

# NINETY-NINE News



Magazine of the  
**International Organization of  
Women Pilots.**

The Ninety-Nines Inc.  
January/February 1991

Lynn Conklin, T-34A – BAE -146 – C-5  
Jacque Herendeen, Airshow Pilot  
A Tribute to Hazel Jones  
Carolyn Pilaar, Top Woman Pilot, USPFT  
99s Receive Distinguished Pilot Award



# A Career progression,



from  
**C-152,**  
to a  
**Caravan,**



to a  
**727.**



*Photographs by Ann Cooper*

# YOUR LETTERS

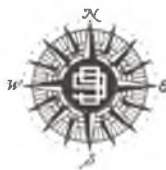
From Janet Koonce, **Purple Sage Chapter**: "While reading the September issue of the 99 News, imagine my surprise in learning that I now have my IFR rating (page 11) when in fact I have not even attempted to get that rating. "As I turned the page (page 12) I got another surprise. I read that the Purple Sage Chapter is now located in North East Kansas when in fact, we are located in *WEST TEXAS*, and then to read on page 13 that we heard a program from a FAA safety inspector that we never heard of. While it's great to read about our chapter and it's members in the 99 News it would be even better if the information were correct!!!!

Hope you and "MAC" get on friendlier terms soon."

(Ed: Mea Culpa. The info that crossed my desk said that Janet Koonce received her AFR. Purple Sage was listed directly beneath North East Kansas. I taught flying in El Paso and should have known. As for the program, Sondra Ridgeway of North East Kansas made that presentation. The Macintosh is blameless!)

From Jo Rita Jordan, **Eastern New England Chapter**: "Thank goodness—the 99 News has arrived again. You're a real hero—putting out a monthly newsletter is *not easy*. I know—that's what I do for a living. "I couldn't help noticing that your "user friendly" Mac isn't treating you well. I'd like to offer some help, if I can. I've been using Macs since the very beginning (my first Mac didn't even have a serial number!). I use PageMaker 4.0, Microsoft Word 4.0, MS Excel, and assorted other software to create *Analytical Consumer*—if you're using any of those, please feel free to call me for help when strange things happen or you can't get the right fonts to print out. I've been using PageMaker since version 1.0 came out, and I can do an awful lot with it, though I haven't gotten into spot color or separations. I used to put out a little newsletter for the Eastern New England Chapter, as well. "So if you need someone to help when things drive you crazy, call me. If we use

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### COVER:

**ANOTHER DYNAMIC 99—LYNN CONKLIN, AIRBORNE IN HER T-34A "MENTOR" and photographed by her husband, a "proud 49 1/2."**  
 Read about Lynn on page 6.



Photo by *DRAKE CONKLIN*

## YOUR LETTERS, continued

the same software, I may be able to smooth things out for you. I've probably run into all the problems you're having (like the fonts). I have a Mac IIcx with a LaserWriter IINT—I print my newsletter by giving a PageMaker disk to my printer who goes directly to film with a Lintronic typesetter.

"Best wishes—you're doing a great job, getting the news back out to the 99s. (Ed: Jo Rita Jordan, PhD, is another 99 doing something vital and significant with her life. She sold her Cessna Cardinal last year to devote her energies to her newsletter, the *Analytical Consumer*. Her September 1990 issue introduction stated, "Have you ever consulted Consumer Reports when buying a car or a VCR? It's a great reference for consumers.... Have you ever had to make a much larger purchase for your lab...?"

"There are publications giving purchasing information for small airplanes, sailboats, and even FAX machines. Why not for analytical instruments? Buying an instrument—or a hood, or a lab computer system—involves a large investment, and lab people need all the information they

can get on reliability, performance, and general user satisfaction. That's what *Analytical Consumer* will bring to you. ...*Analytical Consumer* will bring you news affecting the analytical chemist and analytical chemistry in the real world.")

From Yvonne M. Trueman, Bahrain, Arabian Gulf, **British Section at large in Arabia**: "I write to say how wonderful it was to read of Connie Fricker's achievements in her 'Profile' in the September issue. This grande dame of aviation learned to fly at the age of 60 and, now in her 80s is still actively flying. Her long list of awards did not list the very coveted AOPA Award, presented by the CAA for her Rally Achievements. Well done, Connie! Sorry I was not in the photo, but I was there in spirit."

(Ed: Yvonne writes that Connie is currently recovering from a hip replacement operation. We send her our love and best wishes for a speedy recovery.)

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## PRESIDENT'S MESSAGE



by Marie Christensen

There can be no mutual understanding without communication between people. Yet, communication can be the biggest problem within an organization; within a company, and sometimes between nations. Is communication an art? Is it simply the way we convey thoughts and knowledge to each other?

Think for a minute about how you communicate in your daily life. Can you present your ideas and views so clearly that the person to whom you are speaking or writing knows exactly what is in your mind? Few of us are able to do so. Most of us wish that we could.

Verbal communications requires both a speaker and a listener. When communicating verbally, the tone of your voice can say as much as the words you use. When speaking with other members of your family, do you really communicate or do you carelessly state your position without regard for their feelings or understanding? When they are speaking, do you really listen?

*Communicating* instead of speaking could improve the lives of all of us. When we become our own best audience, we are not communicating, we are only speaking to hear our own voices.

*"Let's all resolve for the New Year—1991—to work together to improve **true** communication using the proper channels and do our best to achieve **mutual understanding**."*

If we wish to influence another's opinion (whether it be a large group or an individual) we must strive for mutual understanding. We must communicate by speaking **and** listening.

Communicating instead of merely writing words could also improve our relations with each other. When you put something in writing, do you take into consideration what the reaction of the reader will be or are you writing to vent your emotions and state your own views without regard for the reader? Do your letters seek answers to questions or do they make accusations and demand answers? We have a much better chance of influencing another's opinion with the written word if we present our positions in such a manner that the reader achieves understanding after having read our thoughts. Another thing to consider about the written word is that it is far more permanent than the spoken word. In our organization, for instance, many letters we write become a permanent part of our files at Headquarters.

The routing of communications within an organization, company, or nation generally has a set pattern. Within the 99s, we begin with a question from a member within a Chapter. The member should take her question to the Committee Chairman in charge of that subject. If the Committee Chairman does not know the answer, she questions her Chapter

Chairman, the person with whom she can work cooperatively toward a solution. If together they cannot find an answer, they should contact the Section Committee Chairman. If a satisfactory answer is still not available, the Section Committee Chairman should contact the Governor of the Section. The Governor can then question the Board of Directors and/or the President.

No matter how hard we try, communication always seems to be a problem within our organization. Let's all resolve for the New Year—1991—to work together to improve **true** communication using the proper channels and do our best to achieve **mutual understanding**.

### WORLD PEACE:

I know that we all pray for peace in the world. As I sit here in my cozy room writing this article, I realize that we are moving perilously closer to war in the deserts of Iraq and Kuwait and that we may have to pay a very high price for peace. While I am in a safe, warm room, thousands and thousands of our members, friends, and relatives are on alert in the mid-east.

On behalf of all The Ninety-Nines everywhere, I extend to those who serve in military duty our heartfelt thanks, our prayers and wishes for a peaceful settlement quickly. We eagerly await your safe return.

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# Never Give Up A Dream

The story of airshow pilot, Jacque Herendeen by Ann Cooper

When we first met, Jacque Herendeen had landed and was climbing out of a brilliantly green Thorp T-18. She had flown from her Southern California home to an E.A.A. Fly-In and Convention at Arlington, WA. The Thorp wore a "For Sale" sign in the window and Jacque admitted with a smile, "Our hangar has limited space. We can't keep collecting airplanes." The hangar housed a Pitts and a Christen Eagle and space was needed for a Glasair III.

Not until she was forty, with grown children, was Jacque Herendeen in a position to take flying lessons. She received her Private Pilot's license and immediately gave a clue to the type of pilot she would be by stretching her limits, pushing for higher goals. Jacque checked out in a taildragger and was introduced to basic aerobatics. That did it! "That intro was just bait," said Jacque. "I grabbed it, hooked by unusual attitudes."

Soon after pocketing her Private license, Jacque honed her flying skills until she was competing at aerobatics—winging her way around the



*Not until she was forty, with grown children, was Jacque Herendeen in a position to take flying lessons. Intro to aerobatics was the bait. Now you can see Jacque on the airshow circuit.*

imaginary, but clearly -defined aerial box. She competed for 4 years—from 1978 through 1981—and she and her Super Decathlon were no strangers to aerobatic gatherings before she was introduced to the legendary Bob Herendeen. Bob, a P-51 Mustang pilot during the Korean conflict; an F-86 Sabrejet pilot in the U.S. and Europe; a 30-year veteran of TransWorld Airlines; and a member of the U.S. Aerobatic Team, winner of the Bronze and Silver medals in East Germany and England, was also twice National Aerobatic Champion and selected for the IAC Hall of Fame. He is known on the airshow circuit for his amazing inverted spins—sometimes as many as *thirty* before he rolls his Pitts upright and continues his act. He is also famed for putting as diverse a pair of airplanes, the Pitts and the experimental Glasair III, through an array of hard and fast aerobatics that look to the audience to be as smooth and flowing as water running downstream.

Jacque admitted, "I was awed and intimidated by Bob. I couldn't say

*Continued on page 15*

# SECTION NEWS

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

## LYNN CONKLIN— T-34, BAE-146, and C-5

Representative of those who are currently involved in Operation Desert Shield, we take off our hats to Lynn Conklin and others like her. We send our warmest wishes and hope for a quick and peaceful settlement of the strife in the Middle East.



*A member of the Cameron Park Chapter, CA, Lynn Conklin and her 1955 T-34A "Mentor," N134LC, which she has owned for three years. Lynn is a USAir BAE-146 First Officer.*

**Another dynamic 99—Lynn Conklin.** Lynn has been a 99 since 1973. Currently a member of the Cameron Park Chapter, CA, she is shown on the cover flying her 1955 T-34A "Mentor," N134LC, which she has owned for three years. Lynn is a USAir BAE-146 First Officer and one of those who has been "activated" for Operation Desert Shield with the 301st MAS at Travis AFB, CA. Lynn, a C-5 instructor pilot in the 301st, is also qualified as an Air Refueling (AR) instructor. Called to active duty last August, Lynn has been extended on active duty for an indefinite period of time along with the rest of the members of her Air Force Reserve unit. She gives us one more reason to hope that there is a successful way to liberate Kuwait without having to resort to war. Her photographs were submitted by Drake Conklin who signed himself as, "A Proud 49 1/2." Thank you, Drake, and good luck to you, Lynn.

*Lynn, a C-5 instructor pilot (IP) in the 301st MAS, Travis AFB, is also qualified as an Air Refueling (AR) instructor.*



**Members of the Potomac Chapter, Middle East Section, Edna Dragoo, Elizabeth Materese, Evie Washington, Helene Scher, and Robbin Gilpen** joined Margaret Doyle of Washington DC Chapter. They attended a luncheon in October which honored Women in Aviation and was sponsored by the National Aviation Club, Crystal City, VA. Read the interesting account by Evie Washington elsewhere in this issue of the *Ninety-Nine News*.

The **Maryland Chapter** has had booths set up at two major regional events this fall; the Upper

**SECTION NEWS, continued**

Chesapeake Airshow and Seafood Festival, Martin State Airport in Baltimore on September 22 and 23 and Chesapeake Appreciation Days, at Sandy Point State Park near Annapolis and the Chesapeake Bay Bridge, October 28 and 29. Both events celebrated the rich heritage of this historically, culturally, and economically important body of water. In each case, much interest was generated in the safety and educational activities of our organization. A particular crowd-pleaser was the opportunity to use a flight simulator.

A major Maryland Chapter educational activity during the school year has resumed this fall with the introduction into several Baltimore-area school systems of the Air Bear Program for first graders. The children love this introduction to the business of transportation by air, where they get to play roles for everyone from the ticket-taker to the pilot and even the airline passengers.

