

INTERNATIONAL WOMEN PILOTS

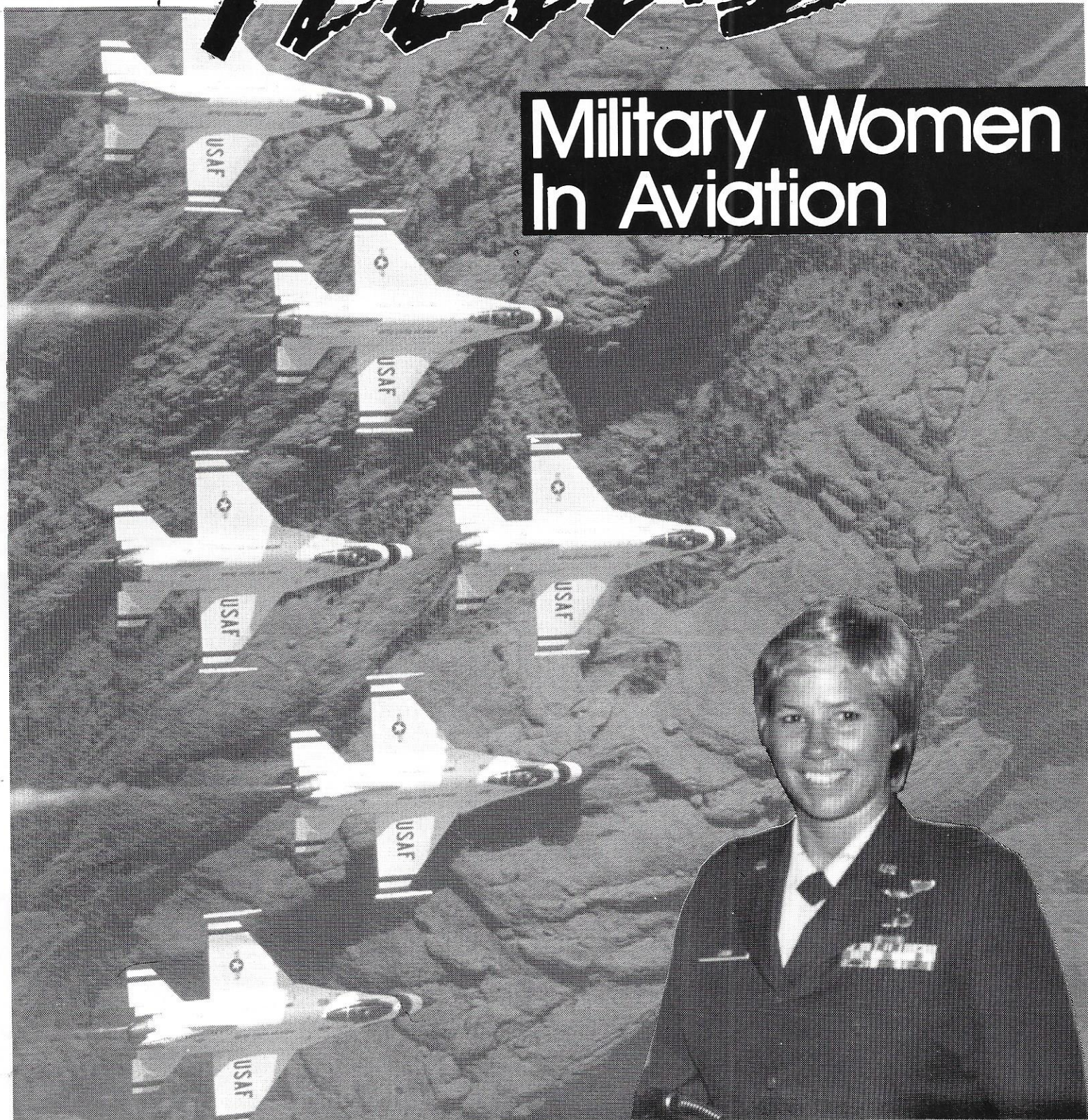
THE 99 NEWS



VOLUME 13 NO 10

OCTOBER, 1987

Military Women In Aviation



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"...Mr. J. A. Donahue... is an aeronautical historian well known to members of the staff of the National Air and Space Museum. Mr. Donahue has assisted in the preparation of publications on aeronautical subjects. He is known as an extremely thorough, conscientious historian..." - Sept. 20, 1985

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Washington, D.C.

