

INTERNATIONAL WOMEN PILOTS

THE 99

TALKS



VOLUME 13 NO 6

JUNE, 1987



USPFT READIES FOR
HELSINKI COMPETITION
AUGUST 10-17

USPFT

AVIATION INSURANCE UPDATE

By Gene Nora Jessen

Unless you staked out a stretch of beach after the Hawaii convention last year and are still basking under a palm tree, you're aware of, and probably stunned by the liability insurance crisis in various fields. The ripples have not missed aviation, and we've experienced increased premiums and narrowed underwriting perimeters. If you've read any recent aviation publications, you're on top of the products liability situation and its impact on aircraft manufacturers and repair shops. Closer to home, if you're a new ATP eyeing the airlines, for example, you know how difficult it is for a low-time pilot to

insure in a light-twin transition.

Today the commercial and personal lines agents are talking of a "softening" market (reduced premiums), but we're not seeing that in aviation insurance yet. We're getting a leveling off and smaller increases than we saw in 1986. Some classes of aviation insurance remain difficult to purchase, such as air shows, helicopters, senior pilots and various special uses such as aerial photography, with few market choices.

Those Ninety-Nines who have insured their airplanes through the Ninety-Nine group program at American Aviation Underwriters have enjoyed competitive rates and good service. The program has worked well for us and we had no desire to

terminate it. However, as it came time for our carrier to renew its own reinsurance, a sharing of the risk, it was unable to do so. As a result, this company has left the aviation insurance business and is unable to renew policies or take new business.

Efforts are cluminating now in the search for a new carrier so that we can continue the Ninety-Nine membership benefit of group rates on members' individually owned and insured aircraft.

Several companies are expressing interest and we're intent on doing business with a top-notch company once again. Just as soon as the Board of Directors approves a new program, it will be announced to the membership.

THE 99 NEWS CLASSIFIES



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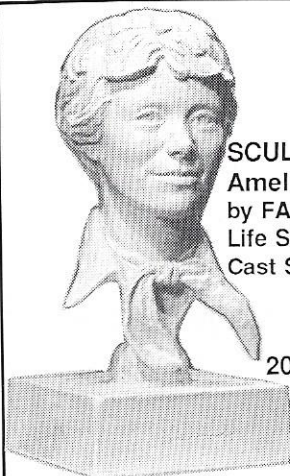
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HELSINKI HERE WE COME

BY HAZEL JONES

The 7th World Precision Flying Championships will be held in Helsinki, August 10-17, 1987. The United States team qualified last July in DeQueen, Arkansas and have been practicing and honing their skills for the next championship. They placed 4th in 1985 in Kissimmee, Florida which is the highest a U.S. team has ever placed. Each team member is convinced that this is our year to break into the top three. At the last meeting of CIAG held in Paris, France, the information received from Finland is that the fees will be 800.00 per competitor per week. That figure does not include the cost of the first week of practice, the cost of the aircraft rental, the cost of the transportation to and from Helsinki and other items like uniforms and special things to make the team a team, of which, we can all be proud. The council figures it will cost between \$30,000 - \$40,000 to send the team, manager, coach and judges to Helsinki and provide some sort of uniform and also rent airplanes for practice and competition.

Western Michigan has got a lock on members. They must have the key to training precision flyers. From western Michigan we have Ray Heyde who is a veteran precision flyer. He is the oldest member of the team and has been a member since 1983. Ray runs a fixed base operation in Ohio, provides pilot services and is a flight examiner. He flies co-pilot on a Citation as part of his service, and works with NIFA in his "spare time". Tom Ingersol, the rookie on the team has just graduated from Western Michigan and has gone to work for Ray. He will be instructing and providing pilot services for Heyde Aviation. He and Ray are planning some training time between now and August. Along with Ray and Tom, from Western Michigan is Sonjay Kalani. He graduated from Western Michigan about two years ago, served as the coach for their NIFA team and also provided pilot services and flight instructing before taking a job flying a Cessna 310. His job now is freight and some pilot services.

The last member of the team to hail from Western Michigan is Carol Pilaar. She graduated some years ago and has run her own FBO in Greenville, South Carolina. Carolyn is the only woman to have ever flown precision flight at an international competition. She was an alternate to the team that went to Canada in 1979 and then became a full member of the team that represented the United States in England in 1981.

She has been a member ever since and in 1985 won the national championship in the United States besting 36 other pilots in precision competition. Carolyn is also an avid race pilot and has participated in the Angel Derby, the Powder Puff Derby, the Grand Prix, and the Air Race Classic. Recently Carolyn has been flying for American Eagle.

Brooks Cone was the rookie on the 1985 team and now is a veteran precision flyer. He graduated from Western Michigan in May and will also be working for Heyde Aviation until time to leave for Helsinki. Brooks served as coach for the Western Michigan team in NIFA during his senior year at Western Michigan. As long as we are saluting the Western Michigan pilots we must also salute professor Art Hoadley for his computer work on scoring the USPFT airmeets, and also the scoring program he wrote for NIFA. Professor Hoadley serves on the NIFA Council and is very active in interscolastic flying activities.

On the other side of the country is Marvin Ellis. Marvin works for the city of San Francisco as a noise abatement monitor. Marvin is a product of San Jose state and was active in NIFA prior to becoming a force on USPFT. Marvin has been on the team since 1977. Joe Poerschke is the only other precision flyer and he has been on the team for the longest period of time. Marvin does flight instructing in his spare time and has assisted in local and regional USPFT competitions on the West Coast.

The alternate this year is Joe Poerschke. Joe has been flying precision on an international scale since 1975 and served as captain on the 1985 team that placed fourth. Joe was an engineer with Florida Electrical Company before resigning in 1986 to take a flying job. Joe was selected so that he will be available should some of the others not be able to go this year. He is always an adjunct to the team and provides good sensible leadership for the younger members.

Professor Gerald Shreve was the coach for the 1985 team and will serve in that capacity in 1987. Jerry is a full professor at San Jose State University. He has been involved in NIFA activities for many years and is the author of the famed "Red Book". That is the NIFA bible. Our country is so large that getting the team together for practice is next to impossible unless a planned camp is organized and with the current budget crunch, that is not feasible at this time. Coach Shreve has been in contact with the team during the year

and has given them suggested exercises to practice both in the airplane and personally.

Jody McCarrell will serve as the manager for the 1987 team. Jody served as the navigation judge in 1985 at the international competition in Kissimmee and was the competition director for the Nationals in 1986. She is an international judge and jurist and will serve the team well as its manager. The other two required members of the team are the international judges and those positions will be filled by Hazel Jones and Pat Roberts. Both Roberts and Jones are international judges and jurists. Jones also serves as the permanent alternate delegate to CIAG (International General Aviation Council) a committee under FAI (Federation Aeronautic International). Roberts was the chief administrative officer for the 1985 competition and Jones was the competition director.

We have a good team, good manager and coach, and good judges. The only ingredient missing is funds to send these people to Helsinki. Efforts are underway now to raise approximately \$40,000 to send everyone to Helsinki for two weeks. The southeast section has contributed \$500 to help send one member. The northwest section has challenged the New York New Jersey section to cosponsor a member. A very generous contribution was received this week from Alexis Montague-Ewanchew. We are hoping other chapters or sections will take on this job to help send the team to Helsinki. Jody McCarrell, chairman of the USPFT Council has advised all team members to start looking for financial help. I hope we all catch the spirit and with team effort, we can send the team to a victorious competition in Helsinki.

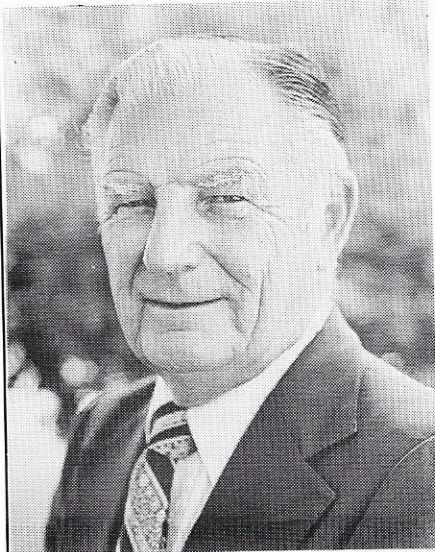


AMELIA EARHART MEMORIAL SCHOLARSHIP JUDGES

By Charlene Falkenberg

Each year, persons prominent in aviation, are asked to serve the Ninety-Nines as judges by selecting the winners for the Amelia Earhart Memorial Scholarships. Four outstanding persons gave of their time and talent this year. We are grateful to them in assisting us as Judges.