Shortly after Spring Section Meeting, the **Keystone Chapter** helped local Junior Girl Scout Troop #167 to complete Aerospace Badges. Activities included a tour of Queen City Airport; viewing of constellations and stars with a Chapter member's telescope; judging of each girl's design of an aerospace postage stamp; and a brief talk which outlined future careers in aviation. Keystone also sponsored a Safety Seminar in conjunction with the Allentown FSDO at which 200 pilots were in attendance. Members have implemented a big sister program for their 66s to keep them motivated and involved. A paper library was started so that Chapter members could benefit from publications or videos

owned by respective individuals.

The **Middle East Section Meeting**, 19-21 October 1990, started with a bus tour of Virginia's wine country in beautiful scenery, with many sips at the Naked Mountain and Oasis Wineries, according to Evie Washington. She reported that early on Saturday morning attendees received an informative presentation, 'Aircraft Accidents According to GENDER,' from Gail Vail, a member of the **Potomac Chapter**. Gail pointed out that men take more chances or even fly without a pilot license more than females. However, as more women get more ratings and flying time, they, too, begin to take chances. Gail



*Linda Lee Evans, Florida Goldcoast Chapter, is the winner of the Mary Blackwell-Anne Walker Scholarship. She aims toward CFI.*

said that women have more taxi accidents than men.

The Saturday afternoon tours included visits to: Washington Center, the Automated Flight Service Station in Leesburg, and the Air Traffic Control Tower at Dulles International Airport. The tours were well attended and truly enjoyed by all. The highlight of the day was a tour of the British Concorde and a chance to talk with the flight crew.

Middle East Section members were fortunate to have two International Officers at the Section meeting. Many had the opportunity to talk with Pat

Forbes and Louise White during the reception prior to the banquet and between tours.

The guest speaker for the banquet was the noted author, Doris Rich, who has done extensive research on Amelia Earhart. Doris has had a varied career as reporter, writer, photographer, and teacher, which has taken her all over the world: from the U.S. to Guam, Korea, Shanghai, Bangladesh, and Africa. Doris, who resides in Washington, DC, mentioned having asked Marie Christensen to take her to the home in which Amelia Earhart lived. Grateful to have the opportunity, she said that she felt the house had, 'something so right and so Victorian' about it. Doris talked about Amelia; mentioned that she dropped in and out of college; that she worked at many jobs: aircraft salesperson, office clerk, truck driver, and teacher of English to foreigners, because she didn't know what she wanted to do. She said that Amelia was the first woman to address the Naval graduating class—advising them to fight for peace. Doris said, of Amelia's last flight, "Amelia got lost, ran out of fuel, and ditched in the Pacific because she didn't know how to navigate, did not use Morse Code, or even the radio."

**NORTH CENTRAL's** Myrna Stephens reported that Mary Lou Mueller, **Chicago Area Chapter**, promoted aviation and the 99s by giving airplane rides to seven people in Ephraim, Wisconsin. She gave two first flight certificates—one to 87-year-young Celia Cohen of Arkansas who was vacationing in Door County. A program on aviation careers was presented to junior high

Continued on the next page

## SECTION NEWS, continued

students by **Chicago Area** members, Donna Klein and Sue Nealy. Chicago Area's Cathie Helligren and Madeline Monaco attended a helicopter seminar during November.

**Lake Erie Chapter's** November meeting was hosted by Wilma Grootegoed at her home in Chardon. Pat Crocker of the **Maple Leaf Chapter**, London, Ontario, provided the program. On November 18, members of the **Lake Erie Chapter**, together with guests and 49-1/2s flew to Westmoreland County at Latrobe, PA for the famous brunch. The Lake Erie Chapter sponsored FAA Safety Seminars in

the University of Texas Labs and have pictures of the different bullets in the air chamber. In addition to six members, one student pilot and three spouses joined the 99s for the tour. Austin Chapter welcomes Melinda Walton from Houston as a transfer.

**Colorado Chapter** is ecstatic that KUSA-TV in Denver did a five-part series on their "Flight Without Fear" program at the end of November. At the South Central Section Meeting, the Colorado Chapter received the Aerospace Education Award for the most points of any chapter. Congratulations to Joyce Hilche, Program Chairman. At the celebration honoring Babette Andre's induction

Chapter's "Great Pumpkin Poker Run and Trick or Treat Treasure Hunt" enticed 37 airplanes and 100 participants. There were some pretty interesting costumes, evidently. 50 Gallons of Fuel, Dinners, Cases of Oil, and Gift Certificates were a few of the prizes. Allen Moller of the National Weather Service presented an interesting discussion and slide presentation on thunderstorms and other types of potentially severe weather which included wind shear and microbursts.

**Dallas Chapter** welcomes new members, Belinda Allen, Diane Brown, Nancy Whatley, and Kimberly Bassett, to bring their total membership to 48. Margaret Cosby wrote, "48 and growing great!" Chapter members had a lot of help painting the compass rose at Hudson Mesquite Airport, but it took a second weekend—they ran out of paint! Several Dallas Chapter members flew missions for Airlifeline to College Station, TX, during the blood drive at Texas A & M University. They donated their time and planes to pick up the blood and deliver it to Dallas for the Wadley Blood Center. Thanks to Holly Barr, Anne Davis, Nancy Whatley, Chris Hettenbach, Sandy Buschhorn, and Bonnie Lewis for their flights for this very worthwhile cause—99s helping others.

South Central Section Governor, Pat Ward, reported that she has negotiated with the board of Trustees of the Louisiana State Aviation Museum (The Wedell Williams Memorial) for an exhibit of women in Louisiana Aviation which will be administered by the **three 99 chapters in Louisiana**. The exhibit will be dedicated at the Spring



*L to R, front row: Linda Denett, Vice-Chairman Potomac Chapter; Gail Vail, Potomac Chapter. Back row: Pat Forbes, International Vice President; Evie Washington, Potomac Chapter Chairman; Jacklyn McKenna and Betty Olivolo, Potomac Chapter Members.*

Akron and in Cleveland.

**Greater Detroit Chapter** members held an IFR Refresher Course at Free Spirit Aviation in Howell, MI on November 17th. Members who attended received medical advice from R. Schiappacasse, M.D.; Regulations and Procedures from Howard Fried; Meteorology from Duane Gibson; and Communications from Ron Sholar.

Susan Louise Dusenbury spoke at the Wright Day Dinner held on December 2nd.

**SOUTH CENTRAL's** Margaret Cosby reported that the **Austin Chapter** members went to a wind tunnel and ballistic weapon tour at

into the Colorado Aviation Hall of Fame, Mary Babnik Brown, an 83-year-old woman from Pueblo, CO, was honored for her WWII donation of her long hair for use as the crosshairs in the Norden Bombsight. Mary Ann Senft organized the Longmont, Colorado Airport Users Association.

**Dallas Chapter** received three awards at the South Central Section Meeting: Glenda Pinkston received an award for significant contributions to Aerospace Education; the Dallas Chapter received the 3rd Place Governor's award for flying activities; and the 3rd place award for aerospace education. Dallas

## SECTION NEWS, continued

Section Meeting in Lake Charles to Mary Haizlip, a film star of the silent picture days who currently lives in California and who, hopefully, will attend the presentation in Lake Charles. Mary, also known as Mae, was a frequent and successful contestant in early air races. In a Wedell-Williams racer, she captured the world's speed record for women in a 252-mph flight at Cleveland in 1932. Mary won the Aerol Trophy Air Race, a 50-mile closed course race, in a Wasp Junior-powered Wedell-Williams racer at the National Air Races of 1933 which were held at Los Angeles. Also in 1933, designer/pilot Jimmy Wedell won the Thompson Trophy race in his famed "#44—Miss Patterson" racer which was designed and built at Patterson Field in Louisiana where the museum is located. An exact replica of the "#44" was built with funding by the museum and was a star attraction at Oshkosh 1990.

At their recent meeting, **Northeast Kansas Chapter** members heard an excellent program by Betty Jean Stanford on the personalities of pilots and how this can affect judgment. Several examples were given of positive or negative attitudes and how they can benefit or destroy flying proficiency.

"**San Antonio's Chapter** never sleeps." Twenty-five year member, Norma Barr, was honored with a lunch at the Oak Hills Country Club at which time Norma reminisced about originally becoming a 99. A few days later, members and husbands toured KENS-TV to visit with meteorologist, Albert Flores, and the station's weather center. Members presented Flores with a 99 coffee mug in lieu of the usual T-shirt given

to weather briefers. The Moore's taped the program and it will be shown at a future meeting.

**San Antonio's** Claire Drenowatz has been commissioned by South Central Section Governor, Pat Ward, to make a section survey regarding international convention format. A number of 99 promotion easels have already been distributed at local airports with several contact telephone numbers of San Antonio Chapter 99s and they are bringing results. In memory of 99 Lynn Dunham, who was killed in an air crash with her husband, San Antonio 99s have donated a publication of aviation significance to the library of Palo Alto

*Louise White, International Treasurer, second row right, with members of the Middle East Section at their Fall Section Meeting.*



College in Lynn's name.

**San Antonio Chapter** has two new 66 prospects; Harriet Fortson and Debbie Wyrick. Three highlights of their annual Christmas Party was that Whirly-Girl-99-Member-At-Large, and recently out of the Army, Faye Makarsky, attended the dinner as did Palo Alto College Aviation Student, Debbie Wyrick, and her instructor. Since December is the month for baking, Carol Fox toted trays of 99s' Christmas cookies to the personnel at the San Antonio control tower. She was also pictured in the San Antonio Express-News helping with the Thanksgiving feast at San Anto-

nio Christian Academy—another 99 helping others.

Caroline Geer, Faculty member of Lon Morris Junior College, spoke on "Come Fly with Me," at a recent meeting of the **Texas Dogwood Chapter** and Caroline and Bonny Feather welcomed members to the Jacksonville, TX Campus of the school. The Texas Dogwood members held a membership meeting and pancake breakfast at Gladewater and will do it again—it was too much fun to NOT! Members, Aina Hancock, Jerry Anne Jurenka, and Jan Maxwell were on hand as judges for the Regional NIFA competition in Cleveland,

Mississippi.

The last quarter of 1990 was a busy one for **Tulsa Chapter** with airmarking a compass rose at Riverside Airport; helping with the Harvey Young Airport's 50th Anniversary celebration; bookkeeping and refreshments for Rep. Steveson's autograph party for his book, "Up, Up and Away." They also helped FAA Safety Specialist, Jay Nelson, introduce 200 children to flight through the fantastic flight simulator. Jan Mauritson, Charlene McCullough and 49 1/2, Bill Poore, gave introductory flights to ten students of Marty Hughes' flying

## SECTION NEWS, continued

class of Tulsa Junior College. Mary Kelly is sponsoring her short- and soft-field program at Ten Killer Airport. Bill and OZ Landrum are back in the air again having replaced their stolen aircraft with a 1974 Cessna 172. Gerry and Jan Minnerath now have an Ercoupe.

**SOUTHWEST's** Kathleen Browne reports that Palomar Airport officials want to enlist the **Palomar Chapter** members to assist with an Airport Open House Day in April. The chapter is considering selling hot dogs and airplane rides as some of the day's events. Chapter members celebrated Tower Appreciation Week, October 9-15 and delivered certificates and cake. **Bakersfield Chapter** members had great success with the Meadows Field Air Show and Open House. There was a fly-by parade with 14 aircraft belonging to and flown by 99s. Chapter members made up the passenger list. A display on outstanding women in various areas of aviation, an essay contest, and a banquet finished the day's activities. **The Phoenix and Arizona Sundance Chapters** sponsored a successful Airlift on Thanksgiving weekend. Approximately 300 passengers flew on 10 aircraft.

**Redwood Empire Chapter** member, Nina Rookaird, went to the 22nd Annual AE Conference in Portland, Oregon, in November.

