

NINETY-NINE



News

Monthly Magazine of the
International Women Pilots,
The Ninety-Nines Inc.
July/August 1989

*President's Column—All Roads Lead to
Where You Want to Go: Patty Mitchell's
account of getting there*
A.E. Memorial Scholarship winners
NEW YORK! Convention coverage



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SPECIAL NOTICE

Pat Jenkins, International Scrapbook chairman, asks that we again print something that will jog the minds of members to send her their tidbits that should be saved:

"The 99 Scrapbook assembled each year by your International Scrapbook chairman is saved at headquarters to reflect the happenings of that particular year. It would be too much to ask that every aviation event involving a 99 be pictured, but a collection of great articles about the membership would be very welcome. These scrapbooks are used for research and reference material by writers, researchers, historians and others, AND YOUR NAME SHOULD BE IN THERE!!

"The scrapbook chairman would love to hear from more members with clippings from magazines and newspapers featuring news about our women pilots. Please, send two copies of everything. A second scrapbook compiled at the same time resides with the outgoing president, and she too would like to see your name and picture in her personal presidential scrapbook."

Send your items to: Pat Jenkins, Barton Lake Ranch, Diamond, Oregon 97722.

NINETY-NINE News



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COVER—How's this for a special crowd of ladies? The disarming dignity of lady liberty, sign of individual freedom for some 7000 Ninety-Nines — women who express their freedom in flight — and a lively crowd of Ninety-Nines boarding ship for a harbor cruise on July 4th... It was all just a small part of the activities offered at this year's international convention in New York City. Coverage by Lu Hollander starts page 7, all photos by Verna West.



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PRESIDENT'S MESSAGE

"Fearing my dream to fly for a living was in jeopardy, I sold my house to get the money for the ratings. As I walked out of the FAA office one year later with the CFI, I had only \$20 left."

by Gene Nora Jessen



Returning home from our international convention, my intention was to review some programs and actions in this message. But a letter awaiting my return caused a change of course en route.

Some of the convention debate had had to do with the cost and appropriateness of our programs. Are we a collection of small, independent, women's flying clubs or an international organization? Beyond the obvious beneficial scholarship program, what is the value of the international connection? Do the networking, jobs and mutual support really happen; is it of benefit; does it have value? As I addressed these issues and the "worth" of membership in The Ninety-Nines, Patty Mitchell's letter arrived. Patty is likely one of the luckiest things that ever happened to United Airlines. And to us. Meet dreamer, doer, Ninety-Nine Patty Mitchell.

Dear Gene Nora,

I feel compelled to write to you and all 99s with the news that I am finally an airline pilot. After 15 years of struggling with ratings, finances, more ratings, more finances, and trying to catch opportunities as they flew by, I was hired by United Airlines on December 19, 1988.

Mine is a story of trials and perseverance. I got my private pilot's license in May, 1974 at the age of 31. When I was in the fifth grade I wrote a story that my mother has kept all these years about what I wanted to do when I grew up. You guessed it, an airline pilot.

This final career move has not been easy. I tried teaching school, was a counselor in social work, then finally feeling that my life was over at 30, went to a flight school in Houston and signed up for flying lessons. I did not know how I could pay for it, but

decided there must be a way. I started substitute teaching and developed a motto. "Teach a day, fly an hour." Three months later I was a private pilot.

I was never so happy in my life, the new certificate resting in my hand. Well, what next? I joined the 99s.

Private pilot's license still wet and tucked inside my purse, I set out to get a commercial, instrument and instructor's license. None of that was easy. Midway through the commercial, I got a divorce and had to support the two children in my care. Fearing my dream to fly for a living was in jeopardy, I sold my house to get the money for the ratings. As I walked out of the FAA office one year later with the CFI, I had only \$20 left.

Confident that I could teach someone else to fly, I charged off to all the flight schools at Houston Hobby. "No experience? Come back later." Finally I did find someone who wanted to hire me and I was to start on Monday. Now I knew I could make it.

My career after that was so exciting and fun. I knew that my first love so many years ago was right for me. I continued to take tests and get other ratings until I had enough hours to get the ATP. I flew charters day or night, instructed six days a week and still had time for my two children who seldom got a meal served on the table since aviation books were always studied and scattered on the dining room table.

I got my first multiengine job because I had a friend who knew someone looking for a Beech Duke pilot. I had seven hours in the Apache but knew I could fly the Duke. A friend of the 99s in Houston went around the patch with me and I was checked out.

I reached the 500 hours of multiengine time needed to apply for a job at Metro Airlines in Clear Lake City. Amazingly enough they took a chance on hiring their first woman pilot. During the two years I flew with Metro Airlines, I found a great guy who shared my enthusiasm for aviation so I gladly changed my name. After 1200 hours of Otter time, we decided to move to Montana.

I flew on a Forest Service contract in the DHC-6 Twin Otter for a few years. I was the first Twin Otter captain of the female variety in the Forest Service. I really enjoyed flying in the rugged Rocky Mountains and felt that I had learned to be a bush pilot and was accepted by the smoke jumpers who had doubts at first.

Opportunities presented themselves and I was hired for a position of supervisor of aviation safety with the State of Montana.

NINETY-NINE News

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International Women Pilots

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I flew search and rescue in an A-36 Bonanza and was instrumental in getting the Montana 99s going. We had a lot of activities and I was able to use the airplane to fly us around within the big state.

More opportunities. This time an opportunity was available to start an FBO with another 99 in Bozeman, Montana. We started a top notch flight school and charter company. A fleeting opportunity came along to fly a Citation. The catch was that I had to buy the rating first.