This year's judges listed alphabetically are: Duane Cole, Senator Jake Garn, Curtis M. Graves, and George R. Jansen. A short biography of each follows:



DUANE COLE, aerobatic champion and aviation author. 1940 was an eventful year for Duane Cole. He flew his first air show and began teaching aerobatics on the government sponsored Civilian Pilot Training Program. In April 1942, he left to teach the Royal Air Force in Stearmans, BT-13s, and AT-6s. During the years of 1944 and 1945 he taught aerobatics in ET-13s in the 14th Army Air Force Flight Training Detachment at War Eagle Field in California.

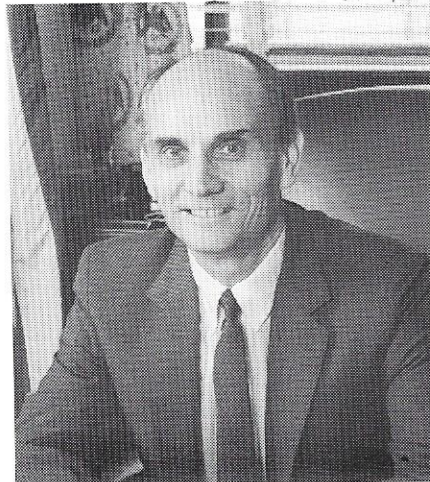
In 1946, he and three brothers, Marion, Lester, and Arnold started the Cole Brothers Air Show that ran for 17 years.

In 1961 he invented the groin strap for aerobatic airplanes. He introduced it to American pilots at the EAA sanctioned National Aerobatic Contest held in Phoenix, Arizona in 1962 and maybe to the world in 1962 at the World Championships in Budapest,

Hungary.

In 1965 he published his first aerobatic training book, *ROLL AROUND A POINT*. He published his second, *CONQUEST OF LINES AND SYMMETRY* in 1970.

He continues to teach at the present time from his aerobatic school in Burleson, Texas. He has written and published seven books and served as an associate editor of *Flying Magazine* for two years. He has flown every EAA Convention Air Show except 1964.



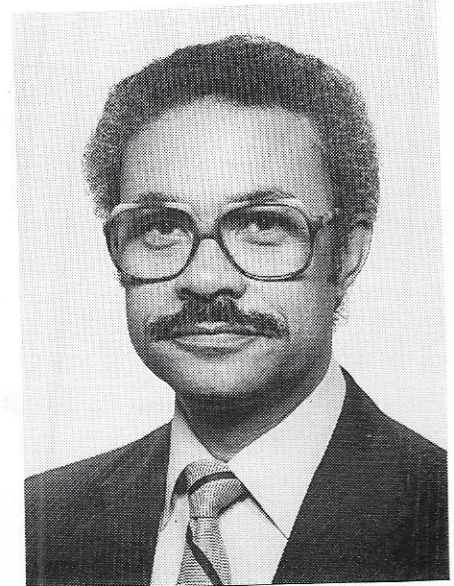
SENATOR JAKE GARN, born in Richfield, Utah. Prior to his election to the Senate in 1974 he served on the Salt Lake City Commission for four years and was elected Mayor in 1971. In 1972 he received the Tom McCoy Award as Utah's outstanding municipal official.

A former insurance executive he served in the U.S. Navy as a pilot, and achieved the rank of lieutenant. He is a retired Brigadier General in the Utah Air National Guard and has logged more than 10,000 hours of pilot time.

In 1957 he married the late Hazel Thompson, and they had four children. He married Kathleen Brewerton in 1977. Senator and Mrs. Garn have a son, Matthew, and a daughter Jennifer.

In November of 1984, Senator Garn was selected by NASA to train as a payload specialist for a flight on the space shuttle. On April 12, 1985, he flew aboard the shuttle *Discovery*, Flight 51-D, which launched from Cape Canaveral, Florida, Kennedy Space Center. During the seven day flight the

Senator performed various medical tests. *Discovery* Flight 51-D landed at Cape Canaveral on April 19, 1985 after orbiting the earth 109 times.



CURTIS M. GRAVES, Deputy Director for Civil Affairs of the Governmental Affairs Division at the National Aeronautics and Space Administration in Washington, D.C. He is responsible for all communications and relationships with Federal Civil agencies and with State and local governments.

Before coming to NASA, he was Managing Associate and Director of Continuing Education for the National Civil Service League in Washington, D.C. for four years. In 1966, Graves was the first black elected to the Texas House of Representatives since 1891. He served for six years, serving on many committees.

His first job after receiving his BA from Texas Southern University was that of Comptroller and then Branch Manager of Standard Savings Association in Houston. He has received awards from the Council on Negro Women, Delta Sigma Theta Sorority, the National Association of College Women, Kappa Alpha Psi Fraternity, Texas Southern University and two Honorary Doctorate Degrees.

Graves was born in New Orleans, Louisiana, is married to Joanne Gordon Graves and has three children.

continued on page 18

CONVENTION '87



HOTEL VANCOUVER!

The history of the Hotel Vancouver reflects that of the city for which it was named. It began as a mere convenience for world travelers and, like Vancouver itself, was repeatedly demolished and rebuilt as Canada's west coast grew in economic, political and social stature. Hotel Vancouver marked its ceremonial opening at the corner of Burrard & Georgia Streets on May 25, 1939. Speeches made by Lieutenant Governor Hamber and other distinguished guests applauded the hotel by saying "this magnificent hotel is a credit to Vancouver and the entire continent . . . this is a portentous and momentous occasion, and one of the finest hotels in the world is being dedicated to the city."

That evening, 1000 people gathered for a dinner where the city's newest dance band maestro, Len Hopkins and his Chateau Laurier orchestra, played. The Kiwanis Club also held a meeting that Thursday at the new hotel. The Vancouver Sun reported that "good fellowship and song commemorated Vancouver Kiwanis' first official meeting at Hotel Vancouver."

The first Hotel Vancouver was built in 1888 to cater to passengers of the trans-Pacific steamship route. Erected at the corner of Granville and Georgia Streets (now the Pacific Centre site),

the 60-room hotel was considered far removed from the bustling Gastown area that was then Vancouver's commercial center. The four story wooded structure was demolished in 1913, and replaced three years later by the second Hotel Vancouver built on the same site. Still referred to by many long-term residents as "the old Hotel Vancouver," the gracious brick building was built along chateau-style lines and fronted by a curving driveway that opened onto Georgia Street, then lined with full grown trees. When the present Hotel Vancouver was opened, the federal government took over the "old hotel" for military use through World War II. It was first a recruiting centre and headquarters for the army's Pacific Command and, at the conclusion of the war, became a veterans' hotel until its demolition in 1949.

Today's Hotel Vancouver was built at a cost of \$12 million and took almost 10 years to complete. It was the tallest building on the skyline, and the green copper roof was quickly established as the well-known city landmark that it is today. Everything that went into the construction was the biggest and best of its time. Designed in the French Renaissance style by John Archibald, the hotel's exterior was made of British Columbian stone from Haddington Island.

The hotel is owned and managed by CN Hotels Inc.