*Michigan Chapter 99s Airmarking Flint, Michigan October 1990*



Redwood Empire is looking for a new chairman. Colleen Turner has found her hands too full while she works on her instrument rating. **Fullerton Chapter** member, Joyce Ilves and 49 1/2 Henry, went to the AOPA Convention. Sylvia Paoli attended the CAP High Altitude Flying Seminar. **Long Beach Chapter** held a successful Poker Run with 30 aircraft entered.

Several chapters have had fly-ins in the recent past: **Sierra Foothills Chapter** members flew to Santa Rosa; **Fullerton Chapter** members flew to Palm Springs, Catalina, and Solvang; **Mt. Diablo Chapter** members flew to Mendocino and San Luis Obispo; **Aloha Chapter** members flew to Molokai; members of the **San Fernando Valley Chapter** flew to Santa Maria; **Palomar Chapter** members flew to Santa Ana to go shopping with Orange County 99s and to Porterville for a pancake breakfast.

Meeting programs included

speaker, Dave Martin, USN Commander, Ret., and editor of *Kitplanes Magazine*, who discussed experimental aircraft with the **San Luis Obispo Chapter** members. **Long Beach Chapter** held a program on the Flying Samaritans. **Mt. Diablo Chapter** hosted a program on noise avoidance. Bob Hamlin, FAA Inspector, spoke on "Check Rides I Have Known and Loved" for the **Aloha Chapter**.

**Fullerton Chapter** is requesting that reports of any and everything to do with the chapter be sent to Muriel Unruh for the chapter scrapbook. **Utah Chapter** celebrated its 40th Anniversary with a brunch on November 11.

**San Fernando Valley Chapter** members are flying glasses collected by the local Kiwanis Club to Santa Barbara. They held a "Greasy Thumb Day" on November 3rd to give those interested a chance to check out that which is under the cowling and they met in September with the women pilots of the Navy's Deep Freeze Squadron, VXE-6. These pilots fly C-130s to Antarctica to support ongoing scientific activities there. The Future Women Pilots held a ground school graduation and awarded 3 scholarships to Diane Abato, Anna Ciesla, and

*Michigan Chapter 99s Airmarking Flint, Michigan October 1990*



## SECTION NEWS, continued



Lake Erie Chapter members had a program on WWII WASP. L to r: Clarice Bergemann, Alice Watson (wearing Nadine's WWII uniform), Nadine Bluhm, Sandy Stokes, and guest, Kyoto Hanada, a Mount Union College student from Japan and student pilot.

Marie Reeves. Imperial So-Lo reports that the **Coachella Valley Chapter** has agreed to host the Spring 1992 Section Meeting in Palm Springs.

**Sierra Foothills Chapter** members decorated Christmas trees for the Placerville Flight School and the local county offices. **Redwood Empire Chapter's** Flying Companion Seminar has been postponed. A new date will be announced later. **Phoenix and Santa Clara Valley Chapters** are each planning Flying Companion Seminars in March and April, respectively.

**Aloha Chapter's** annual "Cookie Caper" was in December as was the **Phoenix Chapter's** Airport Appreciation Day. Both events are a way to say "Thank You" to local tower and FAA personnel. **Members of the Phoenix Chapter** sold coffee and cookies at the December FAA Safety Seminar. The **Utah Chapter**, in conjunction with Accident Prevention Specialist, Jim Ralph, has been asked to help sponsor a scholarship for women interested in learning to fly. Utah

members are planning a White Elephant Sale after the snows melt. **Los Angeles Chapter** members are being sought as volunteers at the Museum of Flying.

**Santa Clara Valley Chapter members** sold hot dogs and soda at the Reid-Hillview 50th Anniversary Celebration in September. Santa Clara Valley also participated in the Air Fair in October with a 99 booth, workshops, and tours. They printed an "Airport Tour Guidebook." In

November, Santa Clara Valley Chapter members held a "Mini Storage Day" for members to store their 99s collectibles. They are also planning a weather seminar in February with Rod Machado. Their "His and Hers Great Pumpkin Race" was a success with 20 entries. Nancy Rodgers placed 4th, Liz Cermak placed 15th, and Pat Loweis placed 20th.

Henry and Joyce Ilves set an aviation record of 35 minutes, 16 seconds to Palm Springs in their Piper Comanche PA24-260C. (Ed. note: What was the starting point? Was the NAA involved in making this official?) Joyce is a member of the **Fullerton Chapter**. Other Fullerton Chapter members are planning a fly-in to the Flabob Airport in mid-January. **Long Beach Chapter** held a fly-in to "Tantalizing Takeoffs" in Santa Monica in December. **Santa Clara Valley Chapter members** held a fly-in to Pine Mountain Lake on November 10 and **Los Angeles Chapter** is planning a Memorial

*continued on page 19*

Chicago Area Chapter Air Meet Winners: L to r: Kathy Tyler, co-pilot; Rosemary LoGiudice, Rookie Pilot Award; Mary Krautkramer, 1st Place Winner with co-pilot, Art Lyle; 2nd Place Gail LaPook, co-pilot, with pilot, Sharon Ann Schorsch (also won spot landing with her C-206 Amphibian!), 3rd Place Cynthia and 49 1/2 Ralph Madsen.



# CALENDAR

## FEBRUARY 1991

**15-17** **Austin, TX**  
The South Central Section Winter Meeting: Board, Advisors, and members.

## MARCH 1991

Purple Sage Flying Companion Seminar

**9** **Kansas City**

Northeast Kansas Membership breakfast

**11, 12** **Bloomington, MN** **Thunderbird Hotel**

The Minnesota Dept. of Transportation Office of Aeronautics and FAA will hold the 1991 MN Aviation Maintenance Technicians Conference. The seminar is intended for licensed mechanics, students, repairmen, aircraft refueling technicians, and interested pilots. Contact Donald Goserud, Office of Aeronautics, 612-296-7285.

**15-16** **Mesa, AZ** **Falcon Field Muni Airport**

The 8th Annual Shamrock Air Derby, a cross country speed race. With trophies, cash prizes, and an awards banquet. Sponsored by the Arizona Sundance 99s, contact Pat Moreland, 5136 E. Evergreen, Unit 1136, Mesa, AZ 85205 or call 602-641-9423 or Marge Thayer at 602-832-1492.

**15-16** **Northbrook, IL** **Allgauer's Hotel**

At 7:00 P.M. on March 15th and 8:00 A.M. on the 16th, IFR/VFR Safety Seminar and Flying Companion Course. Sponsored by Chicago Area 99s in cooperation with I.D.O.T. Allgauer's Hotel is located on Milwaukee Avenue. For more information: Mary Lou Mueller, Chicago Area Chapter, 708-397-9004.

**21-23** **St. Louis, MO** **Clarion Hotel**

"Images of Women in Aviation"

## APRIL 1991

**4-7** **New Orleans** **NCASE**

National Congress on Aviation and Space Education, New Orleans. Sponsored by FAA, CAP, and NASA.

**12-14** **North Central Section**

**26-27** **Staunton, VA** **Sheraton Inn**

Middle East Section Meeting hosted by Shenandoah Valley Chapter

**28-30** **Bloomington, MN** **Hotel Sofitel**

The 5th Annual International Airport Maintenance and Management Symposium. An opportunity to hear and see the latest technology on airport pavement, maintenance management. Contact Dennis Taylor, National Assoc. of State Aviation Officials, Mn/DOT Office of Aeronautics, 301-495-2848.

## MAY 1991

**10-12** **Lake Charles, LA**

South Central Section Spring Meeting

**14** **Houma, LA** **NIFA Competition**

**15** **El Paso, TX** **Airport Hilton Hotel**

LORAN-C User's Forum. Practical advice, technical sessions. Held to celebrate the closure of the mid-continent gap and beginning of public-use LORAN-C non-precision approaches. Special hotel rates. Exhibits, Information and Service packets: Michelle B. Ingram, AND-30, MLS/LORAN/GPS Program, FAA, 800 Independence Ave. SW, Washington, DC 20591. Telephone (202) 267-7586.

**18** **Denver, CO**

Denver Area Companion Flying Course

**31-June 2** **Sterling-Rock Falls, IL** **Whiteside County Airport**

Illi-Nines Air Derby. For further information, contact: Lisa Wooldow, 309-346-7566

## JUNE 1991

**25-28** **Laughlin, NV** **Sam's Town Gold River**

**Air Race Classic.** Race route: 2723.7 statute miles via Utah, Wyoming, South Dakota, Minnesota, Wisconsin, Iowa, Arkansas, to Alabama. Entries open Jan.23 and close April 16. Contact Air Race Classic Ltd., International Airport, 318 International Drive, Corpus Christi, TX 78406-1801; 512-289-1101

## JULY 1991

**9-14** **Orlando, FL** **International Convention, 99s**

## SEPTEMBER 1991

**27** **Colorado Chapter's 50th Anniversary**

# Letters, cont.

From Barbara Muehlhausen, **Chicago Area Chapter**: "There's got to be a better way. I was in Missouri this Thanksgiving and my cousin introduced my husband and I to some pilot friends of hers, including another woman pilot. This lady's husband had built two different airplanes with my cousin's boyfriend. We had a wonderful time discussing what it took to build aircraft, doing some hangar flying, and then doing some real flying. My new acquaintance said the first plane she flew was the open cockpit, tail-dragger variety, and that she had weathered a few forced landings as well. She told me about Oshkosh and how the 99s were responsible for her getting her pilot's license. I anticipated sharing the kind of lively exchange I've come to expect when I meet someone associated with the 99s, but not with this twist.

"I heard how this lady had approached the Friendship Tent at Oshkosh, proud of her flying experience and eager to share her joy with other women fliers. Instead of congratulations and 'atta girl's,' she was met with an elitist put-down. 'Why, you're not a pilot,' she was told. 'Ultralights aren't real airplanes and you don't have a license.'

"That was when she decided she was going to 'show them a thing or two' and get her license. That's exactly what she did. She also carries with her a real dislike of the 99s and I can fully understand why. 99 membership consists of a diverse group of women who often hold a variety of strong opinions. One thing that binds this unique group together is the fact that they are all licensed pilots. I hope that there's something even bigger than binds us all together—the love of flying. The woman I met Thanksgiving weekend loved flying and deserved the friendship implied in the name of the tent at Oshkosh. Yes, the 99s were responsible for her getting her pilot's license, but there's got to be a better way!"

From Jean Reynolds, 937 N. Clark Drive, El Paso, TX 79905: "Will the 99s help me locate someone? In 1988 I was one of a group that went to the Soviet Union on an educational exchange. In the City of Tbilisi, I met a lady from the univer-

*Continued on page 25*

**BUSINESS MEETINGS and EVENTS CALENDAR**

<b>DATE: 1991</b>	<b>SECTION/EVENT:</b>	<b>LOCATION:</b>	<b>CONTACT:</b>
03 21-23	Women in Aviation Conference	St Louis MO	Dr. Peggy Baty
03 29 to 04 2	Australia Women Pilots	Easter Australia	Margaret O'Brien
04 4-6	NCASE Congress	New Orleans LA	Diane Cozzi
04 12-14	No Central	Bloomington IL	Dodie Jewett
04 27-28	NY-NJ	Niagara Falls NY	Shirley Ludington
05 3-4	East Canada	London Ontario	Betty Ellis
05 10-12	South Central	Lake Charles LA	Pat Ward
05 10-12	Southwest	Oakland CA	Lois Erickson
06 14-16	Seaplane Sem	Speculator NY	Harriet Bregman
06 21-23	Forest/Friendship	Atchison KS	Fay Wells
06 20-23	COPA Canadian	Edmonton	Mary Oswald
07 9-14	99 Convention	Orlando FL	Pat Mlady
07 14-19	WAE0 Congress	Milan Italy	Chanda Budhabhatti
07 26 to 08 2	EAA Convention	Oshkosh WI	Norma Freier
08 22-25	Northwest	Bozeman MT	Gwen Vaseden
09 4	North Central	Chicago IL	Dodie Jewett
09 12-15	South Central	Paris TX	Pat Ward
09 27-29	Southwest	Lake Tahoe	Lois Erickson
Fall	No Central	Chicago Area Chapter	Dodie Jewett
Fall	NY-NJ	Long Island NY	Shirley Ludington
<b>1992</b>			
03	Australia and New Zealand	Christchurch NZ	Pam Collins
04 24-26	South Central	Dallas TX	Pat Ward
Spring	Southwest	Palm Springs CA	Lois Erickson
Spring	No Central	Gr Cincinatti Chapter	
Spring	NY-NJ		Shirley Ludington
07 8-12	99 Convention	Kansas City KS	Pat Mlady
08 29	Northwest	Alaska	Cleo Webb
10 1-4	SW & SC Joint	Albuquerque NM	L. Erickson/P. Ward
Fall	No Central	Greater Detroit Chapter	

NOTE: 99 members are welcome to attend all business meetings. Calendar compiled by Doris Abbate.