I wanted to apply for a scholarship with the 99s, but didn't have the time to wait, as the offer was immediate. I tried to borrow money from the bank but they couldn't understand why a rating would cost \$6800 with no guarantee for flying. Desperation set in as I looked for a money source that understood aviation. On the day I was to leave for the training, I was able to get the money and I flew to Texas.

Broke as I was then, I landed at Arlington Airport and ran into Clyde Petersen, whose wife, Linda, is a 99. They invited me to stay with them the 10 days I was in training. How wonderful are friends!

I got the rating and flew as captain in the Citation for three years, getting valuable jet time. I also started graduate school at Montana State University in counseling and human development with a thesis plan of studying stress in the cockpit and how it relates to judgment and performance of flying skills.

Now that the airlines were hiring, I decided to try again. Ten years ago I had several interviews but was turned down because I was too old. I had interviews this time with American, Continental, and TWA.

I was turned down by all that I interviewed with and felt discouraged but tried again. This time, I joined FAPA to see what I was doing wrong.

I got an interview with United, and something was going right this time. I thought about the ladies that I had met last year at the international convention in the salute-to-airlines luncheon. I was midway through the Master's program and had information on United's program of Cockpit Leadership Resources when I was called in for the first interview in June, 1988.

Finally I had the second interview November 11, 1988 and started to work as an airline pilot in December 1988.

I wanted to get my story of success

and failure out to all my fellow women pilots who are working in the aviation profession. I want to encourage young women to keep trying for their dreams no matter the obstacles. From my story in the fifth grade to my seat in the United Airlines 727, life has been filled with struggles, triumphs, and failures and more excitement and fun than I ever imagined. I would do it all over again in a minute.

I also wanted to thank you and Hazel and all who offered encouragement to me along the way. I will have my thesis completed in another year and would be glad to share it at the international convention in 1990.

Wheels in the well,
Patty L. Mitchell

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Convention 1989**Amelia Earhart Memorial Scholarship winners**

Twelve Amelia Earhart Memorial Scholarships and one A.E. Research Scholar Grant were awarded to Ninety-Nines at the convention in New York City, New York. All of the scholarships will be used for advanced flight training.

The research grant awarded to Dorothy Niekamp will be used to bring her earlier document "Women and Flight, 1910-1978: An Annotated Bibliography" up to date for the period 1978 through 1988.

The A.E. Trust Fund to provide scholarships honoring Amelia Earhart was established in 1941 by The Ninety-Nines. A total of 181 scholarships and six academic research scholar grants have been given to members since that date.

The Jane Zieber Kelley Account of the Aeons and the Gerda Ruhnke Memorial Flight Instructor Scholarship, both awarded this year, were made possible through special memorial accounts within the trust fund.



Gail Schroeder
Indiana Dunes chapter

Gail recalls wanting to fly since childhood and considers herself fortunate in having a life dream come true. In 1986 she became a licensed pilot and has subsequently received an instrument rating and the advanced and instrument ground instructor certificates. Gail will use her scholarship to earn her commercial license, and ultimately become a CFI.

Instructing is not foreign to Gail. She holds B.S. and M.S. degrees in education from Indiana University and has taught elementary school for 10 years. Another important role is that of mother to three teenaged children. Gail is vice chairman of the Indiana Dunes chapter and has served as chairman of various committees. The chapter honored her in 1987 with its "99 of the Year" award.

Dee will use her scholarship to become a flight instructor. She received her private pilot license in 1983 and, while working on her instrument rating,



Dee Ramachadran
Santa Clara chapter

received in 1987, she decided she wanted to teach flying. This March she received her commercial license.

Dee, who has been a photographic artist for 17 years providing art services to professional photographers and teaching at seminars, uses flying in her business whenever possible.

Very active in the Santa Clara chapter, Dee was honored last year not only as the chapter's Pilot of the Year but also as winner of the chapter's Service Award. This was the first time one person has won both awards in the same year.

Dee is the mother of two teenagers and, she reports, has a "wonderful husband who is very supportive of my flying."

Holly learned to fly 19 years ago and has been working ever since to become a professional pilot. She is now a full-time flight instructor, currently



Holly Friedman
Florida Goldcoast chapter

instructing for the Miama-Dade Community College Pilot Entry Program. She holds a commercial pilot AMEL and instrument rating and expects to obtain her CFII soon.

Holly, who will be her chapter's chairman in the upcoming year, has served as secretary, membership chairman and as aerospace and safety chairman. She is also an FAA Accident Prevention Counselor and board member of the Panair Flying Club, which has a membership of 400.

She also used a scholarship from her chapter to help earn her instrument rating and will use her A.E. Scholarship to get her multiengine instructor rating.

Vicki started flying in Eugene, Oregon at Lane Community College in 1981, determined to make a career of flying. As a student pilot becoming a flight

See AEMSF WINNERS page 12.

SECTION News

July/August 1989



Charter members' tribute—One thrust of 1989's international convention was the recognition of our charter members. Pictured here is Acsha Donnels, right, with Judy Nunn, an actress who will play Acsha in an upcoming movie. (Verna West photo.)

New York, New York!

by Lu Hollander

Convention coverage 1989

While most 99s arrived in New York City via commercial airlines or some form of ground transportation, those who flew small aircraft into Teterboro Airport were welcomed with a "kid glove" touch. Anxiety about entering one of the world's busiest terminal control areas was quickly dispelled by calm-voiced controllers who were patient and caring with the strangers in their airspace.

Convention '89 literally began with a bang July 4 as 99s, friends and family members floated the Hudson and East Rivers, joining thousands of New Yorkers for the evening's spectacular fireworks. The water, churned into countless waves by the hundreds of boats of all sizes on its surface, further reflected the sparkling sky to produce a memorable image.