Hotel Vancouver has completed a \$10 million renovation program, restoring the hotel to its rightful place as Vancouver's "Grand Hotel." From the moment the guest arrives at the Hotel through a new gate, driveway and main entrance, to the Lobby, where you are welcomed by magnificent Czechoslovakian crystal chandeliers and a new reception area for fast check-in/check-out. All 506 guest rooms have been enhanced; over 123 of them completely re-done. The fourteenth floor is all suites and is the most elegant hotel floor in Canada with original marble, brass and rosewood decor and antique furnishings. Even the hotel corridors have been refurbished to provide light and elegant atmosphere. The Hotel Vancouver now offers its guests a new sports facility. The centre features a covered outdoor swimming pool and sundeck, of green glass, the pavilion is designed to reflect the architecture of the Hotel Vancouver's distinctive green roof. The health club portion includes an exercise room, massage room, saunas, tanning room, dressing rooms, showers and a lounge area.

We guarantee your stay at the Hotel Vancouver will be an enjoyable one and look forward to seeing you in Vancouver in August.

CONVENTION '87 REGISTRATION

The registration fee printed in the March issue of the 99 News is Canadian funds. Call your bank for the conversion amount or go to your post office and buy a Canadian money order.

If you send a check for the listed amount, you will be paying a much higher amount and it will not be refunded.

CONVENTION '87

Although Boundary Bay has been designated as the fly-in airport, those of you who land at the Vancouver International Airport in your own aircraft contact SEAHURST SKY SERVICE LTD. on UNICOM 123.0 and advise them you are with the 99s Convention. They are offering parking at half-price (\$5.00 Canadian per night) and fuel at 5¢ per gallon off. You may also write to them at P.O. Box 23164 AMF, Vancouver International Airport, B.C. V7B 1V6 for arrival procedures

Courtesy transportation will be provided from the South terminal to the Main terminal where you can hop an airport shuttle bus for the Hotel Vancouver.

Easter Bunny, dressed in his Easter finery.

We recently greeted two new 99s, Lynn Jeffery and Joanne Carpenter. Laura Gasko was initiated as a 66 but became a 99 almost immediately.

Greater Detroit

Our chapter celebrated its thirtieth annual Amelia Earhart Commemorative Brunch on February 15th with the guest speaker, Edna Gardner Whyte, from Roanoke, Texas. Members from all three Michigan chapters, our section governor, Nita Fineman, International AE Scholarship Chairman, Charlene Falkenberg, spouses, friends, chapter chairpersons along with several out-of-state guests, plus the Channel 2 News media, were all present at the memorable event in Troy, Michigan. A special thank you for a wonderful brunch goes to Co-Chairmen, June Beers and Mearl Frame.

Legislation Chairman Gini Sutherland and Dorothy Gillis attended the MAC listening session in Lansing and the ARSA meeting in Flint.

SOUTH CENTRAL SECTION Abilene

Micki Wright and Jolene Toman of the Abilene Area Chapter were instrumental in starting the Pinch Hitter flying course three years ago. The present course has 15 students, and one of the graduates has decided to take to the airways.

The Abilene newspaper carried a feature story on the efforts of this group of 99s.

Dallas

Dallas Chapter members met April 12th to attend the Omni Theater presentation of "The Dream Is Alive". The film was about the space shuttle. Small contingents of this group met for dinner before and after the show.

New officers will be installed and include Margie Carter, chairman; Bonnie Tassa, vice-chairman; Holly Barr, secretary, and Jerry Witbeck, treasurer.

Air marking the taxiway at Addison Airport is on the schedule for May as well as a fly-in to Lake Murray State Park in Oklahoma for lunch.

El Paso

Newly elected officers of the El Paso Chapter will be installed in June. They include Debbie Reavis, chairman; Fara Green, vice chairman; Edna Lavazzari, secretary, and Marsha Mascorro, treasurer.

The first breakfast of the year took place at West Texas in April with proceeds donated to the US Aerobatic Team. The proceeds from the next breakfast which is scheduled for May 3rd will provide funds for the chapter Chalet for Amigo Airshow '87.

Dallas Redbird

The Dallas Redbird Chapter sponsored a "Flying Companion Seminar" on Saturday, April 11th at the Airport Flying School in Addison Airport. We had a full classroom enrollment. Seminar instructors and topics included: Gail Clark — Understanding the Aircraft; Sharon Smith — Basic Aerodynamics; Linda McCormick — Loading the Aircraft; Elaine Meronyk — Instruments; Melitta Card — Sectional Chart; Pat Hyde — Radios; Kitty McGee — E6B Computers; Hazel Jones — Weather; Shirley Forner & Mary Gibbs — Plotting the Flight; Hazel Jones, Shirley Thom, and Fran Shelton — Pilot Incapacitation.

Guest speakers were Dr. Gabriel Fried — Medical Facts, Jim Jetton — Preflight, Bill Miller, Addison Tower Operations — Arrival Procedures, and Vicki Karnes who is a Delta pilot, spoke on being a woman in aviation. Bob Hazlett of the FAA presented the certificates to the class.

Hazel Jones and Kathy Long attended the NIFA meeting at the University of Southern Illinois, in Carbondale, Illinois. Hazel Jones also attended the North Central Section Meeting in Deluth, Minn.

Gail Clark and husband Tom attended the Ft. Worth Chapter's Poker Run and Spot Landing Contest.

The April meeting was held at Elinor Johnson's and we saw the video by Walter Cronkite about Amelia Earhart's last flight "You Were There".

Golden Triangle

Golden Triangle members attending the Spring Section Meeting in Little Rock, Arkansas, were Ellen Hamlett, Mary Wheelock, Beverly Stephens, Penny White, and Helen Hill. Mary Wheelock has just completed Phase 4 of the Wings Program.

Lubbock

Lubbock member, Mona Roberts, was recently featured on television news South Plains Profile. The interview took place at Crosbyton Airport where Mona is an airplane and power plant mechanic and a pilot. She was filmed working on an AG plane and finished the interview with a flight. She has recently completed requirements for her Inspection Authorization (IA) license.

The chapter welcomes new members Brenda Rogers and Mary Ann Harrison.

Oklahoma

The Oklahoma Chapters WASPs presented the program at the membership meeting in April. Betty Riddle was resplendent in her original uniform as Ruth Jones, Skip Carter, Lela Harding, Nema Masonhall, and guest WASP Helen Turner Holland discussed their adventures as members of this fascinating women's military organization. Lu Hollander hosted the meeting in her home.

Jan Perry put together a successful Poker Run with eight planes participating. The high poker hand winner was Susie Mitchell with the first place Spot Landing going to Charlene Davis. The proceeds went to the Scholarship Fund. Participants lunched at Fountainhead Lodge in Eastern Oklahoma and a short chapter meeting was conducted by Charlene Davis.

The chapter welcomed new members Merle Denek, Ann Reeves, Tia Morgan, and Sally Dalton.

San Antonio

The San Antonio Fly-To-Lunch-Bunch flew to Little Rock for the Spring Section Meeting via highway. Attending were Margaret Cosby, Gloria Blank, Ruth Nichols, Laura Richter, and Virginia Spikes.

Judith Stumberg met with six classes of St. Mary's Hall students and lectured on weather and aviation.

Shreveport

Shreveport Chapter once again garnered fame for chairing the annual Holiday-In-Dixie-Airshow. Air traffic tower tours were conducted, and airplane rides were raffled. The members sold popcorn and wore painted faces to convey the idea to the general public that private aviation is super safe and FUN.

Eileen Anderson and Marjorie Hardcastle received their Phase V Wings.

Texas

Top of Texas Chapter completed the air marking of the Dalhart Airport under the leadership of Judy West. Next comes Tulia, Texas, on the first sunny weekend without wind and precipitation.

New chapter officers are Kathy Davis, chairman; Claudia Stanford, vice-chairman, and Francis Pond, secretary/treasurer.

Tulsa

A video presentation was made at the March meeting of the Tulsa Chapter by a representative of Exec Airlines of Stillwater, Oklahoma.

The chapter was represented at section meeting by Ozzie and Bill Landrum, Jan Minnerath, Phyllis Scott and Charlene and Ron McCullough.

Teresa Ourada is a new member of the chapter and comes from a flying family. A student at OSU, Teresa's brother and father are pilots, and she has an aunt who is a Colorado 99.

Plans are in full swing for the May Flying Com-

panion Seminar. Graduation certificates will be a "First Feather Award". Melissa Whitehead, originator of the award, claims the award will be the first feather in their flying wing.