**NEW HORIZONS**

**LYNN L. DUNHAM**, San Antonio Chapter, was killed in an aircraft accident on September 8, 1990. The accident occurred when she and her husband, Thomas, were flying a Beechcraft A-36 in the vicinity of Baird, TX. A donation of a significant aviation publication has been made in Lynn's name to the library of Palo Alto College by members of the San Antonio Chapter.

**JOE HACKBARTH**, husband of Hortense, and **BILL PYKONEN**, husband of Jayne Alice, died in 1990. Thetwo 49 1/2s will be greatly missed by members of Western Washington Chapter.

**FRANCES TEPPER** and **ELIZABETH CANNON** will be missed by members of the Denver Chapter.

**WALTER F. WAHRER**, 49 1/2 of Elsie, died in November. Wally, one of the pilots who flew out of O'Hare Field when it was small, was a Major in CAP. He owned and flew Ercoupes, Tripacers, Pipers, and Bonanzas. Wally and Elsie flew everywhere together. Flying was their way of life, their children raised in the back seat of airplanes. He passed on his love of flying by encouraging others to fly.

**BREWSTER "BUD" GILLIES**, husband of Betty Gillies of Los Angeles Chapter. He was a test pilot, a vice-president of Grumman Corp., and an aviation consultant, to name a few of his aviation activities.

## NEW HORIZONS

### Hazel Henson McKendrick Jones

*"People choose to fly; Hazel chose to soar."*

Pilot, Fed, raconteur, wife, 99 leader, Whirly Girl, NIFA judge, teacher, USPFT enthusiast, air traffic controller, mother, weather prognosticator, businesswoman, grandmother, cocker spaniel breeder, air racer, TEXAN, friend—all describe Hazel Jones. Although Hazel learned to fly some 47 years ago, there was a gap when widowed and while rearing son, Mike. Her working years were spent in the Dallas Flight Service Station where pilots delighted in responding to her deep, distinctive voice with a "Thank you, Sir." She always came right back with, "You're welcome, Ma'am!"

Hazel returned to flying in the early sixties. She worked through 99 chapter, section, and international offices and committees, always willing to take on the most formidable challenges. She was editor of the *Ninety-Nine News*, governor of the South Central Section, co-founder of the Dallas Redbird Chapter, winner of an Amelia Earhart Scholarship award (accounting for her enduring support), Master of Ceremonies extraordinaire, aviation lecturer, NIFA chief judge, initiator of USPFT, and the Ninety-Nines International President.

Hazel's marriage to Roys Jones in 1971 became the perfect blend of aviation backgrounds and careers. Hazel was a regular lecturer at the annual AOPA and EAA conventions and was honored by these and many other organizations.

She was one of the first FAA Safety Counselors with a lifelong commitment to teaching safety. Recognitions from the aviation community included: one of the FAI's first female judges in international competition; U.S.



DOT's Meritorious Achievement Award with the Silver Medal, the nation's highest civilian award; and the inscription of her name on the "Hazel Jones Aviation Building and Hangar" at Navarro College in Corsicana, TX. The building's plaque reads: "People choose to fly; Hazel chose to soar."

Hazel "stories" abound. Reliable witnesses will verify the following Hazel Story: During the Northwest Section Meeting in Jackson Hole, Wyoming, Hazel and a rowdy group of 99s went shopping. The rather loud group was

joined in one small shop by a couple unknown to the 99s. During the bantering and giggling, the man spoke to Hazel and she politely returned his, "Hello." He subsequently asked Hazel if she were enjoying her retirement, to which she responded, "Yes." Hazel puzzled over this for a few minutes and asked the man if they were acquainted or had ever met. He said, "No, and I have never seen you before." She, of course, asked how he knew that she had retired. He said, "You retired from the Dallas Flight Service Station, didn't you?" She had. He said, "I'm a pilot and I live in Dallas. I've talked to you a hundred times on the telephone getting weather and I'd know that voice anywhere!" Even in Jackson Hole, Wyoming!

*Bon voyage, Hazel.*

Those friends who wish to honor Hazel may fulfill her strong desire to provide an additional Amelia Earhart Scholarship. A contribution may be made toward a scholarship which will be awarded annually in her name. The Dallas Redbird Chapter asks that your donation be designated for the *AE Scholarship/Hazel Jones Fund* and sent directly to the Ninety-Nines Headquarters.

Hazel was equally dedicated to the National Intercollegiate Flying Association and a scholarship has been established in her name. Contributions are welcome and should be forwarded to 99, Pat Roberts.

## Never Give Up A Dream, Airshow Pilot, Jacque Herendeen, *continued*



Jacque and Bob Herendeen at Oshkosh

more than a simple 'Hello' to him for the first few years, but eventually worked up the courage to carry on a conversation."

The Herendeens were married in the mid-eighties. For 2 seasons they flew together on the airshow circuit, Bob in his Pitts and Jacque in her Christen Eagle. Jacque said, "It is still intimidating to have Bob in the right seat, but I learn a great deal from him. Hopefully, I'm coachable. I think all reasonably intelligent pilots maintain an awareness of the things that they need to learn. Aviation is dynamic, constantly changing, and it's a continual education process. Bob will be the first to point out that every time you fly, you've something to learn. He is the antithesis of what you expect of the superpilot; humble and willing to admit that although he has a lot of experience in a lot of airplanes, there is still more to learn."

Jacque and Bob are at a leading edge with homebuilt, experimental aircraft. They just took delivery of their *Super Glasair*. Jacque said,

"It's exciting to be demonstrating experimentals—sort of a sign of the times. It is expensive for people to maintain factory-built airplanes and, if you own and work on your own experimental, it's challenging, less expensive, more gratifying, and important to the independent individualist. Homebuilts perpetuate the grass roots of aviation which is good news in the face of regulations that are squelching so much."

Airshow pilots like Jacque and Bob, although better known for their six to twelve minute performances, actually spend the bulk of their flying time in the national airspace, criss-crossing the country enroute to and between airshows. They, more than most, feel the crunch of the dwindling airspace and are spokespersons for General Aviation. "The airspace system has to be simplified and pilots need to speak out," she said. "They need to analyze the bureaucracy that is hampering the process of simplifying the system and improving it. The General Aviation pilot has a large, complicated job—dealing with an extremely complicated system. Skies in general are really not crowded. You can travel virtually anywhere across the country and rarely see more than a few other aircraft at all.

Where the system needs to be revamped is around major airports. It needs to be simplified and pilots and the general public need to be educated. There are a lot of pilots sitting on a collective duff, seemingly unaware that the system is eroding quite rapidly. There is a lot more money involved in General Aviation than all of the airlines put together—a tremendous amount of money that is going to go down the drain. Of course, money is not as important as lives, but economically a lot will be lost if the country becomes one giant TCA."

To remain proficient, Jacque practiced assiduously in her Christen Eagle. Her aerobatic waiver took her out of the conventional competition aerobatic box, which has lower limits of 1500 feet AGL, and she is now *limited* to fly as low as 200 feet from the completely unyielding ground! She and Bob created an ideal airshow act, a finely-tuned exhibition of the capability of their short-coupled biplanes and one in which they could synchronize aerial movements. One act included the creation of a heart made of smoke in the sky. Of another, where Jacque created the

*continued on the next page*



**JACQUE, continued**

straight line to Bob's corkscrews, Jacque said, "Flying straight and level so that Bob can perform a series of rolls around my aircraft is not as easy as it looks."

No one should attempt aerobatics unless they know their own and the aircraft's capabilities and limitations. In setting examples for Glasair and other experimental aircraft builders, Bob is acutely aware of his responsibility. He said, "The airplane is so clean, if you put the nose down you can exceed the redline. If you pull too hard on it, it's liable to overstress the tail and the wings, too. That's probably the Bonanza problem: people just overspeed the airplane. You shouldn't exceed an airplane's limitations. The redline

*Jacque made an airshow debut at about 700 flight hours. She calls herself a "late bloomer."*

has a purpose."

Jacque was slightly injured on the way to Oshkosh '85. She said that Chuck Yeager urged her to 'keep right on going. Don't let that stop you!' She took his words to heart. Today she boasts a log book that is filled with flight time in Decathlon, Pitts, T-18, and Christen Eagle—time that totals over 2,000 hours, much of it inverted and pulling 'G's.' But, Jacque disproves the notion that a pilot has to have a bulging log book to be capable. She started onto the airshow circuit with approximately 700 flying hours. She calls herself a "late bloomer." A fine pilot, she said, "You know? People tend to limit themselves by what they think they cannot do." She inspires when she insists, "Never give up a dream!"

**Women In Aviation**

Submitted by Evie Washington

Edna Dragoo, Elizabeth Materese, Evie Washington, Helene Scher, Robbin Gilpen of **Potomac Chapter** and Margaret Doyle, **Washington DC Chapter**, were invited to attend a luncheon 18 October 1990 which honored Women In Aviation. Sponsored by the National Aviation Club, Crystal City, VA, the honorees included:

•**Dr. Mary Cleave**, with 262 hours in space as a Mission Specialist aboard two Space Shuttles—Flight SR4TS61-B in November 1985 and STS-30 in May 1989.

•**Darlene M. Freeman**, Acting FAA Associated Administrator for Aviation Standards since June 1990. She was the former Director of Civil Aviation Security and worked closely with the President's Commission/FAA during investigation of the Pan Am Flight 103 tragedy.

•**Barbara Ward Lazarsky**, a pilot since 1943 who has ferried planes within the US and Canada. Mrs. Lazarsky has been an Aircraft Accident Analyst, an aviation magazine editor, and recently led a group of 48 WW II women military pilots to Russia for a friendship visit with Soviet women military pilots.

•**Barbara W. Ohliger**, a CFI and helicopter pilot. She started and owns Sundance Helicopter



Jacque and Bob Herendeen, Sussex NJ, 1989

Services which provides flight training and charter services.

•**Captain Nancy J. Sherlock**, USA, the first female Army pilot to be selected for Astronaut training.

•**Jean Kaye Tinsley**, the first woman pilot to fly the Bell/NASA XV-15 Tiltrotor aircraft. Mrs. Tinsley was a pilot on the first US Team to compete in world competition.

•**Captain Asja Vogel**, USAFR, a USAir Instructor Pilot in B-727s. Captain Vogel recently completed a 31-day volunteer tour of duty as Navigator with the 171st Air Refueling Wing, Pennsylvania ANG supporting Operation Desert Shield.

•**Lieutenant Allison D. Webster-Giddings**, USN, the most junior officer in her squadron to be designated as a Helicopter Aircraft Commander/Special Weapons pilot.

•**Lieutenant Claudia P. Wells**, USCG, who is assigned to the Coast Guard Air Station, Corpus Christi, TX. She is a HU-25 Falcon aircraft commander.