Business and fun, fun and business intermingled in the days that followed. Work sessions for section governors, international committee chairs and international board members; a "First Convention Orientation" for 99s who

were attending their first; and aviation safety seminars blended on Wednesday. Dr. Robert Lash, Knoxville, Tennessee, discussed "Survival in Aircraft Accidents," and Dr. John K. Lauber, NTSB psychologist, provided insight about "Human Factors in Flying."

Ninety-Nine Kitty Havens, NASA project engineer, and husband Mike Lounge, astronaut member of the Discovery's return to space mission, keyed the "Picnic in the Park" luncheon with video from space and personal observations about their lives as part of the U.S. space team.

Dan Mortensen, Airline Ground Schools International, discussed preparing resumes for airline jobs, and a Job Opportunities Seminar and Reception provided time for 99s to interact with representatives from several major U.S. airlines.

Talented Pam Sheeler, Janis Blackburn, Madeleine Monaco and Leslie Highleyman and George

See CONVENTION page 8.

What's going on—

Focus at both the informal, "no holds barred" comm session and the formal business meeting was on nine proposed Bylaws changes. Discussion ranged from calm to heated and back to calm as members expressed their feelings about each issue and elicited responses from board members and officers.

Of the nine proposed Bylaws, five were approved by the required majority. Of the 1317 registered votes at the business meeting, the voting on each Bylaw was:

1. Article XIV, add Section 3 ... (Yes, 963, No 78).

2. Article III, fundraising ... (Yes 989, No 95).

3. Article III, dues payable ... (Yes 233, No 896).

4. Article IV, Section 1, membership requirements ... (Yes 1122, No 13).

5. Article IV, Section 2.A, membership, currency requirements ... (No by an overwhelming

See WHAT'S GOING ON page 9.

Convention 1989

CONVENTION 1989 Continued from page 7.

Strickland, APS Teterboro FSDO, combined forces to present a seminar on "Improving Air - to - Ground Communications Thursday morning. Later in the program Madeleine and Leslie presented seminars on BFR reviewing and fuel management, respectively.

Convention delegates and international board members also participated in a sometimes vocal and vigorous Communications Session, discussing items to be presented at the more formally - conducted business meeting.

Meanwhile charter members Acsha Peacock Donnels and Nancy Hopkins Tier and Southwest Airlines Captain Vickie Wingett ably represented the 99s in a live TV interview for the local show, "Good Morning, New York."

While 49 1/2s and guests toured the New York Stock Exchange and the gold vaults, delegates to convention participated in the formal business meeting Friday morning. Business

matters included approval of the annual budget, election of Alexis Ewanchew and Joyce Wells to international directors and voting on nine proposed bylaws amendments. Five of the nine were passed with the required two-thirds majority of delegate votes present.

Once business matters were concluded, it was time to honor the 1989 Amelia Earhart Memorial Scholarship winners at the annual luncheon. (Please see their names and bios on page 6.). Once the winners were announced, a parade of past honorees recognized those present who had been past recipients. Many commented about the ways receiving a scholarship had changed their lives.

A proclamation from Mayor Edward Koch declaring the week "International 99s Week" in New York City was also presented.

Additional aviation seminars included Amy Laboda from *Flying Magazine*, who presented interesting aviation anecdotes; and Pat Valdata, who discussed a recent soaring competition in Australia. Both are members of the 99s.

Saturday morning's session, a workshop about 99s' projects included discussions about the *NINETY-NINE News*, section newsletters, public relations, legislation and aviation activities such as Air Bear and Operation Skywatch. A 60th anniversary commemorative booklet, "Sixty and Counting," was also introduced. The 40-page publication contains historical highlights about the 99s, including photographs of most of the charter members and all international presidents. (Copies were sold at convention for \$5; to order additional from headquarters, \$1 for postage should be added.)

In between and all around the formal activities and seminars 99s enjoyed sightseeing, baseball games and Broadway shows. (The Marriott Marquis Hotel was located in the heart of the theatre district so walking to the theatre was a nightly event.) Carriage rides through Central Park, subway rides to the South Street Pier shops, a peaceful ride on the Staten Island ferry, and of course, taxicab rides anywhere one couldn't walk were part of the week's

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SECTION NEWS

Adela Scharr, St. Louis 99, was an honored guest along with international officers Gene Nora Jessen and Doris Abbate at East Canada's section meeting. As banquet speaker, Adela shared her experiences as a WAFS and a WASP ferry pilot during WWII. Another highlight of the weekend

event was a special focus on selection of Marion Orr as this year's honoree in the Forest of Friendship. Heather Sifton's Toronto Airways sponsored Marion in celebration of her 50th year in aviation, and her exciting, diverse career therein. Marion has been the first woman in Canada to be the

manager and CFI at a flying club, earn a helicopter pilot and instructor license, and to operate an airport. During the war years she was a pilot for the Air Transport Auxiliary ferrying military single and twin engine aircraft within the British Isles for the war effort. Her accomplishments were widely recognized when she was named a member of Canada's Aviation Hall of Fame. Marion continues to teach flying, adding to her already 21,000 hours. The presentation was complimented by Adela's fascinating account of her wartime experiences ferrying aircraft and the frustrations and excitement of the era.

The day planned for the First Canadian chapter's annual poker run was a lot cooler than hoped for, and a lot windy-er than wanted. Still, the turnout of local pilots just goes to show what a good prize offering can do for an event. First prize, donated by Air Canada, was two tickets to anywhere the airline flies — apparently the rest of the prizes weren't too shabby either. For those who didn't win a prize the fun and hangar tales and Helen Hems' homemade pies at the terminus in Orillia made the trip worthwhile anyway.