NORTHWEST SECTION

Columbia Cascade

Columbia Cascade Chapter enjoyed the efforts of Wayne Schoor, a local Flight Instructor, who presented a pilot refresher course for our members as well as guests from the Pines Chapter. Wayne briefed us on the procedures with the Portland ARSA as well as some procedures with flying into Canada. Also joining us was Linda Johnston from the San Fernando Valley Chapter who will be in our area for approximately three months.

We just learned that Polly Gilkison, NIFA Ways and Means Chairman from the Chicago area chapter, has moved to Portland.

Willamette Valley

Our chapter will co-host the Flying Companion Seminar to be offered at the Oregon Pilots Associations Annual Convention in Ashland, Oregon on Saturday, June 13th.

We WELCOME two new members, Wanda Maxey and Marilyn Husser and Bonnie Kenyon, a new 66 member.

For our April meeting we flew to McMinnville for lunch at Flight 97 and toured the new McMinnville Automated Flight Service Station.

Columbia Gorge

FAA representatives talked to our chapter on the new automated FSS at McMinnville at our March meeting. Our March 26th Safety Seminar, co-sponsored with FAA, was chaired by Pat Davis. Gary Ward presented the FAA slides "On Landing". Raffle prizes were presented after the presentation.

April 4th the Dades Airport rwy 30 received a new painted center stripe and repainted numbers. Seven 99s, 4 CAP Cadets, one FAA specialist, and a city employee spread 17 cans of reflecting paint while standing up to 20k winds. Jan Mlnarik kept this project afloat both before and after the paint started to fly.

We had a wind problem again for our April 11th "Play Day", with 15 to 25K's. Over 300 people attended the Fly-In breakfast in spite of the wind.

A poker run with 4 airport stops was won with a straight by Mickey Sampson. Jan Mlnarik put this day together with a little help from other 99s, the Airport Commission, and 3 CAP Cadets.

SOUTHWEST SECTION San Fernando Valley

Nearly seventy non-flying "co-pilots" spent a recent Saturday learning about subjects ranging from aerodynamics to communication to medical aspects of flying at our semi-annual Flying Companion Seminar. Chaired by Bertie Duffy, this increasingly popular event consists of sessions taught by chapter members as well as flight instructors.

Jack Norris, Technical Director at Mission Control for the Voyager flight, was the guest speaker at the March meeting. In his entertaining and informative style, Mr. Norris shared with us the fascinating behind-the-scenes aeronautical, meteorological, and human aspects of Jeanna Yeager and Dick Rutan's record shattering flight.

Welcome to our newest members, Madeline Kurrasch, Judith Runyon and Connie Schur! And congratulations to 99 Jan Goforth and 49 1/2 Mark on the birth of their future woman pilot, Janelle, on April 19.

Phoenix

Curt Tinsler's airmarking crew joined up with London Bridge-Lake Havasu Chapter to paint Havasu City Airport. But that was only the beginning of the day. They subsequently cruised the Colorado River on the Carr's houseboat, munched on hamburgers, hot dogs and all the trimmings, then swore

THOSE POWERLESS WOMEN

By Gene Nora Jessen

The glider pilots are purists. It was my privilege to be with them at their convention in Colorado Springs. What a show they put on with 15" of fresh snow, deep blue cloudless skies and warm hospitality. They did get aced out of flying, however, by the spectacular snow storm which closed the glider port, but they made up for it through hangar flying and trying on the new equipment in the conventional hall.

The Women Soaring Pilots Association has recently organized and will probably soon be a division of the Soaring Society of America. They sponsor soaring seminars just for women, and we tossed around the idea

of presenting a seminar in conjunction with a Ninety-Nine convention.

Many glider pilots are Ninety-Nines, but it was disturbing to learn that others were interested in joining 99s but had been told they were ineligible. However, our requirements for membership is open to women who "hold current pilot certificate of Private or higher grade". Of course, to be "current" in a powered aircraft, one must have a medical certificate. Glider pilots don't have to have a medical so a female glider pilot, sans medical, is eligible to be a Ninety-Nine.

The soaring group offers a scholarship which was presented this year to an impressive young woman,

Jan Huelsbeck. Jan came from Pensacola, Fla., but now is going to college in the Dallas area. She's an accomplished and experienced commercial glider pilot and also a glider instructor flying off the TSA gliderport near Dallas. Aviation is in good hands as we pass it along to young people such as Jan.

I challenge 99 powered pilots to get involved with gliders. Glider pilots have a deep understanding of the sea of air through which we fly and how it can be used to our advantage. But my observation is, even though they fly silent aircraft, their conventions and hangar flying are every bit as boisterous and animated as those of us who sit behind propellers.

S.O.S. FOR S.O.P.s

By Pat Jenkins

May Day! May Day! THIS IS A DISTRESS CALL FROM YOUR FLYING ACTIVITIES CHAIRMAN. Under the direction of our outrageously ambitious President, this chairman would like to make a request of every chapter that has not yet heard from me or has not yet responded:

Please lend me/send me your standard operating procedures for your most successful flight activity. I have been asked to assemble a collection of our organization's best S.O.P.s for flight plans for fun, education or service.

Surely most chapters have a favorite or especially successful flying event for which they would like to become famous. Our CEO would like Headquarters to have available a master reference of S.O.P.s of all of

the flight activities we have been using out in the field. This master would be used as a reference for any chapter requesting advice about just how to go about conducting a specific flight program. Of course, your chapter would receive recognition for the contribution and it just may become a standard for others.

The information I am requesting from you does not have to be long and tedious. Just send the rules, checklist, outline — whatever you use that works well. Our young chapters request help from HQ very often; we have little to offer. Help me put something together that would be of assistance. PLEASE BURY ME IN YOUR CORRESPONDENCE . . . and care enough to send the very best.

Pat Jenkins, Barton Lake Ranch, Diamond, Oregon 97722



The accompanying photo doesn't relate a twit to the column, but does show the author with her trusty steed dubbed "Woodstock." Together they check fencelines and water holes; herd cattle like a cowboy, and haul saddles, salt blocks, fencing supplies, lunches and even cowboys around the ranch that is located in southeastern Oregon. Woodstock is an irreplaceable Palomino Hughes 300C and has been cowpony here since 1980. The author contributed the photo just to catch your eye and get you to read the cry-for-help article attached.

THE 99 NEWS

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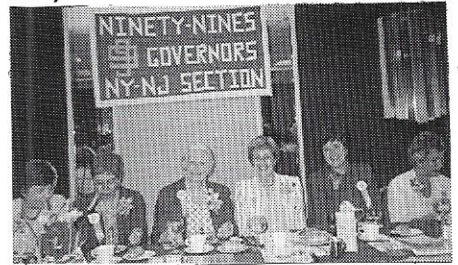
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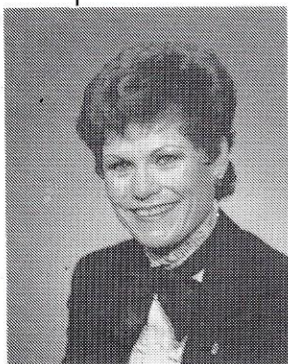
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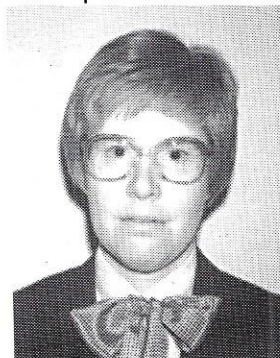


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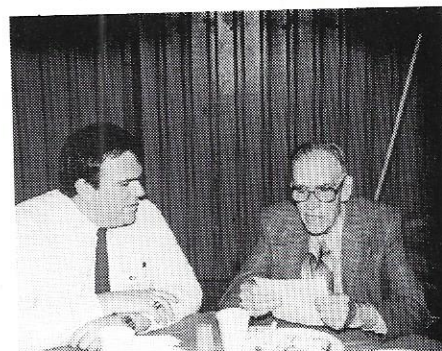