The guest speaker was **Uli Derickson**, the TWA Flight Attendant aboard the TWA Flight #847 which was hijacked in June 1985 in Lebanon. Uli was born in Assuig/Elbe in what is now Czechoslovakia. After WW II, her family was forced to leave and settled in East Germany. Four years later, they escaped to West Germany where she grew up. In 1962, Uli went to school in Brighton, England, and graduated with a degree in English. Working as a governess in Switzerland, she learned to speak French. In

1967, she came to America and was hired by TWA as a Flight Attendant. She became an American citizen in April 1987 and retired as a Flight Service Manager in September 1989. The worldwide recognition Uli received for her extraordinary efforts during the hostage crisis aboard TWA #847 includes: the Legion of Valor; the Silver Cross for Heroism; West Germany's highest civilian award, Das Bundesverdienstkreuz; the Department of the Navy's Distinguished Public Service Award; the Order of the Daedalians Civil Air Safety Award; the DOT Award for Extraordinary Service; and the Department of Justice-FBI Louis Peters Memorial Service Award.

Mrs. Derickson started her talk by saying, "I am coming to you today through the courtesy of faith, luck, and the persistence of hope—not to mention prayer, training, stubbornness, and the insistent belief that you can make a difference, no matter what the moment or situation." She spoke of her experience as being an education in self-determination. In a way, she was fortunate to be thrust into a situation in which her own personal decision became important enough to mean the difference between surviving or not—not only for herself but for others, too. She said, "Making a difference means making a decision. In order to make a responsible decision, we have to *believe* we can make a difference and a belief is strongest when it is tested."

Mrs. Derickson talked about her beliefs and encouraged everyone to think about their own. She said, "I think that our survival depends

upon our own belief that we matter, that we can make a difference. What gives us that ability? What is in us that lets us survive? What is it that lets us make a difference in our lives and in the lives of others? I can sum up the answer in three words—DETERMINATION, IMAGINATION, and INTEGRITY—three qualities that each person possesses, but that we sometimes forget to take out, dust off, and practice unless we absolutely have to. With them we live and without even one of them, I



*Elizabeth Matarese, left, ULI DERICKSON, guest speaker at the WOMEN IN AVIATION luncheon, and Evie Washington, Chairman of the Potomac Chapter*

feel that our survival is doubtful."

She recounted how she had learned DETERMINATION from her parents during their escape to West Germany at the end of WW II. She admitted that the late president, John F. Kennedy, had fired her IMAGINATION. He was the reason that she came to the United States. He represented all that was hopeful and free to German youth. He excited her imagination of freedom which encouraged her to turn that imagination into tangible action and begin a whole new way of life. She said, "I married a TWA pilot who was sent to Saudi Arabia

to train Saudi pilots. I went from being a liberated American woman to being a woman in a Moslem society with very few rights. I attended school to learn Arabic so as to prevent boredom. Little did I know that ten years later it would save my life and possibly the lives of 147 others."

Originally there were 3 hijackers. The only one who could speak English had been bumped in Athens because the plane was oversold. When the terrible moment came and the men

charged at the crew yelling in Arabic, all of a sudden, Uli's Arabic came rushing back. She screamed back at the hijackers—in Arabic! She yelled such things as, "Where are you from? I am from Germany. What is it you want?"

The reaction was amazing. Here was this Western woman, yelling at them in Arabic. They probably thought that they were dreaming! Later she discovered that one of the hijackers was fluent in German. From that point on, communication was in her German which she translated

*Continued on next page*

# Women In Aviation continued

for her crew members and passengers, but she continued to think in Arabic. She stated that her IMAGINATION, fueled by desperation, began to work. She knew that, to Arabs, the Koran and religion are important, so she began to discuss religion. She imagined that as long as they talked, she could prevent the beating of passengers. The talking wasn't continuous. Calm was matched by some terrible hysteria.

"We finally concentrated on what they thought Americans thought about them," continued Uli. "They are convinced that everyone in the United States is anti-Moslem, anti-Lebanon, and, worse than that, does not

*"Make a difference through DETERMINATION, IMAGINATION, and INTEGRITY."*

care. One of the hijackers said to me, 'Look at our children. They die in the streets daily. In Lebanon, our people die everyday, and nobody cares. Only your lives mean something to you.' I spoke as earnestly as I could about the compassion of Americans and some of their sufferings and the pilgrimages some of them have made to the Holy Land. After our talk, there wasn't as much savagery in the hijackers as before our talk.

"I never prayed so hard in my life as I did during those two-and-a-half days of captivity. They say that there are no atheists in foxholes. There aren't many in the cabin of a hijacked airliner, either. I believe that pointed me toward the third quality that lets one person make a difference in this world: INTEGRITY—to me, the belief in something and being true to that belief no matter how it is challenged. I also believe that everyone has a heart and soul. I believe that everything is negotiable. Of course, negotiation requires imagination, too. A bigot, for instance, hasn't the imagination to know what it is like to be anyone else but himself. To do that, you must have imagination, compassion, and the integrity to allow that compassion to work, no matter

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## CAROLYN PILAAR, TOP WOMAN PILOT AWARD AT INTERNATIONAL FETE

Jody McCarrell, DeQueen, AR, Team Manager, and member of the Ninety-Nines' Oklahoma Chapter, reported that she and the **United States Precision Flight Team**, composed of Marvin Ellis, Burlingame, CA; Carolyn Pilaar, Greenville, SC and Ninety-Nine of the Foothills Chapter; Terri Trenary, Tulsa, OK; Don Maxwell, Longview, TX and 49 1/2 of 99 Jan Maxwell, attended the 9th International Precision Championship in Rio Cuarto, Argentina in November 1990. Bill Ottley, Washington, DC, served as International Jury Member during the competition. Ray Heyde, team member, was unable to attend the competition due to health complications.

"We attended a week-long training camp at DeQueen, AR," wrote McCarrell, "during the month of October. We thank Marie Christensen for helping to provide the necessary donations from several interested parties. We also had the help of the late Hazel Jones and Kathy Long of the Dallas Redbird Chapter and Jan Maxwell and Aina Foster of the Texas Dogwood Chapter."

Members of the team renewed acquaintances with those who attended the championship competition which was held in the U.S.A. in 1985. Some persons expressed the desire to return—that competition was evidently



*Left: USPFT Members: Marvin Ellis, Ray Heyde, Carolyn Pilaar, Terri Trenary, Don Maxwell and, in the front row, Jody McCarrell and Jan Maxwell . On the right: Aero Club 'Los Ranqueles' in Rio Cuarto, Argentina. photo: Juan Martin*



Carolyn Pilaar, *continued*

Carolyn Pilaar photo by Joe Jordan

a big success.

The 1990 competition was warm and cordial. McCarrell wrote, "The people of Argentina were very friendly and went out of the way to help us. They furnished interpreters and entertained us with BBQ and dancing, and with local singers and dancers."

The competition consisted of two navigation events and landing events at which 24 countries were represented. The U.S.A. team finished 13th in the field overall and the big thrill was to have Carolyn Pilaar selected as the

presented," wrote McCarrell, "and we are very proud to bring it to the United States. We had some very strong competition from the Chilean team whose member, Ursula Wolfgang, gave us a run for the money."

The team faced 35-knot winds during the navigation events and some of the team members admitted that the planning was a challenge in itself. During the landing events, winds gusted between 25 to 30 knots and raised a dust storm. McCarrell wrote, "I think the ones in the airplanes had it made over those of us out on the runway in the wind and the dust for 10 hours."

Marvin Ellis placed in the top 15 in the world in landings. Both Don Maxwell and Terri Tenary placed within the top 30 of 84 participants. McCarrell wrote, "We are seeing more women involved as participants, team managers, judges, and so forth due to the involvement of the Ninety-Nines. They first appointed International Judges in 1983: the late Hazel Jones, Pat Roberts, and myself. We now have Carole Sue Wheeler and Jan Maxwell as International Judges. The Sportsmanship Award, sponsored by Nema Masonhall, Oklahoma Chapter, was first given in 1985 and was won in 1990 by Brazil. Since the competition, I have responded to requests for and have

*"This was the first time that a Top Woman Pilot Award has been presented and we are very proud to bring the trophy to the U.S.A."*

winner of the Top Woman Pilot Award! Carolyn flies for Pan Am and is based out of Berlin, Germany. She has participated since 1979 as a member of the U.S. team.

"This was the first time that a Top Woman Pilot Award has been

sent applications for membership in the Ninety-Nines to women in Sweden, The Netherlands, Denmark, England, and Chile."

Congratulations to all involved and especially to Carolyn. What an honor!

99

**SECTION NEWS, continued**

Day weekend fly-in to Durango.

Southwest Section welcomes the following new members: Terraline Scheetz, **Palomar**; Darlene Pillows, Laurie Todd, **Bakersfield**; Linda Regan, Janis Babcock, **Mt. Diablo**; Terry Edwards, Heidi Kunichika, Tracy Horibata, **Aloha**; Terry Rose is transferring from **Albuquerque Chapter to the Aloha Chapter**; and Ginette Aelony, **Long Beach Chapter**.

Airmarkings have been successfully completed at: Concord, by **Mt. Diablo Chapter** members; Ogden by **Utah Chapter** members. It was the first airmarking for Ann Liv Bacon and Helen Hilburn and her 49 1/2. Barb Coleman, Carol Clarke, and Sidney Sandau led the way. **San Fernando Valley** members, Lorrie Blech, Mary Rawlings, and Randi Turtle, flew to Parowan, UT to help the **Lake Havasu Chapter**.

**Palomar Chapter** had a good crew for a 2-week airmarking of Palomar Airport. It seems the paint was absorbed by the surface and the crew ran short the first time. Attendees included Anne and Bob (49 1/2) Sandall, Patty Haley, Kristy Berwick, Robin Gartman, Ginny Boylls, Dolores McComas, Marti Show, Luisa Deal, Kathy Hutchins, Nancy Malm-Huff, and Charlotte Lindner. They are planning one for Warner Springs.

The **Memphis Chapter** continues its active stance in the Memphis aviation community under the exciting leadership of Caron Yates, her officers, and committee chairmen. Dora Dunavant, Geils Hegranes, and Trish Wood represented 99s and all women in aviation at Memphis State University's

*continued next page*

## SECTION NEWS, continued

Aerospace Workshop in June. Trish made a hit as she told how she came up through the military ranks for pilot training and Dora and Geils responded to questions from the attendees—those who will be teaching our children and, hopefully, inspiring some of them for careers in aviation and aerospace. Astronaut member, Rhea Seddon, had a wonderful article in *Southern Living*, June 1990 edition.

A meeting at Pete Jones' Air Repair, Cleveland, MS, was a real treat. This is where Stearman aircraft are rebuilt and—yes! many Memphis members donned goggles for a ride in a rebuilt Stearman.

Memphis Chapter members held one meeting in Covington, TN where they enjoyed an IAC aerobatic competition (and sailplanes as well) and admired Chuck and Fern Mann's Rans S-9 aerobatic homebuilt. At a later meeting, sailplane rides were enjoyed at Colonial Airpark near Collierville, TN. Memphis members sold their famous tee- and sweat-shirts and answered questions about the 99s at

the Wings and Wheels Airshow at Jean and Ray Whittington's Twinkletown Airport at Walls, MS.