After weeks of letter writing, phone calls and red tape, Central New York chapter of the New York / New Jersey section has finally been able to begin presentation of aviation books to junior high schools in the area. Mildred Murray made the presentation at Mexico Middle School, Marcia Buller at Cicero - North Syracuse Middle School, and Shirley Ludington at the Fulton Junior High School. Nine more schools are planned to be given the books "Last Flight" by Amelia Earhart, "Take-off" by Bonnie Tiburzi, and "So You Want to Be an Airline Pilot," available from Future Airline Pilots of America.

Long Island chapter members Ida Van Smith, Doris Abbate and Jill Hopfenmuller went for a visit and tour of Aviation High School in Queens, New York. Graduates of the school receive mechanics, avionics and / or technician licenses. The tour was conducted by six of the student

CALENDAR

SEPTEMBER

- 1-4 Washington, D.C. Marriott on Pennsylvania**
Women Military Aviators 1989 Convention. Registration fee \$100. Send to Capt. Peggy Carnahan, PO Box 396, Randolph AFB TX 78148-0396.
- 8-10 Watkins CO Front Range Airport**
Colorado Mile High Air Derby, sponsored by Colorado chapter. Round robin mystery route, open to all pilots. Entry deadline Aug. 1. Send \$3 for race kit to Mile High Air Derby, 14337 W. 32nd Ave., Golden CO 80401-1475.
- 15-17 Michgan Small Race. Contact Maisie Stears (616)385-3839.**
- 16 LaPorte IN**
Indiana Dunes 12th Annual Air Rally. Call Fran Milo (219)362-9011.
- 23-24 Wilmington DE Grtr. Wilmington Airport**
19th EAA East Coast Fly-in. Mr. August Bellanca is featured guest. Info contact EAA East Coast Fly-in, 2602 Elnora St., Wheaton MD 20902-2706. (301)942-3309.

OCTOBER

- 3-7 Pontiac MI**
60th anniversary historic Michigan Air Tour. Contact Bev Mitchell (313)540-3043.
- 8-10 Australia Ayers Rock**
The S.A. Branch of Australian Women Pilots Assn. and 99s fly-in to Ayers Rock. Contact Australian Governor Kathryn Flynn, 40 Coronation Dr., Stuart Park NT Australia 0820 for more.
- 13-15 El Paso TX Biggs Army Airfield**
Amigo Airshow 14, 15; El Paso Kermezaar art show 13-15. For info call 1-800-351-6024 nationwide, 1-800-592-6001 Texas.
- 14-15 Hammond LA**
11th Annual Hot Air Balloon Festival and Airshow. Contact Karen Milchanowski, 2004 Dennis St., Hammond LA 70402.
- 27-29 Tucson AZ**
Treasure hunt. Call Gloria Tornbom (602)578-2931 or write 99s Treasure Hunt, 5400 Lazy S, Tucson AZ 85713.
- 28 Watsonville CA**
14th Annual His & Hers Great Pumpkin Classic Race. Sponsored by Salinas Owners and Pilots Assn. and Monterey Bay 99s. Info: Kay Harmon (408)424-8918. Race kits: Carol Hill, 338 Maher Rd, Watsonville CA 95076.
- 29-30 Wichita KS Jabara Airport**
8th Annual Sunflower Rally sponsored by Kansas 99s. Proficiency race based on time/fuel/observation points/spot landing. Open to all. Write Karen Tucker, 170 Hillsdale Dr., Wichita KS 67230.
- 29-11/1 Hyannis MA Tara Hyannis Hotel**
"Loran - Boldly into the 90s", part of 18th Annual Technical Symposium of the Wild Goose Assn. For more info write Chairman, 18th Annual Convention Wild Goose Assn., Box 556, Bedford MA 01730.

NOVEMBER

- 4 Santa Monica CA Santa Monica Airport**
Annual Back to Basics Air Race. Contact Rachel Bonzon, LA 99s, 947 9th St., Apt. 8, Santa Monica CA 90403. (213)395-3850.

body's 75 women students.

A safety seminar co-sponsored between the Potomac and Washington D.C. chapters was held at the Air and Space Museum and drew an audience of 290, including nearly 30 99s. Speakers included former FAA Administrator Admiral Donald Engen and Bob Cathers. Both men now represent the Aircraft Owners and Pilots Assn. (AOPA) Air Safety Foundation.

Attending the Middle East's spring section meeting, President Gene Nora Jessen revealed that only about six percent of members responded to the survey printed earlier this year in the *NINETY-NINE News*. She also reminded section meeting attendees that the 99s is a "... service organization, and the thrust should be on what we can give, rather than on what we will get. We give aviation seminars for aviation education; we give scholarships; we make new friends and we meet inspiring women. Ninety-Nines are an outstanding group of women. We need to talk to our new members about our giving and service."

Doris Ritchie, educator par excellence and winner of the first annual international individual aerospace education award was reported to be right at home among thousands of school children also touring the U.S. national monuments. The trip was sponsored by Rosie Jones of the Florida Spaceport chapter and hosted by Peggy Doyle of the Washington D.C. chapter. Along with Margaret Marks, Doris and her husband, Frank, and Peggy met Bev Sharpe and Linda Cain at the Air and Space Museum where Patricia Garner gave an informative private tour. The building was packed with school age kids on spring breaks, and the 99s group was thankful to have their own tour guide. The group also took in a night tour of the Iwo Jima, Lincoln, Jefferson, and Vietnam memorials, and the Kennedy Center.