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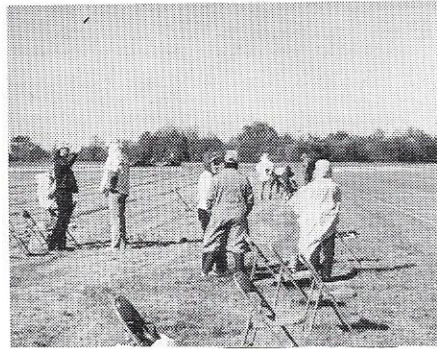
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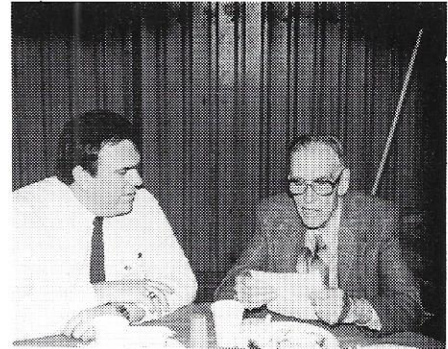
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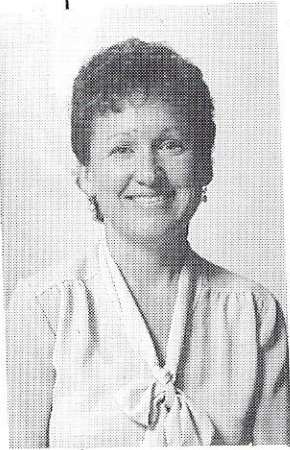
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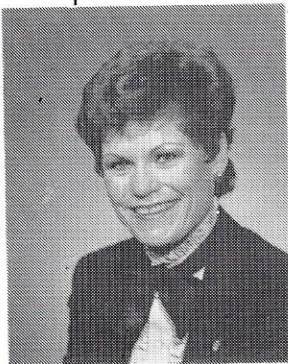
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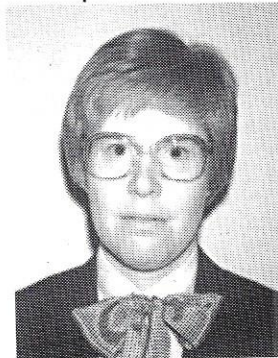


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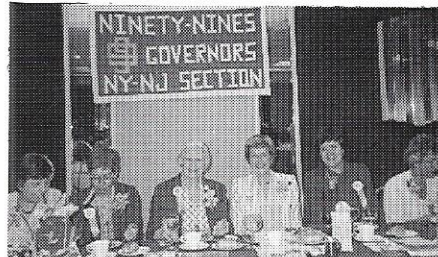
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THOSE POWERLESS WOMEN

By Gene Nora Jessen

The glider pilots are purists. It was my privilege to be with them at their convention in Colorado Springs. What a show they put on with 15" of fresh snow, deep blue cloudless skies and warm hospitality. They did get aced out of flying, however, by the spectacular snow storm which closed the glider port, but they made up for it through hangar flying and trying on the new equipment in the conventional hall.

The Women Soaring Pilots Association has recently organized and will probably soon be a division of the Soaring Society of America. They sponsor soaring seminars just for women, and we tossed around the idea

of presenting a seminar in conjunction with a Ninety-Nine convention.

Many glider pilots are Ninety-Nines, but it was disturbing to learn that others were interested in joining 99s but had been told they were ineligible. However, our requirements for membership is open to women who "hold current pilot certificate of Private or higher grade". Of course, to be "current" in a powered aircraft, one must have a medical certificate. Glider pilots don't have to have a medical so a female glider pilot, sans medical, is eligible to be a Ninety-Nine.

The soaring group offers a scholarship which was presented this year to an impressive young woman,

Jan Huelsbeck. Jan came from Pensacola, Fla., but now is going to college in the Dallas area. She's an accomplished and experienced commercial glider pilot and also a glider instructor flying off the TSA gliderport near Dallas. Aviation is in good hands as we pass it along to young people such as Jan.

I challenge 99 powered pilots to get involved with gliders. Glider pilots have a deep understanding of the sea of air through which we fly and how it can be used to our advantage. But my observation is, even though they fly silent aircraft, their conventions and hangar flying are every bit as boisterous and animated as those of us who sit behind propellers.

S.O.S. FOR S.O.P.s

By Pat Jenkins

May Day! May Day! THIS IS A DISTRESS CALL FROM YOUR FLYING ACTIVITIES CHAIRMAN. Under the direction of our outrageously ambitious President, this chairman would like to make a request of every chapter that has not yet heard from me or has not yet responded:

Please lend me/send me your standard operating procedures for your most successful flight activity. I have been asked to assemble a collection of our organization's best S.O.P.s for flight plans for fun, education or service.

Surely most chapters have a favorite or especially successful flying event for which they would like to become famous. Our CEO would like Headquarters to have available a master reference of S.O.P.s of all of

the flight activities we have been using out in the field. This master would be used as a reference for any chapter requesting advice about just how to go about conducting a specific flight program. Of course, your chapter would receive recognition for the contribution and it just may become a standard for others.

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Easter Bunny, dressed in his Easter finery.

We recently greeted two new 99s, Lynn Jeffery and Joanne Carpenter. Laura Gasko was initiated as a 66 but became a 99 almost immediately.

Greater Detroit

Our chapter celebrated its thirtieth annual Amelia Earhart Commemorative Brunch on February 15th with the guest speaker, Edna Gardner Whyte, from Roanoke, Texas. Members from all three Michigan chapters, our section governor, Nita Fineman, International AE Scholarship Chairman, Charlene Falkenberg, spouses, friends, chapter chairpersons along with several out-of-state guests, plus the Channel 2 News media, were all present at the memorable event in Troy, Michigan. A special thank you for a wonderful brunch goes to Co-Chairmen, June Beers and Mearl Frame.

Legislation Chairman Gini Sutherland and Dorothy Gillis attended the MAC listening session in Lansing and the ARSA meeting in Flint.

SOUTH CENTRAL SECTION

Abilene

Micki Wright and Jolene Toman of th Abilene Area Chapter were instrumental in starting the Pinch Hitter flying course three years ago. The present course has 15 students, and one of the graduates has decided to take to the airways.

The Abilene newspaper carried a feature story on the efforts of this group of 99s.

Dallas

Dallas Chapter members met April 12th to attend the Omni Theater presentation of "The Dream is Alive". The film was about the space shuttle. Small contingents of this group met for dinner before and after the show.

New officers will be installed and include Margie Carter, chairman; Bonnie Tassa, vice-chairman; Holly Barr, secretary, and Jerry Witbeck, treasurer.

Air marking the taxiway at Addison Airport is on the schedule for May as well as a fly-in to Lake Murray State Park in Oklahoma for lunch.

El Paso

Newly elected officers of th El Paso Chapter will be installed in June. They include Debbie Reavis, chairman; Fara Green, vice chairman; Edna Lazavari, secretary, and Marsha Mascorro, treasurer.

The first breakfast of the year took place at West Texas in April with proceeds donated to the US Aerobatic Team. The proceeds from the next breakfast which is scheduled for May 3rd will provide funds for the chapter Chalet for Amigo Airshow '87.

Dallas Redbird

The Dallas Redbird Chapter sponsored a "Flying Companion Seminar" on Saturday, April 11th at the Airport Flying School in Addison Airport. We had a full classroom enrollment. Seminar instructors and topics included: Gail Clark — Understanding the Aircraft; Sharon Smith — Basic Aerodynamics; Linda McCormick — Loading the Aircraft; Elaine Meronyk — Instruments; Melitta Card — Sectional Chart; Pat Hyde — Radios; Kitty McGee — E6B Computers; Hazel Jones — Weather; Shirley Forner & Mary Gibbs — Plotting the Flight; Hazel Jones, Shirley Thom, and Fran Shelton — Pilot Incapacitation.