Memphis Chapter members Cindy Gauthier and Sandra Kelley were highlighted in Memphis-Shelby County Airport Authority News. Cindy has been employed with the Airport Authority for 5 years. Before joining the Property Acquisition Program as a Housing Coordinator, she worked as an Operations Coordinator on evenings and weekends representing the airport management and staff. She has a Bachelor of Science degree in Aviation Management from Embry-Riddle Aeronautical University, Daytona Beach, FL. Sandra, with a Masters Degree in Aviation Technology, has been with the Authority staff for 3 years and is now Manager of Environmental Services, overseeing the Noise Compatibility Program. Sandra is involved with both the Environmental Assessment of planned airport development and the Authority's contribution to the Off-Airport Land Use Plans of Shelby and DeSoto Counties. 99

## NOTAM

**FROM KAREN BAILEY, THE  
NOMINATING COMMITTEE  
CHAIRMAN.  
AN INTENT TO SEEK  
ELECTION FORM  
IS INCLUDED IN THIS ISSUE  
OF THE NINETY-NINE NEWS.  
A COPY CAN ALSO BE  
FOUND IN YOUR  
NINETY-NINES DIRECTORY.**

**IN ORDER THAT  
KAREN RECEIVE ALL  
FORMS AND BE ABLE  
TO SHARE THOSE  
FORMS WITH  
MEMBERS OF HER  
COMMITTEE,  
ALL FORMS  
MUST  
BE POSTMARKED BY  
MARCH 5, 1991  
AND  
RECEIVED BY KAREN BY  
MARCH 15, 1991  
Karen's phone:  
703-527-5765  
FAX: 703-527-2120  
see page 30 for form**



*The Anatomy  
of an Air Race—the  
proposed route for  
the  
Air Race Classic  
1991  
if you are  
interested in  
participating  
contact:  
512-289-1101*

## CRITIQUE OF AN AIR RACE by Herb Greenberg

*Herb Greenberg flew in this 18th annual race and has participated each year for 13 years. He rejoices that the Garden State Proficiency Race continues to be held. "So many good races no longer are conducted," he said. "I look forward to this race every year."*

New Jersey's Garden State Proficiency Air Race, sponsored by the Ninety-Nines, offers a 200-mile short course which stages a takeoff from R.J. Miller Airpark, Toms River, NJ; a race that was held up for 24 hours in 1990 with passing thunderstorm activity and torrential rains. Greenberg and his co-pilot/navigator, Bruce Lontka, departed in their Cessna Skyhawk, N734 Alpha Charlie, and headed for Stroudsburg-Pocono Airport for a first leg of 77 nautical miles.

In a race that demanded fuel efficiency, navigation proficiency, and precise timing, the pair assessed the 15-knot headwind as they neared the Pocono Mountains and opted to fly through the Delaware Water Gap rather than spend time and precious fuel climbing to top the 1600-foot Kittitiny Ridge. "I expected ridge lift off the eastern slope of the mountain," said Greenberg. "Surprisingly, we had no such luck. The passage was about as mild as a flight through a venturi could be, but the lift wasn't to be found. The view, however, was magnificent."

Greenberg and Lontka turned toward the second leg of the triangular course. He said, "The second 98-mile leg of the race required an interruption for a flyby past the obscure, sodded Alexandria Airport near the west branch of the

Delaware River. The flyby had to conform with the normal flow of traffic. Strict rules, to avoid disqualification, required following earlier arriving aircraft with no cutting-in where extended patterns were in evidence. Flyby calls were acknowledged by ground-based observers who verified the arrivals as they followed the path of the active runway at 200 feet AGL."

Lontka and Greenberg continued the runway heading to race toward Hammonton in southern New Jersey. "If entries had been made for required actual time of arrival at handicap speed, we would have discovered that we were only 20 seconds late at Alexandria and 3 minutes, 15 seconds early at Hammonton. We estimated our fuel burn and our groundspeed and, nearing R.J. Miller Airport for the terminus of the race, found that we had 6 minutes to kill before flyby. Heading north toward Lakehurst, I cut the rpms to 2100. Bruce kept tabs on our remaining time and we attempted to cross the finish line as close as possible to our ETA. On final, I lowered full flaps in an effort to slow down and made a 65-knot landing configuration approach to 200 feet AGL. Bruce noted that we were 8 seconds early on our time estimate. Not bad, I thought. It should earn us the speed trophy.

**"Wrong! Those sharp cookies, 99s Janet Davis and her co-pilot daughter, Carol Yunker of Massachusetts, beat us to the trophy by 4 seconds!"**

99

## IMPRESSIONS of FLIGHT

I began flying when I was 13 and couldn't legally solo until I turned 16, so my first years of flight instruction were a mass of disorganized airplane rides designed primarily to satisfy a spoiled teenager. My first 'official' flying instructor did not consider the task of teaching a 13 year old how to fly terribly pressing, especially since I only had one lesson a month. Often my lessons with him were short trips flown to take care of personal business during which my instructor would drop some tidbit of aviation knowledge into my lap. One of these "lessons" which I remember particularly well was a hop from Covington to Peachtree-DeKalb Airport in Atlanta, Georgia. PDK is an extremely fast-paced, controlled field with a lot of traffic—a sloppy or slightly-behind pilot can get in trouble fast.

When we arrived at PDK in my dad's Cherokee 140, my instructor, Mike, did all of the radio work and I was allowed to fly my rendition of a traffic pattern. My pattern resulted in ending up too close to an airplane in front of us on final. Mike, loath to do a go-around and spend 10 additional minutes in the pattern, asked the tower for permission to execute a 360-degree turn in order to give the other plane time to land and clear the runway. After receiving permission from the tower, Mike took over the controls, did the 360 and landed without incident. This in itself was no major event, but I was a precocious teenager, out to learn all I could. I filed the

*continued next page*

*Just prior to the briefing for New Jersey's Garden State Proficiency Air Race, 1990*



## IMPRESSIONS of FLIGHT, continued

idea of a 360-degree turn in the back of my mind for future reference.

A few months later, because Mike was tied up with his full-time job, I scheduled my monthly lesson with Bill, a young aviator with whom I was hopelessly infatuated. Flying with Bill thrilled me to no end and I could hardly wait to show off my superior skills as an accomplished aviatrix.

The lesson started off on the wrong foot during the preflight. Bill actually had the audacity to follow me out to the airplane and ask questions about my preflight. Although I really did know some answers to his questions, I quickly became flustered, and I think that I ended up telling Bill that the control surface affected by the movement of the yoke was the rudder. I did survive the preflight, and finally we were airborne.

"Have you done slow flight?" Bill asked.

"Oh, yes" I replied confidently.

"Well, maintain your altitude of 3000 feet and heading of 360-degrees, and slow the plane to 60."

"Uh, could you remind me how to get into it?"

Bill patiently talked me through the maneuver, but by the time I had slowed to 60, the altimeter read 2500 and the DG indicated a heading of 330."

"Not bad, Michele," Bill said sarcastically, "We've only lost 500 feet and are thirty degrees off our heading. Climb back to 3000 and let's try it again."

After a few more unsuccessful

but slightly improved attempts at slow flight, we returned to Covington to do pattern work.

"Has Mike done any pattern work with you?"

"Oh yes, lots. I land really well."

"Go ahead then."

There was another plane in the pattern as I entered downwind. I misjudged things a little bit, and we were too close to the other plane on short final.

"I don't think he can land and be clear before we land." I remarked.

"Okay, what are you planning to do about it?" Bill asked in his wise-old-instructor tone of voice.

"I'll do a 360. Mike did one at PDK and it worked out really well," I chimed, proudly imparting my wisdom. Immediately, I, a low-time, not-even-soloed-student-pilot proceeded to enter a 360. We were 100 feet above the tree tops at slow speed with full flaps!

"What the —!?!" exclaimed Bill as he yanked the controls from me, pushed in full throttle, and began a go-around. "Are you trying to get us killed? Michele, never, NEVER pull a stunt like that when you're low and slow. Here, the airplane's yours."

"But Mike, ... and the controller," I stammered as I half-heartedly took control of the plane.

"Mike has tens of thousands of hours, is an experienced cropduster, and should never have done that with a student. And, as for the controller, just because a controller says, 'Okay' doesn't

## MINNESOTA VOLUNTEERS "FLIGHTS FOR LIFE"

Most people who give blood have little idea of the number of people who work behind the scenes to get blood where it is needed. Members of the Minnesota chapter can tell you about a special set of volunteers who perform their service in the air. They are volunteers of the American Red Cross, and they make Life Guard and Shuttle Flights when blood processing requirements make quick transportation a must.

The Minnesota 99s are brought into the blood services team when blood which was collected far out in the territory must be rushed to the St. Paul laboratory in time for processing and separating into components. For medical reasons, when components are to be made, whole blood must be delivered to the laboratory within four hours of its collection. When bloodmobiles go to sites farther than two and a half or three hour distant, the normal method of transporting blood, by automobile, is not fast enough.

Approximately 95 percent of the blood collected by Red Cross is eventually separated into components such as the platelets which are used to treat leukemia patients. According to Jeffrey McCulough, M.D., Director of St. Paul Regional Red Cross Blood Services, The Ninety-Nines are "crucial to the team because **without** them, it would be impossible to provide the amount of life sustaining platelets and other components required by hospital patients in our region." Other common blood components include cryoprecipitate and fresh frozen plasma, both used for hemophilia patients, and red cells, used during surgery and for treating anemia.

Flights for the Red Cross and for the American Cancer Society give the Minnesota 99s the satisfaction of using their skills to help their commu-

## NEW RATINGS AND AWARDS

NAME	CHAPTER	RATING/AWARD
Edna Drago	Potomac	Scholarship and CFI
Nancy Waylett	Potomac	Captain, USAir
Ermonia McGoodwin	Potomac	Private SEL
Gay Z. Williams	Potomac	CFII
Evie Washington	Potomac	Commercial
Jacklyn McKenna	Potomac	Instrument
Diane Larsen	Keystone	CFI MEI
Torgy Regan	Keystone	Instrument
Nancy McCurry	Keystone	Single Engine Seaplane
Michele Heiney	Keystone	Private
Donna Webster	Chicago Area	ATP
Kristin Glick Nuckolls	Chicago Area	Glider
Dee Ann Schiappacasse	Greater Detroit	Instrument
Laura Warman	Greater Detroit	CFII
Leslie Manheim	Kitty Hawk	CFII
MayCay Beeler	Kitty Hawk	CFI
Kimberly Bassett	Dallas	ASEL
Sandy Buschhorn	Dallas	IFR
Trine Jorgensen	Denver	Multiengine
Ursula Gilgulin	Colorado	FAA Safety Counselor, Leadville, CO, the United States' highest airport.
Anna Scholten	Colorado	IFR. Commercial, Multiengine
Mary Jo Voss	Shreveport	Accident Prevention Counselor
Jan Mauritson	Tulsa	Won Jimmie Kolp Award, presented annually at South Central Section Meeting
Mary Kelly	Tulsa	Completed the orals which qualify her as an accredited Airport Manager. Only 2 other Oklahomans carry this distinction.
Michele Goodale	Mt. Diablo Chapter	Scholarship winner, Multiengine.
Donna Frost-Swank	Aloha	B 737 Pilot for Aloha Airlines
Meg Streeter	Utah	B 727 Pilot for Federal Express
Colleen Turner	Redwood Empire	Passed IFR Written, Flight is underway
Cat Lacorazza	Santa Clara Valley	IFR

**NOTE: "Page Shamburger was honored with the Distinguished Service Award,"** stated the periodical, *The Pilot*, Southern Pines, North Carolina. She is the former owner of Page Travel Service. Kudos to Page.

## Sweatshirts, T-Shirts & Nightshirts

The interlocking 99 logo on blue sweatshirts, t-shirts, and nightshirts with all the sections listed in the background—a new product developed by international headquarters.

101 - Sweatshirt	S,M,L,XL	\$24
102 - T-shirt	S,M,L,SL	\$12.50
103 - Nightshirt	One size	\$20
Amelia Earhart Lockheed Electra Magnets		\$2

Send orders to The Ninety-Nines, Inc.  
International Headquarters  
Will Rogers World Airport  
Oklahoma City, Okla. 73159

(Include \$3 for postage and handling)



**SOUTHWEST SECTION 99s are HONORED BY AOPA FOR EARTHQUAKE AIRLIFT**

In the *Ninety-Nine News*, June 1990, Bay Area Chapter 99s were featured for their outstanding contribution to the effort to aid victims of the San Francisco earthquake. In October, the AOPA presented awards to "people who made a difference in general aviation." According to *AOPA Pilot*, December 1990, "A special moment came when ASF (Air Safety Foundation) President Donald D. Engen presented the ASF Distinguished Pilot Award to Carole Regan (Bay City 99) of Oakland, CA. The award was unique in that it was given not to a single pilot, but to all of the pilots who pitched in together to help victims of the October 17, 1989 earthquake.