Projects:

The Greater Detroit Area chapter of the North Central Section has presented a Pinch-Hitter Course at the Ann Arbor Municipal Airport annually since 1978. This year 29

students graduated from the course, which has grown steadily since Joyce Odom provided the initial spark. Richard Collins, former *FLYING Magazine* editor and now editor of AOPA's *The Pilot* monthly membership magazine, graced the speaker's podium at the first course in 1978. Volunteer CFIs were apprehensive that first year, but there's been a waiting list ever since. Ann Arbor Municipal, the chapter's airport of choice, has been receptive throughout and the control tower fully cooperative.

Planes with students arrive for class Friday evening. With red carpet and flowers, chapter members go out of their way to make students feel welcome and at ease. After a welcoming session, ground school begins that evening. Throughout the weekend, each student receives four hours of ground school from certified ground instructors who are also chapter members, and four hours of flight time with flight instructors. After each flight, students meet with individually assigned debriefers for an hour of counseling.

Students use aircraft belonging to pilot sponsors or rentals. An amazing variety of aircraft turn up — everything from Cubs to twins. Instructors are carefully selected and matched to students, judged by their knowledge and experience in the available aircraft and sensitivity to the needs of students, who are sometimes hesitant. Debriefers are likewise closely chosen and matched to students.

Challenges abound each year, with weather topping the list. The chapter counts on wind, ice, fog, or even tornadoes.

Participation from chapter members is a necessity. Michigan and Lake Michigan chapter members also assist. The chapter cooks for the event, too. Everyone bakes cookies for snacking and cooks to provide breakfast and gourmet lunches for the two days. By the Saturday night social hour, students realize that "they can do it" and are much more relaxed. And by Sunday afternoon graduation, even reluctant students have gained confidence and a good working knowledge of the aircraft in which they have been passengers. Successes are many, but Barb Wilcox is a particular source of pride for the chapter. A graduate of the Pinch-Hitter Course a

few years ago, Barb returned this year as a private pilot and a course debriefer.

Past chairmen for Pinch-Hitter Courses have been Joyce Odom, Joan Woodruff, Bev Mitchell, Bernice Millar, Dorothy Gillis, and Nancy Hecksel. All are Greater Detroit Area chapter members.

Eight students completed ground and air instruction in Chicago Area's Pinch-Hitter Course. Ground instructors were Diane Cozzi, Sue Hartung, Sharon Schorsch, Ruth and Rock Rockcastle, and Mike Grubermann. Weather cooperated with clear skies and light winds for flight instructors Donna Karp, Gail LaPook, Madeleine Monaco, Rock Rockcastle and two instructors from the Chicago Flight Instructors Assn. Eighteen 99s, 49 1/2s, and pinch-hitter pilots participated in the all day safety seminar held in conjunction with the course.

Lake Erie chapter's sixth annual Pinch-Hitter Course was held in late May at Portage County Airport. Response was so good a second course is being considered for this fall.

See SECTION NEWS page 14

MEETINGS

SEPTEMBER

- 22-24 Southeast section, Cocoa Beach FL, Mary Fletcher
- 29-10/1 Southwest section, Lake Arrow Head CA, Kathy Walton
- 22-24 North Central section, Indianapolis IN, Clara Johansen
- 22-24 Northwest, Bend OR, Pat Washburn

OCTOBER

- 5-8 Int'l BoD/ tntv, Oklahoma City OK, Gene Nora Jessen
- 13-14 Middle East section, Lionville PA, Eastern Pennsylvania
- 13-14 South Central section, Las Cruces NM, Anne Degler
- 13-14 New England section, Connecticut chapter, Alexandra Taylor
- 14-15 NY-NJ section, NY Capital District chptr, Harriet Bregman

1990

- 3/14-18 Australian Section with AWPAs annual general meeting, Mildura, Victoria, Kathryn Flynn
- 3/22-24 NCASW Education Congress, Reno NV, Julie Zumwalt
- 7/18-22 Int'l Convention, Las Vegas NV, Stacy Hamm

AMELIA EARHART MEMORIAL SCHOLARSHIP WINNERS



Vicki Jo Grandy
Oregon chapter

instructor seemed like a large enough dream.

"Three years and many meals of peanut butter sandwiches later," she says, "I packed the car and moved across the Cascades to instruct in central Oregon." The job grew and she was soon charter-qualified, then fire patrol-qualified and took on more advanced students. With 2500 hours logged, Vicki headed for Alaska. "I flew Cherokee Sixes full of nervous tourists out of Skagway and heard repeatedly 'This is the most wonderful thing we have ever done,'" she recalls. Though Vicki loved Alaska and its people, she became homesick for the Northwest and is currently taking on the challenge of turboprops and finishing first officer training with Horizon Air. She will use her scholarship for an ATP.



Teresa Evans
Western Washington chapter

Teresa says: "It was 1985 in Seattle when I discovered a unique, challenging passion — aviation! Thus began my new direction in life."

After receiving a private pilot license Teresa joined the 99s in May 1986 and has been active as newsletter editor and secretary. Since then she has earned an instrument rating and commercial license.

To build flight hours she took an opportunity to tow gliders with a C-182 in California. The glider base operates daily out of the Truckee-Tahoe Airport from May to October. Upon her return to Washington this fall she will begin her training for a multiengine rating with her flight scholarship.



Dorothy Niekamp
Indiana chapter

Dorothy was the first recipient of an Amelia Earhart Research Scholar grant in 1978. She used her grant to research and complete "Women and Flight, 1910-1978: An Annotated Bibliography."

To provide time for her new project, Dorothy has taken a sabbatical leave of absence through January, 1990, from her job as an associate librarian at Indiana University Libraries.