Guest speakers were Dr. Gabriel Fried — Medical Facts, Jim Jetton — Preflight, Bill Miller, Addison Tower Operations — Arrival Procedures, and Vicki Karnes who is a Delta pilot, spoke on being a woman in aviation. Bob Hazlett of the FAA presented the certificates to the class.

Hazel Jones and Kathy Long attended the NIFA meeting at the University of Southern Illinois, in Carbondale, Illinois. Hazel Jones also attended the North Central Section Meeting in Deluth, Minn.

Gail Clark and husband Tom attended the Ft. Worth Chapter's Poker Run and Spot Landing Contest.

The April meeting was held at Elinor Johnson's and we saw the video by Walter Cronkite about Amelia Earhart's last flight "You Were There".

Golden Triangle

Golden Triangle members attending the Spring Section Meeting in Little Rock, Arkansas, were Ellen Hamlett, Mary Wheelock, Beverly Stephens, Penny White, and Helen Hill. Mary Wheelock has just completed Phase 4 of the Wings Program.

Lubbock

Lubbock member, Mona Roberts, was recently featured on television news South Plains Profile. The interview took place at Crosbyton Airport where Mona is an airplane and power plant mechanic and a pilot. She was filmed working on an AG plane and finished the interview with a flight. She has recently completed requirements for her Inspection Authorization (IA) license.

The chapter welcomes new members Brenda Rogers and Mary Ann Harrison.

Oklahoma

The Oklahoma Chapters WASPs presented the program at the membership meeting in April. Betty Riddle was resplendent in her original uniform as Ruth Jones, Skip Carter, Lela Harding, Nema Masonhall, and guest WASP Helen Turner Holland discussed their adventures as members of this fascinating women's military organization. Lu Hollander hosted the meeting in her home.

Jan Perry put together a successful Poker Run with eight planes participating. The high poker hand winner was Susie Mitchell with the first place Spot Landing going to Charlene Davis. The proceeds went to the Scholarship Fund. Participants lunched at Fountainhead Lodge in Eastern Oklahoma and a short chapter meeting was conducted by Charlene Davis.

The chapter welcomed new members Merle Deneke, Ann Reeves, Tia Morgan, and Sally Dalton.

San Antonio

The San Antonio Fly-To-Lunch-Bunch flew to Little Rock for the Spring Section Meeting via highway. Attending were Margaret Cosby, Gloria Blank, Ruth Nichols, Laura Richter, and Virginia Spikes.

Judith Stumberg met with six classes of St. Mary's Hall students and lectured on weather and aviation.

Shreveport

Shreveport Chapter once again garnered fame for chairing the annual Holiday-In-Dixie-Airshow. Air traffic tower tours were conducted, and airplane rides were raffled. The members sold popcorn and wore painted faces to convey the idea to the general public that private aviation is super safe and FUN.

Eileen Anderson and Marjorie Hardcastle received their Phase V Wings.

Texas

Top of Texas Chapter completed the air marking of the Dalhart Airport under the leadership of Judy West. Next comes Tulia, Texas, on the first sunny weekend without wind and precipitation.

New chapter officers are Kathy Davis, chairman; Claudia Stanford, vice-chairman, and Francis Pond, secretary/treasurer.

Tulsa

A video presentation was made at the March meeting of the Tulsa Chapter by a representative of Exec Airlines of Stillwater, Oklahoma.

The chapter was represented at section meeting by Ozzie and Bill Landrum, Jan Minnerath, Phyllis Scott and Charlene and Ron McCullough.

Teresa Ourada is a new member of the chapter and comes from a flying family. A student at OSU, Teresa's brother and father are pilots, and she has an aunt who is a Colorado 99.

Plans are in full swing for the May Flying Com-

panion Seminar. Graduation certificates will be a "First Feather Award". Melissa Whitehead, originator of the award, claims the award will be the first feather in their flying wing.

NORTHWEST SECTION

Columbia Cascade

Columbia Cascade Chapter enjoyed the efforts of Wayne Schoor, a local Flight Instructor, who presented a pilot refresher course for our members as well as guests from the Pines Chapter. Wayne briefed us on the procedures with the Portland ARSA as well as some procedures with flying into Canada. Also joining us was Linda Johnston from the San Fernando Valley Chapter who will be in our area for approximately three months.

We just learned that Polly Gilkison, NIFA Ways and Means Chairman from the Chicago area chapter, has moved to Portland.

Willamette Valley

Our chapter will co-host the Flying Companion Seminar to be offered at the Oregon Pilots Associations Annual Convention in Ashland, Oregon on Saturday, June 13th.

We WELCOME two new members, Wanda Maxey and Marilyn Husser and Bonnie Kenyon, a new 66 member.

For our April meeting we flew to McMinnville for lunch at Flight 97 and toured the new McMinnville Automated Flight Service Station.

Columbia Gorge

FAA representatives talked to our chapter on the new automated FSS at McMinnville at our March meeting. Our March 26th Safety Seminar, co-sponsored with FAA, was chaired by Pat Davis. Gary Ward presented th FAA slides "On Landing". Raffle prizes were presented after the presentation.

April 4th the Dades Airport rwy 30 received a new painted center stripe and repainted numbers. Seven 99s, 4 CAP Cadets, one FAA specialist, and a city employee spread 17 cans of reflecting paint while standing up to 20k winds. Jan Mlnarik kept this project afloat both before and after the paint started to fly.

We had a wind problem again for our April 11th "Play Day", with 15 to 25K's. Over 300 people attended the Fly-In breakfast in spite of the wind.

A poker run with 4 airport stops was won with a straight by Mickey Sampson. Jan Mlnarik put this day together with a little help from other 99s, the Airport Commission, and 3 CAP Cadets.

SOUTHWEST SECTION

San Fernando Valley

Nearly seventy non-flying "co-pilots" spent a recent Saturday learning about subjects ranging from aerodynamics to communication to medical aspects of flying at our semi-annual Flying Companion Seminar. Chaired by Bertie Duffy, this increasingly popular event consists of sessions taught by chapter members as well as flight instructors.

Jack Norris, Technical Director at Mission Control for the Voyager flight, was the guest speaker at the March meeting. In his entertaining and informative style, Mr. Norris shared with us the fascinating behind-the-scenes aeronautical, meteorological, and human aspects of Jeanna Yeager and Dick Rutan's record shattering flight.

Welcome to our newest members, Madeline Kurrasch, Judith Runyon and Connie Schur! And congratulations to 99 Jan Goforth and 49 1/2 Mark on the birth of their future woman pilot, Janelle, on April 19.

Phoenix

Curt Tinsler's airmarking crew joined up with London Bridge-Lake Havasu Chapter to paint Havasu City Airport. But that was only the beginning of the day. They subsequently cruised the Colorado River on the Carr's houseboat, munched on hamburgers, hot dogs and all the trimmings, then swore

CONVENTION '87



HOTEL VANCOUVER!

The history of the Hotel Vancouver reflects that of the city for which it was named. It began as a mere convenience for world travelers and, like Vancouver itself, was repeatedly demolished and rebuilt as Canada's west coast grew in economic, political and social stature. Hotel Vancouver marked its ceremonial opening at the corner of Burrard & Georgia Streets on May 25, 1939. Speeches made by Lieutenant Governor Hamber and other distinguished guests applauded the hotel by saying "this magnificent hotel is a credit to Vancouver and the entire continent . . . this is a portentous and momentous occasion, and one of the finest hotels in the world is being dedicated to the city."

That evening, 1000 people gathered for a dinner where the city's newest dance band maestro, Len Hopkins and his Chateau Laurier orchestra, played. The Kiwanis Club also held a meeting that Thursday at the new hotel. The Vancouver Sun reported that "good fellowship and song commemorated Vancouver Kiwanis' first official meeting at Hotel Vancouver."