"Regan accepted the award on behalf of an estimated 200 pilots who flew their aircraft on some 450 volunteer missions to aid the residents of hard-hit Watsonville and Santa Cruz, CA. In the days following the quake, pilots operating from Buchanan, Reid-Hillview, and Hamilton airports airlifted about 350,000 pounds of emergency supplies, from food and clothing to teddy bears. Regan recalled the conditions under which volunteer pilots flew. 'It was not pleasure flying,' she said of one day of intense flying under deteriorating conditions. 'By dusk, it was IMC and had

*continued on Page 27*

*D. Goldsby, M. Scott, C. Morshead, M. Christiansen, and J. Amaral represent the spirit of volunteerism of the 99s and all 99s involved in the earthquake airlift.*



*For the first time, the AOPA's highest award was given to a group rather than an individual. Kudos to (l. to r.) M. Scott, C. Morshead, J. Amaral, D. Selman and the 99s they represent.*

**MINNESOTA VOLUNTEERS • FLIGHTS FOR LIFE, continued**

nities according to Clara Johansen, North Central Section Governor and member of the Minnesota chapter. The chapter gains in three ways: new members join, existing members are retained, and the chapter receives favorable publicity. Clara writes that "Women who have learned to fly like to have a reason for flying; there is something important for new members to do as soon as they join and the flying keeps over fifty of our members current."

The first 'Life Guard Flight,' as they are known, took place in July 1975, and has continued ever since without interruption. The idea was born when a member of the National Red Cross Board heard a Minnesota 99 speak at a Kiwanis meeting on how much she enjoyed flying. Since July 1983 an addition program, called 'Shuttle Flights,' has been added. Shuttle Flights have been made two- and three- times weekly to a stock hospital — a round trip distance of 400 miles — to rotate the supply of platelets.

The programs have succeeded because of the 99s' commitment. Linda Haedge, Sally Woodburn, Clara Johansen, Rita Orr, and Linda Osland, to name a few, spend many hours and make innumerable phone calls to schedule the necessary pilots for each week's flights. The pilots who are scheduled to take the flights cancel only because of weather conditions. The program of rotating platelets requires instrument pilots and is an incentive to acquire the rating and to maintain currency. Top on the pilot honor roll is Ginny Reed, with 40 flights to transport a total of 140 boxes for 11, 236 nautical miles 122.97 hours under her belt. Eight pilots have flown over 5000 nautical miles:

Rita Orr	25 flights	7684 nm	60+ hours
Lucille Thern	28 flights	6326 nm	63+ hours
Clara Johansen	21 flights	5938 nm	70+ hours
Eloise Nelson	18 flights	5791 nm	46+ hours
Marilyn Anderson	17 flights	5641 nm	52+ hours
Linda Osland	18 flights	5524 nm	56+ hours
Theresa Frazee	30 flights	5462 nm	53+ hours
Shirley Christensen	23 flights	5407 nm	54+ hours



## Letters, cont.

sity named Irene Senyuk at our exchange meeting and we have been corresponding since that time. She would like to locate her long-lost relative or his descendants in the U.S.A. Her father's uncle, Timothy Senyuk, came to this country from Germany in 1937 and went to San Francisco. His last known address was: Timothy Senyuk, C/o V. Tigour, 315 Minnesota Street, San Francisco, CA. After the war, Irene's family lost contact with his uncle as he did not consider it safe to communicate with anyone in the U.S. A. during the Stalin era. My research has been through the telephone books and city directories available at our public library. I found a George Senyk and an Olga Senyk in San Francisco and a Peter Seniuk in Modesto, but none of them are related. I have exhausted my limited resources. If anyone, anywhere, can find a Senyuk listed in their city, will you please send me the address so I can contact them? It will be greatly appreciated."

From the AEMSF Trustees.

Charlene Falkenberg, Chairman:

**"The Amelia Earhart Memorial Scholarship Trustees** would like to respond to the letters which appeared in the July/August *Ninety-Nine News* regarding Scholarship Judges: "Judges selected to evaluate scholarship applications need to have an interest in aviation. They cannot be Ninety-Nines. They may be male or female. We actively seek women willing to serve. It is preferable to have well-known individuals as recognized names help publicize our organization. Some women suggested by the 99s who wrote to *The Ninety-Nine News* have turned us down, some are ineligible (99s), and one or two we have noted for the future.

"By the time applications are sent to the final Judges, Ninety-Nines have already evaluated the applications several times beginning with the chapters which must choose the member or members they want to sponsor for that year. *Chapter selections* are forwarded to the Section Scholarship Chairman who is obliged to form a committee and once again judge/evaluate those applications.

"Sections are limited by a quota, so it

is often a very difficult task for them to make their selections before sending the *Section Winners* on to the Trustees.

"Trustees each receive all applications submitted by the Sections. They are given two weeks to complete a complex evaluation on each applicant. Upon arrival for their Spring Board Meeting at the Ninety-Nines Headquarters in Oklahoma City, each Trustee turns in her summary with applicants ranked on a scale of 1 to 5. Only then, after arrival in OKC when the reports have been consolidated, do the Trustees know how the others have ranked the applicants. If weighing the merits of

### NOTAM

R. J. McGlasson, International Chairman for the By-Laws Committee, reports that **BY-LAW CHANGES** must be received no later than **MARCH 15, 1991.**

Anyone can propose changes to the By-Laws.

Submit to R.J. at 703-527-5765 or FAX 703-527-2120

or to committee members:

Jean Reynolds: 915-772-1668 or

Joan Payntor: 805-831-4598

The Committee will write recommendations or comments and present the proposals to the Board of Directors.

each 99 seeking a scholarship sounds easy or simple, let us assure you it is far more difficult and time-consuming than you can imagine.

"At this time, the Trustees begin a day of discussing each applicant. Sometimes we agree with little or no discussion necessary, other times we defend our position and it takes much longer.

"The applicants which reach the Trustees are already the cream of the crop, those 99s truly deserve the scholarship being sought, but due to the limited amount of money available each year, it is necessary to send only a reasonable number to the final (outside) Judges. The Trustee selections will then be forwarded and judged for the fourth time.

"Obtaining qualified Judges is an unbelievably difficult task as well as a year 'round job. No one is clamoring to be asked to judge our scholarships. Judges are used only once. Many individuals simply don't respond. Others decline. Trustees bring names of prospec-

tive Judges to all meetings. We welcome suggestions from the membership, particularly names of women who are not 99s and who have an interest in aviation, but with the suggestions we need addresses. That has been a stumbling block when trying to contact both men and women.

"The Trustee who has the job of contacting proposed Judges is not envied by any of the other Trustees. She writes myriad letters, makes endless telephone calls, gets negative or no replies often weeks after the deadline. As the deadline approaches the search becomes a frantic one.

"In closing, we'd like to point out that Alex Trebek was sought out by the National Aviation Hall of Fame and urged to serve on their Advisory Council due to his enduring interest in aviation. Those are the types of individuals we, too, actively pursue. Again, we ask for your suggestions."

"Thanks for listening," from Trine Jorgensen, **Colorado Chapter:**

"Recently I have received my Sept. and Oct. *Ninety-Nine News*. I'm a little disappointed in a couple mistakes that were made.

"Sept., Pg 11: Nancy Aldrich is *not* type rated in 747s. She is First Officer on the 767 (Quite the difference in a/c type.) Maybe it was a type-o but I noticed it.

"Oct., Pg 9: Now how could anyone confuse Pueblo with Boulder? The SCS meeting was in Boulder, as correctly stated later in the article. Boy, Pueblo ain't even close.

"Well, I'm not here to 'bitch' at you, I'm just pointing these things out. I think things should be correct and true. (How would you feel if someone said you were type-rated in a Learjet when you only upgraded to a King Air.) Just be careful and proofread more carefully if possible." 99

Letters to the Editor are welcome. The deadline for receiving letters is the first of every month. Letters chosen to be printed will be those that deal with the content of the *Ninety-Nine News*. Letters may be edited for the purpose of clarity or space. Ann Cooper, Editor

## Impressions of Flight, cont.

mean it IS okay. You're the pilot! The responsibility for anything that might happen ultimately falls on you. Now, are you going to clean up the rest of the flaps?"

I obediently retracted the remaining flaps.

"Did you just drift over to this side of the runway, or was it intentional?" Bill asked, referring to the fact that we had drifted significantly to the right.

Afraid to admit doing *anything* intentionally, I answered, "Just drifted."

"Well, since this airport has left hand traffic, it isn't a bad idea. If that plane below us had done a touch and go, it would have kept us from flying into him."

"Darn," I thought to myself, "the only thing I've done half right all day, and I don't even get credit for it."

We landed. I thought we would quit, but Bill wasn't about to stop flying with me flustered. He made me do another landing—"...for good measure."

I put the airplane away, dragging my tail. Bill endorsed my logbook, making no reference to my maneuver.

Between that lesson and my private checkride, I flew with Bill several times, usually messing things up while trying desperately to be impressive. I finally figured out that I just had to be on top of things, giving my flying 100 percent of my concentration 100 percent of the time. In the end I was glad for those lessons with Bill, because the first thing I had to do on my checkride was slow flight, and I did it perfectly.

Needless to say, I was ecstatic

## Women In Aviation continued from page 18

the odds.

"As I said, I was lucky. But, I think my beliefs and the integrity of them helped the luck along. I believed that they would kill us! I was aware that they had been as well trained to do their jobs as we had been to do ours. They knew exactly how to demoralize people; with physical abuse, with fear, with psychological torture, with unexpected and unexplained violence. That is the most demoralizing because it lacked rationality—and they knew that!"

Uli Derickson ended her talk with this touching story. She said, "At one point, one of the hijackers heard me humming. (God knows why I was humming—one of those involuntary things you do when you are scared out of your wits, I suppose.) He asked me if I could sing, 'Backe, Backe Kuchen,' or 'Patty Cake, Patty Cake.' I asked him how he knew that song and he told me he had a German wife and baby in Germany. I sang for him and then he said, 'Sing a hit song that I would hear if I was back in Germany.' I thought of a song I'd heard maybe 30 years ago, sung by a German singer named Freddie. It was a big hit and it was called 'People Without A Country.' The words are heart-breaking: 'I have no house, I have no friends, I have no place to go. ...' I sang that song in German and I looked right at this hijacker. As I sang, his face began to soften, just a little bit. Then he stopped me and said, 'Sing it again, slower. I want to hear the words better.' The second time I sang it, his eyes began to fill with tears. When I finished he said, 'That's just like Lebanon.'

"I told him about my childhood, when I was hungry, too. I told him that I picked apples from the ground because, if I picked from the trees, I would be accused of stealing. I knew at that moment that I reached him. I reached whatever good still rested in him. I am convinced to this day that it mattered in the final outcome of the ordeal. So, there it is. Make a difference through DETERMINATION, IMAGINATION, and INTEGRITY. It can work for one, for two, or for the world." 99

when Bill called me the evening of my checkride. He said, "I *knew* you'd make a good pilot some day."

That was the only **impression** I ever wanted to make. 99

*ED: Thanks for a nice article, forwarded by your former editor, Robyn Sclair. Would the author please identify herself?*

*To the right, "A 1946 Beech Bonanza takes to the skies." Photo by Ann Cooper*



**Honored for Quake Airlift, cont.**

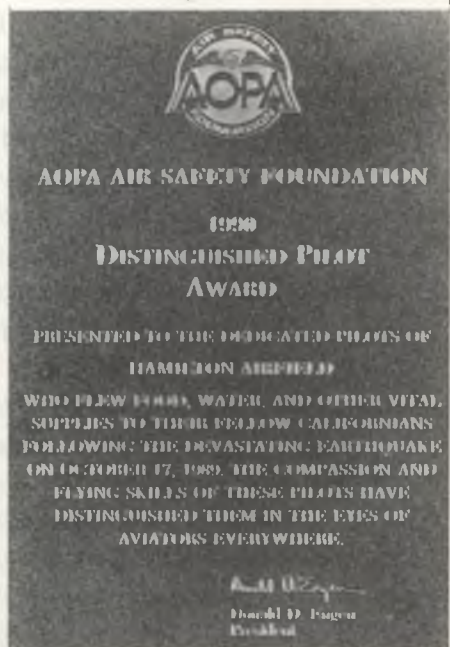


*Carole Regan, right, a member of the Bay Cities Chapter, Ninety-Nines, holds the coveted Distinguished Pilot Award which was presented by Air Safety Foundation President Donald D. Engen to all of the pilots who flew ..."food, water, and other vital supplies to their fellow Californians..."*

gone IFR.' She said the airlift served to underline the importance of general aviation—and of general aviation airports—to all communities."