Dorothy, who holds a commercial license with an instrument rating, serves The Ninety-Nines as librarian for the women in aviation collection at international headquarters in Oklahoma City. She has held several chapter offices, including chairman, as well as section offices. Her absorbing avocation is that of being a track and field judge. She served recently at the Pan American

Games and as an official at the U.S. Olympic Trials.



Marion Bullington
San Fernando Valley chapter

Marion has earned many ratings while earning a living and raising two children and five stepchildren on her own.

She received her private license in 1981 and since then her commercial certificate with instrument, multiengine, CFI and flight engineer / turbojet ratings. She will use her scholarship for a CFII rating.

While working on her flight engineer rating she did so well the school offered her a job. So, in addition to teaching in the air, Marion is teaching private, instrument and flight engineer ground schools "with an eye on teaching flight engineer students on the 727 simulator as soon as a position is open," she says. Her ultimate goal is to be an airline pilot.



Linda Barker
Orange County chapter

AMELIA EARHART MEMORIAL SCHOLARSHIP WINNERS

Linda says she is "currently a very happy CFI at Orange County Airport — soon to become a CFII." She plans to continue her flight instructing career by using her scholarship toward a multiengine instructor rating.

Linda began flying in 1982, supporting herself and her flying by teaching piano lessons. She has been an active 99 since 1982, participating in numerous fly-ins, fundraising activities, and serving as membership chairman and APT chairman. Due to encouragement from fellow 99s, Linda earned advanced ground instructor, instrument, commercial, multiengine and CFI ratings. Her future goals include flight instructing, flying charter, corporate or commuter.



Patricia Thomas
Chicago Area chapter

Patricia Thomas, Chicago Area chapter, writes: "A new job, a new home, and a new friend led me to my first flight which became a new life. The friendship tent at Oshkosh introduced me to the 99s, and it was just a few months later that I became one. I have attended section meetings, chaired the 66 committee and am currently secretary for our chapter and treasurer for the Illi-Nines Air Derby. I am a single mother of three and have recently turned away from being a hemodialysis technician to use my CFI full-time. I plan to pursue the CFII with this A.E. Scholarship."

Karen says she grew up with an airplane in the "back yard" as both her parents actively fly. She obtained her private pilot license in 1976, while studying for her B.S.C. degree at the University of Alberta. Shortly afterward she joined the



Karen Rutledge
Alberta chapter

99s; membership was a Christmas present from her mother, also a 99. Within the Alberta chapter, Karen has held various chapter offices and committee chairmanships. In 1982 she graduated with her second degree from the U. of A., her M.D. 1984 saw Karen and her husband off to New Zealand to work for a year. While there she wrote the air regulations exam and received her New Zealand private pilot license. The studying and dual instruction encouraged her to maintain a higher level of flying proficiency. Soon after arriving back in Canada she began working on her commercial license and completed it early in 1987.

Karen's present goals are to complete her specialty training in obstetrics and gynecology, then incorporate her flying into a medical practice. She would like to provide a regularly scheduled rural medical consulting service to under-serviced areas in Alberta, where many smaller communities are without ready access to specialty physicians. Instead of these people having to drive several hours to major centers for medical care, she hopes she can take some of the care to them in her plane. The Amelia Earhart Scholarship will be used for her instrument rating, thus allowing her to fly reliably and fulfill her dream of both being a physician and a pilot in any kind of weather.

Laura had her first ride in a vintage Stearman biplane at the Flying Circus, Bealeton, Virginia. She says: "Twenty minutes in that graceful old bird, and I was hooked."

Three days after receiving her private pilot license in August, 1986, she attended her first 99 meeting and be-

came a member in September. The following April she started instrument training at Big Beaver Airport (Troy, MI) and in one year and five days not only completed her instrument rating but her commercial and flight instructor ratings as well.

Laura has logged more than 200 hours instruction time at Big Beaver. She has also been working as a secretary / unicom operator at Berz Airport (Utica, MI) for four years.

She will use her scholarship to obtain her CFII rating.



Laura J. Warman
Greater Detroit Area chapter



Ann Marie Schorsch
Chicago Area chapter

Ann Marie grew up in a flying family. Her mother, father and older brother all fly and inspired her to pursue an aviation career. Since her mother received her private pilot license one month before Ann Marie was born she claims she actually started flying lessons even before she was born.

Ann Marie received her private, commercial, instrument and CFI at

See AEMSF WINNERS page 14.

SECTION NEWS

Continued from page 11.

South Central Section honorees inducted into the Forest of Friendship were Norma Vandergriff, Oklahoma chapter, and the late Robert Luttrell Mooney, father of Northeast Kansas chapter member Brooks Powell. Northeast Kansas chapter members helped make this year's Forest of Friendship a success by directing planes to parking, greeting passengers, carrying luggage, serving refreshments, and providing transportation. This chapter's desire to involve all members has resulted in its Safety Education Project, according to reporter Charlene Davis. Each member is responsible for submitting an article on the subject with a personal experience of educational nature or original condensation of magazine or newspaper articles.

Glenda Pinkston is devoting her summer to a science camp for girls at Texas Women's University. Geared toward middle school students, the program gives the girls a first-hand look at airplanes and piloting as a career for women.

The Oklahoma chapter also helped celebrate a special birthday for Broneta Evans on July 13 at Quartz Mountain State Park Lodge in southwest Oklahoma. This barnstorming aviatrix who once landed in pastures and ran to town with the gas can to refuel went on to fly more modern airplanes in Powder Puff Derbies and to serve as an international president of the 99s. She remains a strong and active supporter of our organization at all levels and of the AE Scholarship Program. "Always wear your 99 pin!" she constantly reminds us.