The first Hotel Vancouver was built in 1888 to cater to passengers of the trans-Pacific steamship route. Erected at the corner of Granville and Georgia Streets (now the Pacific Centre site),

the 60-room hotel was considered far removed from the bustling Gastown area that was then Vancouver's commercial center. The four story wooded structure was demolished in 1913, and replaced three years later by the second Hotel Vancouver built on the same site. Still referred to by many long-term residents as "the old Hotel Vancouver," the gracious brick building was built along chateau-style lines and fronted by a curving driveway that opened onto Georgia Street, then lined with full grown trees. When the present Hotel Vancouver was opened, the federal government took over the "old hotel" for military use through World War II. It was first a recruiting centre and headquarters for the army's Pacific Command and, at the conclusion of the war, became a veterans' hotel until its demolition in 1949.

Today's Hotel Vancouver was built at a cost of \$12 million and took almost 10 years to complete. It was the tallest building on the skyline, and the green copper roof was quickly established as the well-known city landmark that it is today. Everything that went into the construction was the biggest and best of its time. Designed in the French Renaissance style by John Archibald, the hotel's exterior was made of British Columbian stone from Haddington Island.

The hotel is owned and managed by CN Hotels Inc.

Hotel Vancouver has completed a \$10 million renovation program, restoring the hotel to its rightful place as Vancouver's "Grand Hotel." From the moment the guest arrives at the Hotel through a new gate, driveway and main entrance, to the Lobby, where you are welcomed by magnificent Czechoslovakian crystal chandeliers and a new reception area for fast check-in/check-out. All 506 guest rooms have been enhanced; over 123 of them completely re-done. The fourteenth floor is all suites and is the most elegant hotel floor in Canada with original marble, brass and rosewood decor and antique furnishings. Even the hotel corridors have been refurbished to provide light and elegant atmosphere. The Hotel Vancouver now offers its guests a new sports facility. The centre features a covered outdoor swimming pool and sundeck, of green glass, the pavilion is designed to reflect the architecture of the Hotel Vancouver's distinctive green roof. The health club portion includes an exercise room, massage room, saunas, tanning room, dressing rooms, showers and a lounge area.

We guarantee your stay at the Hotel Vancouver will be an enjoyable one and look forward to seeing you in Vancouver in August.

CONVENTION '87 REGISTRATION

The registration fee printed in the March issue of the 99 News is Canadian funds. Call your bank for the conversion amount or go to your post office and buy a Canadian money order.

If you send a check for the listed amount, you will be paying a much higher amount and it will not be refunded.

CONVENTION '87

Although Boundary Bay has been designated as the fly-in airport, those of you who land at the Vancouver International Airport in your own aircraft contact SEAHURST SKY SERVICE LTD. on UNICOM 123.0 and advise them you are with the 99s Convention. They are offering parking at half-price (\$5.00 Canadian per night) and fuel at 5¢ per gallon off. You may also write to them at P.O. Box 23164 AMF, Vancouver International Airport, B.C. V7B 1V6 for arrival procedures

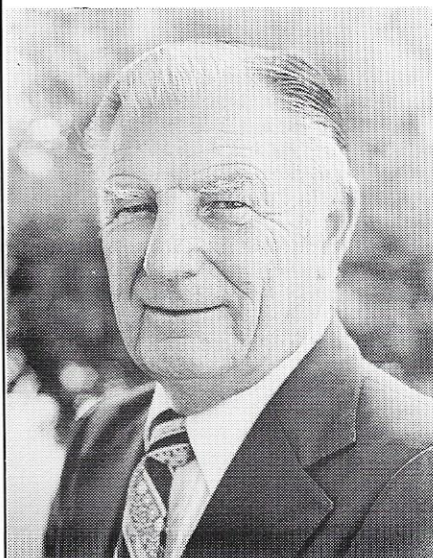
Courtesy transportation will be provided from the South terminal to the Main terminal where you can hop an airport shuttle bus for the Hotel Vancouver.

AMELIA EARHART MEMORIAL SCHOLARSHIP JUDGES

By Charlene Falkenberg

Each year, persons prominent in aviation, are asked to serve the Ninety-Nines as judges by selecting the winners for the Amelia Earhart Memorial Scholarships. Four outstanding persons gave of their time and talent this year. We are grateful to them in assisting us as Judges.

This year's judges listed alphabetically are: Duane Cole, Senator Jake Garn, Curtis M. Graves, and George R. Jansen. A short biography of each follows:



DUANE COLE, aerobatic champion and aviation author. 1940 was an eventful year for Duane Cole. He flew his first air show and began teaching aerobatics on the government sponsored Civilian Pilot Training Program. In April 1942, he left to teach the Royal Air Force in Stearmans, BT-13s, and AT-6s. During the years of 1944 and 1945 he taught aerobatics in ET-13s in the 14th Army Air Force Flight Training Detachment at War Eagle Field in California.

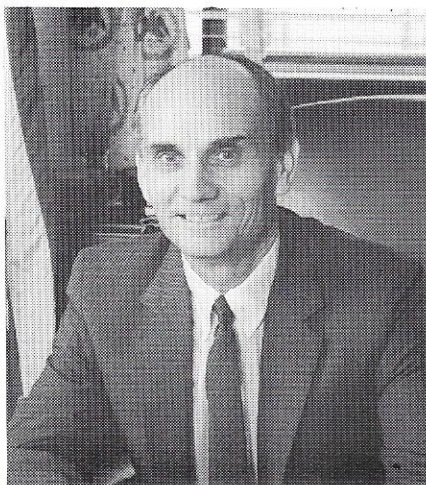
In 1946, he and three brothers, Marion, Lester, and Arnold started the Cole Brothers Air Show that ran for 17 years.

In 1961 he invented the groin strap for aerobatic airplanes. He introduced it to American pilots at the EAA sanctioned National Aerobatic Contest held in Phoenix, Arizona in 1962 and maybe to the world in 1962 at the World Championships in Budapest,

Hungary.

In 1965 he published his first aerobatic training book, *ROLL AROUND A POINT*. He published his second, *CONQUEST OF LINES AND SYMMETRY* in 1970.

He continues to teach at the present time from his aerobatic school in Burleson, Texas. He has written and published seven books and served as an associate editor of *Flying Magazine* for two years. He has flown every EAA Convention Air Show except 1964.



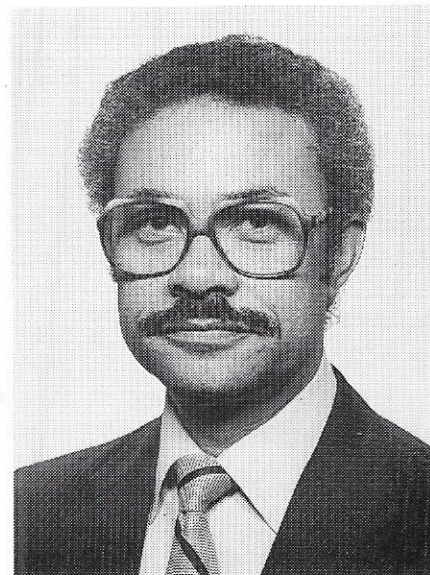
SENATOR JAKE GARN, born in Richfield, Utah. Prior to his election to the Senate in 1974 he served on the Salt Lake City Commission for four years and was elected Mayor in 1971. In 1972 he received the Tom McCoy Award as Utah's outstanding municipal official.

A former insurance executive he served in the U.S. Navy as a pilot, and achieved the rank of lieutenant. He is a retired Brigadier General in the Utah Air National Guard and has logged more than 10,000 hours of pilot time.

In 1957 he married the late Hazel Thompson, and they had four children. He married Kathleen Brewerton in 1977. Senator and Mrs. Garn have a son, Matthew, and a daughter Jennifer.

In November of 1984, Senator Garn was selected by NASA to train as a payload specialist for a flight on the space shuttle. On April 12, 1985, he flew aboard the shuttle *Discovery*, Flight 51-D, which launched from Cape Canaveral, Florida, Kennedy Space Center. During the seven day flight the

Senator performed various medical tests. *Discovery* Flight 51-D landed at Cape Canaveral on April 19, 1985 after orbiting the earth 109 times.



CURTIS M. GRAVES, Deputy Director for Civil Affairs of the Governmental Affairs Division at the National Aeronautics and Space Administration in Washington, D.C. He is responsible for all communications and relationships with Federal Civil agencies and with State and local governments.

