Japanese arrived the morning of Dec. 7, 1941. After the war, she established Hawaii's Country Club of the Air flight training school which she operated until her death.

The Aloha Chapter Scholarship Program, chaired by Lois Luehring, administers the Marguerite Gambo Wood Foundation's Flight Scholarships for Women. This is the second year that the foundation has provided two scholarships. The dollar amount varies from year to year.

Applicants for the flight scholarships must be residents of Hawaii.

Those women interested in applying in 1994 should contact Lois Luehring at 808-488-4458 for more information.

When submitting information on scholarships, please include the name and amount of scholarship and who to contact.

RATINGS AND WINGS

Congratulations to these Ninety-Nines who are continuing to improve their flying capabilities:

NEW RATINGS

Karen Ballard	Chicago	Commercial
Mary Lou Mueller	Chicago	Commercial
Mary Roser	Chicago	Private
Donna Stevens	Indiana Dunes	Multi-Engine
Dee Nusbaum	Indiana Dunes	Instrument
Erica Scurr	All-Ohio	ATP
Danielle O'Driscoll	Indiana	Commercial Inst.
Laurel Bronson	Indiana	Private
Dranne Schneeweis	Mt. Shasta	Seaplane
Coleen Campbell	San Gabriel Valley	IFR
Krystal Myers	Ranier	IFR, AMEL
Pat Compton	Fla. Goldcoast	Comm Seaplane, Glider
Lynn Perrine	Fla Goldcoast	IFR, Comm
Jan Shakespeare	Fla. Goldcoast	CFI
Danielle O'Driscoll	Indiana	IFR, Comm
Candie Oldham	North Jersey	CFI
Laura Babar	Garden State	CFII
Jen Bessler	Long Island	Instrument
Judy Nicholls	Eastern Ontario	Night
Judy Maxwell	Florida Gulf Stream	Instrument
Aileen Jost Watkins	Florida Gulf Stream	Commercial
Diane Schneeweis	Mt. Shasta	Seaplane
Coleen Campbell	San Gabriel Valley	IFR
Carolyn Macky	El Cajon Valley	Private
Denise Jolliffe	Palomar	Private

Linda Ledwidge	Palomar	Private
Jacqueline Siegel	Palomar	Instrument
Tiffany Vlasek	Santa Clara Valley	Multi-Engine Instructor
Robin Andersen	Santa Rosa	Multi-Engine
Fran West	Australian Section	Single Engine Seaplane

WINGS PROGRAM

Louis Peck	San Fernando Valley	Phase I
Golda Newman	San Fernando Valley	Phase II
Helen Pillars	San Fernando Valley	Phase II
Lois Rifkin	San Fernando Valley	Phase II
Bunny Newman	San Fernando Valley	Phase V
Claudia Kelly	San Fernando Valley	Phase VI
Nina Yates	San Fernando Valley	Phase VII
Linda Gebhardt	Chicago Area	Phase II
Joy Block	Indiana Dunes	Phase V
Dee Ditton	Three Rivers	Phase IX
Betty Patterson	Santa Clara Valley	Phase IV
Marjorie Johnson	San Gabriel Valley	Phase I
Barbara Crooker	Mt. Shasta	Phase I
Evelyn Moore	Lake Erie	Phase IV
Susan Selig	Chicago	Phase I
Ilene Helfand	Chicago	Phase X
Mary Anne Katsoulas	Long Island	Phase III
Aileen Jost Watkins	Gulf Stream	Phase II
Barbara Crooker	Mt. Shasta	Phase I
Joan Paynter	Bakersfield	Phase VI
Kathy Buckman	Coyote Country	Phase III
Charlotte Lindner	Palomar	Phase IV

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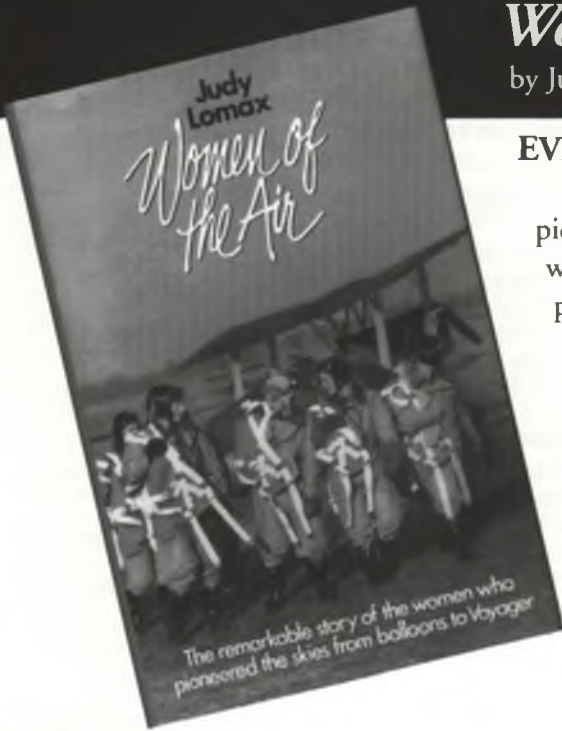
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