Las Vegas Valley 99s scored a victory at the Hayward - North Las Vegas Air Race when Mary Anne Johnson won a "beautiful trophy" though for which place wasn't given. Congrats anyway to Mary Anne and other participants who included Barbara McDonald, Linda Gagnon, and Kathleen Snaper. Ground crew included Diane Hathaway, Vicki Frazier, Jan Tait, Vickey Paluzzi and Beverly Wanamaker.

Northwest Section's Greater Seattle chapter held a fly-in at the

home of Nancy and Tom Jensen at the Evergreen Sky Ranch. Guests of honor were Australian Section members Nancy Wells and her husband, Ray. The two Nancys had met at the Hawaii convention and kept their friendship alive with the Jensens' visit to Australia last fall. The group enjoyed a potluck and "barbie" along with an impromptu airshow.

Columbia Cascade's June meeting guests were 99 Betsy Walker and her friend Marilyn Martin who attended a four day program at the Space Academy for teachers to experience astronaut training, simulator operation and space missions. Later, Betsy spent two

weeks at the Jet Propulsion Laboratory in Pasadena, California sponsored by NASA and National Science Teachers Assn., where she attended a program to further aerospace and science in elementary schools. Betsy teaches Spanish to third graders in Portland and she and her students learn and discuss aviation in Spanish. She recently was featured on TV taking her students for their annual airplane rides.

Stephens College Alumnae are very interested in 99s, WASPs, or Whirly-Girls who attended or graduated from the college and who were active in aviation programs there. Please contact Diane Magrath or Wally Funk, Stephens College, Box 2011, Columbia MO 65215. (314)876-7110.

NEW RATINGS

Edna Reinbold, Michigan, instrument instructor
Carol Manny, Chicago, CFI
Donna Karp, Chicago Area, multiengine commercial, instrument
Janet Mason, Greater Kansas City, instrument
Robina Whitney, Greater St. Louis, instrument
Judy Longenecker, Indiana Dunes, instrument
Angie Wilkerson, Minnesota, commercial, CFI
Brooks Powell, Northeast Kansas, commercial
Peggy Wandt, Lake Tahoe, commercial glider
Cathie Miller, South Louisiana, multiengine
Anita DeVillegas, Houston, ATP

FORMER 66s

Mary Beth Studenic, West Virginia Mountaineers
Gwen Kleeman, Western Washington

AEMSF winners

Continued from page 13.



Joanne Hodges
Top of Texas chapter

Southern Illinois University where she is now instructing primary and commercial students. Currently she is working on her CFII and finishing her bachelor's degree in aviation management with a concentration in aviation flight. She will use her scholarship to obtain a multiengine instructor rating. Her ultimate goal is to fly for a major airline.

Joanne is a commercial pilot with instrument and multiengine ratings working toward a CFI. She flew as a corporate pilot for an oil and gas company for 13 years. When the oil crunch began, Joanne says she turned her thoughts to giving back to aviation some of the joys it has given to her. She saw "endless opportunities to do so" as a flight instructor, she notes. Joanne has served as chapter chairman and vice chairman since joining the 99s in 1975.

INTENT TO SEEK ELECTION

Office sought _____

Name _____ Phone _____

Chapter _____ Section _____

Endorsement by own chapter signifies chapter approval. Or by two other chapters (or section governors).

Chairman's signature _____ Chairman's signature _____

99 member since _____ Classification _____

date-class medical _____ total hours _____

date biennial _____ total hours last two years _____

ratings _____

chapter service, offices, committees _____

section _____

international _____

number of conventions attended _____ section meetings _____

special aviation-related awards _____

membership in aviation-oriented organizations, offices held _____

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

occupation _____

I desire to be considered for nomination to _____

This notice constitutes authority to so advise Ninety-Nine chapters and sections. I understand I must meet all eligibility requirements at the time of my election.

date _____ Candidate's signature _____

Deadline Oct. 31, 1989

Attach resume

The chairman's signature signifies that the candidate's own chapter is endorsing her. Otherwise, the candidate must have two other chapters endorse her. If no chapter exists, endorsement of the section governor is acceptable.

Send one copy of this form and your resume to International Headquarters, The Ninety-Nines, Inc., P.O. Box 59965, Oklahoma City OK 73159. (405)685-7969.

Send original and four copies of the form and resume; two copies of airman certificate, current medical, biennial flight review, summary of your resume; one black and white photograph to International Nominating Chairman, Verna West, 2190 Mills Avenue, Menlo Park, CA 94025. (415)854-6349.

Mary Fletcher
Clara Johansen
Billie Latshaw
Rose LePore

General

All candidates for international office must file an Intent to Seek Election form according to the instructions appearing with the form. Candidates must meet the requirements as outlined in Article VIII of the Bylaws. Each person considering running for the board should also be familiar with Article X. Other specific duties are found in the Board Policy Book and special manuals. Bylaws are printed in the membership directory.

All board members must attend three board meetings per year. Two of these sessions are held at international headquarters in Oklahoma City and require at least four days of the member's time; the other board meeting is held at the site of the annual international convention and requires members to arrive one or two days early. Air fare and expenses are paid to the meetings in Oklahoma City; a \$125 stipend is available for the extra day(s) at convention. An expense account is allowed for the president.

Serving as a member of the board requires substantial time and constant communications with other members and with the membership in general. Each member of the board must possess communication skills and should have access to secretarial support and equipment. Typing skills are a must as a board member will be expected to write reports to all other board members after representing the president at a section meeting or other meetings she may be required to attend. Additionally, each director acts as a liaison with one or more sections and international committees of The Ninety-Nines, and is expected to attend as many section meetings as possible.