Congratulations to the pilots who flew out of Hamilton Airfield and who were organized by pilots Charles Gallagher, Ham Kirchmaier, James Richmond, and Michele Scott. Our admiration is extended to the NINETY-NINES who figured prominently in the relief effort. You should be justifiably proud. 99

*The coveted Distinguished Pilot Award, 1990*



**GENERAL COUNSEL** a reprint by Sylvia Paoli, General Counsel, 99s

Once again it is getting near tax time and that always brings numerous questions about deductibility of expenses incurred in activities for The Ninety-Nines, Inc. The table appearing with this article may be of some help to United States members, although it is not all inclusive by any means. In addition, it is to be noted that business deductions are not included. That is because the tax rules on business deductions are very complex and variable and should be worked out on an individual basis with your own accountant or tax attorney. Business deductions for 99s' activities would only apply if you are engaged in certain aviation businesses or full time aviation education. For all other members, your deductions are taken under "charitable contributions" and are not specifically itemized but merely lumped together along with other charitable deductions.

In the table, category 1 is "all members." Category 2 is for "delegates" to section meetings and international convention and other officially sanctioned meetings that are not purely social. In studying the table, I caution you to remember that delegates to meetings are selected by motion at your chapter meeting, which must be seconded, voted on, and recorded in your chapter minutes. If specific delegates are selected to attend and report on specific portions of the meeting, that should also be recorded in your minutes. It should also be remembered that as is true with most general statements, there are many exceptions. So, if in doubt, check it out! Give me a call or have your accountant call.

This table shows examples of expenses and whether or not they are deductible under each category:

EXPENDITURES	CATEGORY 1	CATEGORY 2
Dues—local and international	yes	yes
Chapter meetings and activities*		
luncheons	no	
mileage to and from meeting	yes	
parking at meeting	yes	
giving airplane rides	yes	
driving to fundraiser, you help	yes	
Section meetings		
registration	no	yes
meals	no	yes
room	no	yes
mileage to and from meeting site	no	yes
golf, tennis, etc.	no	no
sightseeing	no	no
entertainment	no	no
International Convention		
registration	no	yes
meals	no	yes
airfare/private airplane	no	yes
hotel room	no	yes
tips	no	yes
telephone	no	no
entertainment	no	no
tours	no	no
Miscellaneous		
items purchased, donated to organiz.	yes	yes
cash donations	yes	yes
Christmas Party	no	
races	no	
fly-in lunches, etc.	no	

\*The deductibility of expenses for chapter activities presumes that you are actively participating in those meetings and activities.

## **STRESS and the PILOT,** *getting to know yourself and how you react to stress*

*... from the Flight Instructors' Safety Report, Volume 16, No. 4. Published by the AOPA Air Safety Foundation.*

### **"Introduction:**

Pilots come in all sizes, shapes and ages. We come from different family backgrounds, different economic situations and have varying flight experience. No two of us are exactly alike. Yet, we face the same challenges in the air. We take off, fly, and land. Regardless of whether we are flying a homebuilt, a Piper or Beech, a Lear or Gulfstream, or a B767, we must address the same challenges in flight.

Some of us are more psychologically resilient and less susceptible to stress than others. But, each of us faces stress to a degree. Each of us will cope in differing ways. In that ability to cope lies an almost secret key to individual pilot safety and accident prevention.

Understanding stress and its potential impact can be difficult. Recognizing stress is even more difficult because as we mature, we build defense mechanisms in the process of gaining experience. These defense mechanisms alter our ability to admit to ourselves that the pressures of life or specific situations are indeed stressful. Psychologists tell us that our reactions to various forms of stress are also based on the physiological and psychological characteristics with which we are born. What can be stressful at one point in our lives may not be stressful later. The much-married person is a lot calmer at his or her sixth marriage than at the first one. The soaring pilot can be a lot more resourceful

and less stressed should his engine fail than that pilot who has always depended on that noise 'up front.'

### **Background:**

The image we hold of ourselves can be one of supreme ability and we can believe that we have the capability to cope with even the most demanding situation. Is this a correct image? Are we as good as we think? True, we train and fly in a demanding environment and we should have confidence

***"Stress while flying stems from the man-machine interface. How comfortable do you feel flying your airplane?"***

that we are professional in what we do. Only you or I know how good we really are. If we don't critically analyze and measure that opinion of ourselves, we could be an accident waiting for a place to happen!

We do not prevent accidents by creating a fear of flying in the pilot. To do so is wasteful and creates more stress than might normally be expected. Our flying training provides knowledge and understanding of the airplane and the environment in which we fly. These key items, which will be discussed later, are the pilot's balance to stress, and they help combat unwanted fear. We should learn how to identify stress and not live in fear of it.

The size of the airplane can have little to do with the effect of stress on the pilot. True, more things might go wrong in a bigger, more complex airplane, but the pilot of the fixed-pitch, rag-covered airplane and the pilot of the supersonic jet must each deal with stress levels in his or her everyday

flying life. Also, the pilot's view of aviation risk changes as a function of experience measured in total flying time. This is true regardless of the complexity of the aircraft flown. Reaction times required to deal successfully with events may be vastly different between airplanes, but the effect of stress brought into the cockpit by the pilot, regardless of the complexity of the airplane, can be the same.

The difference between one pilot

and another in coping with stress while flying is in the degree of stress 'experience' and how each individual reacts to pressure. There can be no set answer. It is not the purpose here to frighten, nor is it to say that all stress is bad. Some flight related stress can be very beneficial to our attentiveness. Large amounts of family or business related stress will have differing effects on different pilots. The measure of that stress is purely qualitative. The flying and life-style categories of stress are treated in more detail later. There is a stress level for each one of us where personal caution flags should go 'up,' where you or I should think whether or not that stress could inhibit our normal healthy ability to think, to react, or to fly an airplane.

The combination of life-style and flight stress can lead to forgetfulness, lack of recognition of developing cues, lack of attentive focus and, in the worst of all cases, to an accident. These two types of stress need to be under-

**STRESS**, *continued*

stood to be recognized. Learning to leave life-style stress out of the cockpit is key to long term survival. Learning to acknowledge the need to place stress cues in the preflight decision-making process can prevent accidents.

**Life-style Stress:**

Critical life events create stress that relate to you and your immediate family. Unsettling personal experiences can be stressful. A serious disagreement with your wife or husband or major financial

hangar fees, or with an Air Traffic Controller, or an Automated Flight Service Station or Flight Standards District Office person? Has another aircraft cut you out of the pattern or another pilot been discourteous? Are you angry? If you are flying as an employee in a Federal Air Regulation Part 135 or 121 flight operation, are you disgruntled because of your boss or a fellow employee? Are you making a flight that you didn't want to make? An instrument

***"Flight stress can come from lack of ability to cope with or control our flying environment."***

concerns generate stress. The severe illness of a child can create deep concern in a parent. Stress can be generated by failure to succeed at key personal endeavors or by the presence of an extra-marital relationship on the part of husband or wife. Already being late or the rush to get somewhere on time can create stress. Dissatisfaction or concern in the workplace can be carried into the cockpit in the form of stress. Positive events cause stress, too: an upcoming marriage, a new job, a new baby. One study made in 1982 found that of those pilots who had accidents, a significantly higher percentage were experiencing life-style stress at the time of the accident.

**Flying Stress:**

Stress while flying stems from the man-machine interface. How comfortable do you feel flying your airplane? Is this the first flight in a new type and are you well checked out or are you 'winging it?' Have you just had a disagreement with the FBO over

approach to minimums or lengthy ATC delay can create stress for some. Flight stress can come from lack of ability to cope with or control our flying environment. A Near Mid Air Collision (NMAC) can provide enough stress to warp our decisions for a whole day.

Accidents are caused by lack of stress, as well. You have seen the sign, "Complacency Kills." A certain amount of stress can help sharpen our focus on the task at hand and is healthy."

(The remainder of the article—a magnitude and measurement of stress—will be published in the next issue of *The Ninety-Nine News*. Watch for it. How do YOU cope with stress?)

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***"Accidents are caused by lack of stress, as well. You have seen the sign, 'Complacency Kills.' Positive events cause stress, too!"***

**THE BOOK HANGAR**

A new book, *The Incredible Gang Ranch* by Dale Alsager, has been published. The brochure stated: "Hardship, intrigue, humor, and tragedy went into author Dale Alsager's successful struggle to lasso *The Incredible Gang Ranch*, America's largest cattle ranching empire. Family squabbles, jealousies, and desperate financial hardship have gone into the continuing legal battle to keep it. The legendary million-acre ranch in central British Columbia is worth more than \$10 million today after a colorful and dramatic 130-year history that includes 'meddling government bureaucracies, absentee owners, and tough economic times.' This book makes a galloping good read, as it follows a colorful history from the notorious Harper gang of West Virginia in the 1800s, through the days of the California and Cariboo Gold Rushes, to high flying, high risk, computer-aged, corporate ranching of the 20th century."

**Chapter 29 of *The Incredible Gang Ranch* is entitled, "The 99s," and tells of a gathering of the Canadian Rockies 99s get-together at the Gang.**

*The Incredible Gang Ranch* is published by Hancock House Publishers, 1431 Harrison Avenue, Blaine WA 98230 and is on the market for \$16.95. Telephone: 206-354-6953 or Fax: 604-538-2262.

COMING: A Review of the book, *Those Wonderful Women In Their Flying Machines*, by Sally VanWagenen Keil. See the advertisement on the back page.

The "Intent to Seek Election" form serves as the means of discovering those who wish to be considered for elected positions.

The qualifications for elective office are printed in The 99 NEWS and in the Membership Directory, and are in accordance with the Bylaws and Standing Rules. The Bylaws are printed in the Directory. See Article VIII. Check them carefully before submitting your "Intent" form.

Name of the current Nominating Committee Chairman and filing deadlines are published in The 99 NEWS.

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 (six) copies of the form and resume. Keep one for your files.
5. Make 2 photocopies of your Airman Certificate, Current \* Medical and Biennial Flight Review. (or other applicable from non-USA).
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 99 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 the current Chairman of the Nominating Committee.

\*Candidates for Nominating Committee need not be current pilots.

INTENT TO SEEK ELECTION

Office Sought \_\_\_\_\_

Name \_\_\_\_\_ Phone \_\_\_\_\_

Chapter \_\_\_\_\_ Section \_\_\_\_\_

Endorsement by own Chapter signifies Chapter approval. Or two other Chapters (or Section Governors).

Chairmans Signature \_\_\_\_\_ Chairmans Signature \_\_\_\_\_

99 Member Since \_\_\_\_\_ Classification \_\_\_\_\_

Date-Class Medical \_\_\_\_\_ Total Hours \_\_\_\_\_

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Service to Ninety Nines, Include dates:

Chapter, Offices - Committees \_\_\_\_\_

Section \_\_\_\_\_

International \_\_\_\_\_

No. Conventions Attended \_\_\_\_\_ Section Meetings \_\_\_\_\_

Special aviation related awards \_\_\_\_\_

Membership in aviation oriented organizations and 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 \_\_\_\_\_ Candidates Signature \_\_\_\_\_

Deadline \_\_\_\_\_ Attach Resume \_\_\_\_\_

The chairman's signature signifies that the candidates 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 1 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 + 4 copies of form and resume; 2 copies of Airman Certificate, Current Medical, Biennial Flight Review, summary of your resume; 1 black and white photograph to INTERNATIONAL NOMINATING CHAIRMAN. (See 99 NEWS or contact Headquarters in OKC for name of current chairman and filing deadlines.)

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