Before coming to NASA, he was Managing Associate and Director of Continuing Education for the National Civil Service League in Washington, D.C. for four years. In 1966, Graves was the first black elected to the Texas House of Representatives since 1891. He served for six years, serving on many committees.

His first job after receiving his BA from Texas Southern University was that of Comptroller and then Branch Manager of Standard Savings Association in Houston. He has received awards from the Council on Negro Women, Delta Sigma Theta Sorority, the National Association of College Women, Kappa Alpha Psi Fraternity, Texas Southern University and two Honorary Doctorate Degrees.

Graves was born in New Orleans, Louisiana, is married to Joanne Gordon Graves and has three children.

continued on page 18

HELSINKI HERE WE COME

BY HAZEL JONES

The 7th World Precision Flying Championships will be held in Helsinki, August 10-17, 1987. The United States team qualified last July in DeQueen, Arkansas and have been practicing and honing their skills for the next championship. They placed 4th in 1985 in Kissimmee, Florida which is the highest a U.S. team has ever placed. Each team member is convinced that this is our year to break into the top three. At the last meeting of CIAG held in Paris, France, the information received from Finland is that the fees will be 800.00 per competitor per week. That figure does not include the cost of the first week of practice, the cost of the aircraft rental, the cost of the transportation to and from Helsinki and other items like uniforms and special things to make the team a team, of which, we can all be proud. The council figures it will cost between \$30,000 - \$40,000 to send the team, manager, coach and judges to Helsinki and provide some sort of uniform and also rent airplanes for practice and competition.

Western Michigan has got a lock on members. They must have the key to training precision flyers. From western Michigan we have Ray Heyde who is a veteran precision flyer. He is the oldest member of the team and has been a member since 1983. Ray runs a fixed base operation in Ohio, provides pilot services and is a flight examiner. He flies co-pilot on a Citation as part of his service, and works with NIFA in his "spare time". Tom Ingersol, the rookie on the team has just graduated from Western Michigan and has gone to work for Ray. He will be instructing and providing pilot services for Heyde Aviation. He and Ray are planning some training time between now and August. Along with Ray and Tom, from Western Michigan is Sonjay Kalani. He graduated from Western Michigan about two years ago, served as the coach for their NIFA team and also provided pilot services and flight instructing before taking a job flying a Cessna 310. His job now is freight and some pilot services.

The last member of the team to hail from Western Michigan is Carol Pilaar. She graduated some years ago and has run her own FBO in Greenville, South Carolina. Carolyn is the only woman to have ever flown precision flight at an international competition. She was an alternate to the team that went to Canada in 1979 and then became a full member of the team that represented the United States in England in 1981.

She has been a member ever since and in 1985 won the national championship in the United States besting 36 other pilots in precision competition. Carolyn is also an avid race pilot and has participated in the Angel Derby, the Powder Puff Derby, the Grand Prix, and the Air Race Classic. Recently Carolyn has been flying for American Eagle.

Brooks Cone was the rookie on the 1985 team and now is a veteran precision flyer. He graduated from Western Michigan in May and will also be working for Heyde Aviation until time to leave for Helsinki. Brooks served as coach for the Western Michigan team in NIFA during his senior year at Western Michigan. As long as we are saluting the Western Michigan pilots we must also salute professor Art Hoadley for his computer work on scoring the USPFT airmeets, and also the scoring program he wrote for NIFA. Professor Hoadley serves on the NIFA Council and is very active in interscholastic flying activities.

On the other side of the country is Marvin Ellis. Marvin works for the city of San Francisco as a noise abatement monitor. Marvin is a product of San Jose state and was active in NIFA prior to becoming a force on USPFT. Marvin has been on the team since 1977. Joe Poerschke is the only other precision flyer and he has been on the team for the longest period of time. Marvin does flight instructing in his spare time and has assisted in local and regional USPFT competitions on the West Coast.

The alternate this year is Joe Poerschke. Joe has been flying precision on an international scale since 1975 and served as captain on the 1985 team that placed fourth. Joe was an engineer with Florida Electrical Company before resigning in 1986 to take a flying job. Joe was selected so that he will be available should some of the others not be able to go this year. He is always an adjunct to the team and provides good sensible leadership for the younger members.

Professor Gerald Shreve was the coach for the 1985 team and will serve in that capacity in 1987. Jerry is a full professor at San Jose State University. He has been involved in NIFA activities for many years and is the author of the famed "Red Book". That is the NIFA bible. Our country is so large that getting the team together for practice is next to impossible unless a planned camp is organized and with the current budget crunch, that is not feasible at this time. Coach Shreve has been in contact with the team during the year

and has given them suggested exercises to practice both in the airplane and personally.

Jody McCarrell will serve as the manager for the 1987 team. Jody served as the navigation judge in 1985 at the international competition in Kissimmee and was the competition director for the Nationals in 1986. She is an international judge and jurist and will serve the team well as its manager. The other two required members of the team are the international judges and those positions will be filled by Hazel Jones and Pat Roberts. Both Roberts and Jones are international judges and jurists. Jones also serves as the permanent alternate delegate to CIAG (International General Aviation Council) a committee under FAI (Federation Aeronautic International). Roberts was the chief administrative officer for the 1985 competition and Jones was the competition director.

We have a good team, good manager and coach, and good judges. The only ingredient missing is funds to send these people to Helsinki. Efforts are underway now to raise approximately \$40,000 to send everyone to Helsinki for two weeks. The southeast section has contributed \$500 to help send one member. The northwest section has challenged the New York New Jersey section to cosponsor a member. A very generous contribution was received this week from Alexis Montague-Ewanchew. We are hoping other chapters or sections will take on this job to help send the team to Helsinki. Jody McCarrell, chairman of the USPFT Council has advised all team members to start looking for financial help. I hope we all catch the spirit and with team effort, we can send the team to a victorious competition in Helsinki.



AVIATION INSURANCE UPDATE

By Gene Nora Jessen

Unless you staked out a stretch of beach after the Hawaii convention last year and are still basking under a palm tree, you're aware of, and probably stunned by the liability insurance crisis in various fields. The ripples have not missed aviation, and we've experienced increased premiums and narrowed underwriting perimeters. If you've read any recent aviation publications, you're on top of the products liability situation and its impact on aircraft manufacturers and repair shops. Closer to home, if you're a new ATP eyeing the airlines, for example, you know how difficult it is for a low-time pilot to

insure in a light-twin transition.

Today the commercial and personal lines agents are talking of a "softening" market (reduced premiums), but we're not seeing that in aviation insurance yet. We're getting a leveling off and smaller increases than we saw in 1986. Some classes of aviation insurance remain difficult to purchase, such as air shows, helicopters, senior pilots and various special uses such as aerial photography, with few market choices.

Those Ninety-Nines who have insured their airplanes through the Ninety-Nine group program at American Aviation Underwriters have enjoyed competitive rates and good service. The program has worked well for us and we had no desire to

terminate it. However, as it came time for our carrier to renew its own reinsurance, a sharing of the risk, it was unable to do so. As a result, this company has left the aviation insurance business and is unable to renew policies or take new business.

Efforts are cluminating now in the search for a new carrier so that we can continue the Ninety-Nine membership benefit of group rates on members' individually owned and insured aircraft.

Several companies are expressing interest and we're intent on doing business with a top-notch company once again. Just as soon as the Board of Directors approves a new program, it will be announced to the membership.

THE 99 NEWS CLASSIFIES



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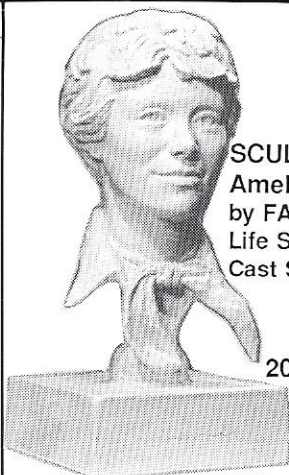
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NEWS



VOLUME 13 NO 6

JUNE, 1987



USPFT READIES FOR
HELSINKI COMPETITION
AUGUST 10-17

USPFT