President

The president represents The Ninety-Nines at all meetings and public appearances, and must be able to communicate verbally as such representative. She formulates matters of policy. She must be willing to spend time away from home on the business of the corporation.

The president is given a yearly expense budget of \$7000, which she may use to help on secretarial expenses, travel costs or telephone bills. She serves as a member of the budget committee, is an honorary member of all international committees except the nominating committee, and also is a liaison with one or more sections. She is responsible for the conduct of the annual business meeting and other such meeting as may be necessary for her to attend. She must strive to attend all section meetings at least once during her term. She should maintain good communications with the overseas sections and members and if she can, should meet with overseas members in their sections or countries.

The president also writes a column for the *NINETY-NINE News* each issue and answers voluminous amounts of correspondence.

Vice President

The vice president serves in the place of the president whenever necessary. She also serves as the primary liaison with section governors and the international legal counsel. She serves on any and all of the international committees at the request of the president. When requested to do so, she represents the president and, therefore The Ninety-Nines. She understudies the president, and they work in close harmony on various long range goals and objectives of the organization.

She normally writes the board re-

port for the *NINETY-NINE News*, and therefore must have good writing skills. She assists other officers in their duties and aids in the harmonious operations of the board.

Secretary

The secretary is responsible for the recording and transcribing of all minutes of the corporate board meetings in the approved format. She keeps a running "tickler" for the board of specific tasks for each board member. She must organize and index all business conducted at the meetings. She is responsible for the recording and transcription of the full and condensed minutes of the annual business meeting.

She is required to handle all correspondence at the request of the president, and she must stay in constant communication with international committees and headquarters staff. She alerts all international committees of upcoming board meetings and invites agenda items to be sent in a timely manner. She is responsible for obtaining all reports from the various international committees and forwarding them to the site of the annual convention for inclusion in delegates' packets. She should have access to a good reproducing machine and should possess good typing skills and excellent letter writing ability. (A sense of humor helps too!)

Treasurer

The treasurer must be able to analyze and produce corporate financial statements and be proficient at analyzing computer financial information. She provides the board with continuous budget analysis, serves on the budget committee and prepares budget projections for the spring board meeting.

She is responsible for compiling all

financial information and for preparing the following items for the annual business meeting: proposed budget, budget comparison, balance sheet, and income and disbursement statement.

She also assists the executive director with accounts analysis. Her job requires her to be in constant communication with all international committees and headquarters staff. She monitors all funds and investments, and serves on any board committee at the request of the president.

Non-Officer Directors are just as vital to the board as the officers. They must be capable of organizing and following through with special projects. They serve on any or all of the board committees at the request of the president. They frequently represent the president at a section meeting and should be accorded the amenities normally accorded the president. Each non-officer board member should become familiar with the functions of the officers

and the headquarters staff, and should be willing to move into an officer slot should one become vacant. They are vital to the orderly and progressive function of this organization.

The Immediate Past President serves on the board for one term after her presidency. She maintains the board's policy book, standing rules, and standard operating procedures. The immediate past president serves on special committees, board committees, and accepts special assignments at the request of the president. She is also an advisor to the president, assisting in the continuity of the board.

The Nominating Committee is responsible for presenting to the membership for their vote candidates for all elected positions. They need to know the job requirements for each position and be able to communicate what will be expected of those volunteering to serve. Committee members must be

active Ninety-Nines and know members at all levels as they actively seek candidates on a continuous basis. From resumes, letters of recommendation and personal contacts, the committee members become custodians of very personal information about candidates.

It is their responsibility to prepare and update suitable forms; supply copies of job qualifications; provide photos and brief biographies of candidates; present photos and biographies of all newly elected members and prepare other articles as appropriate to meet the deadlines for publication in the *NINETY-NINE News*.

The committee verifies that all candidates who submit an Intent to Seek Election form are qualified and meet the requirements specified in the Bylaws and Standing Rules. In the event there are more than two qualified candidates for any or all of the four offices, the committee selects the two persons whose names will appear on the ballot for each position.

INTENT TO SEEK ELECTION

Four officers, two directors, two AE Administrators and five nominating committee members will be elected by mailed ballot in 1990. The Intent to Seek Election form serves as our means of discovering those who wish to be considered for the positions.

The qualifications for elective office are printed in this issue of the *NINETY-NINE News* and are according to the bylaws voted upon at the 1989 convention in New York. Bylaws are printed in the Directory. See Article VIII, and check them carefully before submitting your Intent form.

To be considered for elective office, follow these steps:

1. Complete Intent to Seek Election form.
2. Secure endorsement of your chapter and have the form signed by the chairman.
3. Prepare a resume. Include statement of goals and letters of recommendation, if appropriate.
4. Make 6 copies of form and resume. Keep 1 for your files.
5. Make 2 photocopies of your airman certificate, current medical*, and biennial flight review.
6. Write a summary of your resume, not to exceed 100 words (it will be edited to conform) as you wish it to appear in the *NINETY-NINE News*. Make 2 copies.
7. Secure 1 recent black and white photo (passport type preferred).
8. Send 1 copy of this form and resume to headquarters in OKC.
9. Send remaining items to Verna West, postmarked by October 31, 1989.

*Candidates for nominating committee need not be current pilots.

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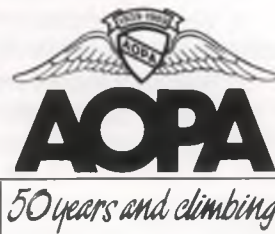
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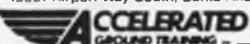
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