Excerpts

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PRESIDENTS

Message

ONCE UPON A TIME

Once upon a time, there lived in a country that was known for its freedom and personal initiation a small little car. The car travelled the roads and highways of this great land, along with thousands of other free and equally independent automobiles. The little car always was kind and courteous and obeyed all the rules. Also using the same system of highway and roads were very large trucks and buses carrying many people and large quantities of goods and products.

One day, a terrible accident occurred. A bus carrying many passengers collided with the little car. Many people were killed and injured — it was a very sad day. The Government of this free and wonderful country was outraged. How could this happen? It must be the fault of the little car they said. The Great Guru of Transportation Systems demanded something be done. She instructed the head of the Federal Automobile Agency (FAA) to restrict all automobiles from the major highways of the land. Automobiles could only use one lane during times of diminished traffic and were banned entirely during peak traffic periods. Needless to say, the little car was devastated. Not only had this terrible accident caused him much damage and sadness, but now he and his fellow cars were put in further danger from congestion and their freedom had been taken from them.

To make matters worse, the investigation of the accident clearly showed the fault of the accident was neither the little car's, nor the bus's, but rather the system on which both relied and placed their trust.

The little car and his friends argued and pleaded with the Great Guru of Transportation Systems to stop this unfair **discrimination** against the little cars. After all, there were many more little cars than buses or trucks and the system needed to accommodate all of them. The little cars paid their share of



Barbara Sestito, President

taxes too; taxes that were supposed to be used to provide a transportation system for all.

Finally, the little car had had enough. He joined with other little cars in the Association of Owners of Personal Autos (AOPA) and decided

to fight. New proposals of highway space allocations were presented to the FAA. Many hearings were held and the little cars demanded to be heard. "What about our rights and safety," they said. "The system should be designed for us too. We must do something now!"

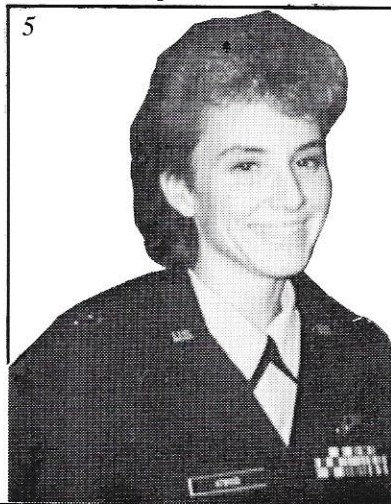
If any of this sounds familiar to you as a pilot, or if you feel like the little car, the time has come to do something. In this issue our General Counsel, Sylvia Paoli, has written an excellent article outlining the things we need to do to stop this blatant grab of airspace all over the U.S. We must act now or all of us will be confined to "one lane", stuck and stalled and watching the buses and trucks sail on by.

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No. 10

THE 99 NEWS

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The 99 NEWS takes a look at women in military aviation and their extraordinary flying experiences going back in time from days prior to WWII to the present.
12. *Military Opportunities* by Mary MacDonald
Unlimited opportunities for young women starting out in military aviation.
14. *USPFT* by Hazel Jones
A report on the 7th World Precision Flight Championship, Helsinki



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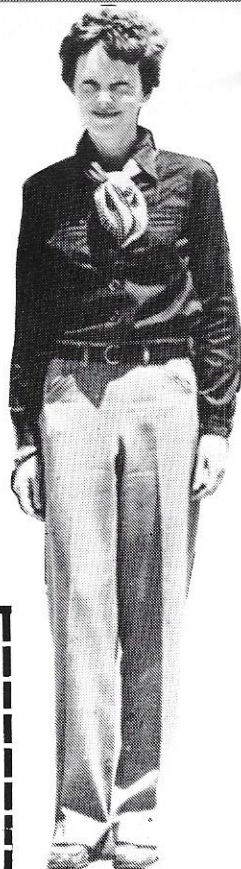
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WOMEN IN MILITARY AVIATION

By Nita Fineman

History came alive over the Labor Day weekend when many of our nation's most courageous and remarkable women involved in the past, president and future of military aviation met in Colorado Springs, Colorado. There were Ninety-Nines, WASPs, WAFs, and women of the United States Air Force. Their contributions to the world of aviation are varied, but their uncommonly common thread spells true valor. Each and every one of them deserves special recognition from all of us.

The occasion was the Third Biennial Convention of the Women Military Pilots Association (WMPA) held at the Antlers Hotel. How exciting it was to have them share some of their extraordinary flying experience going back in time from days prior to WWII to the present.



Marty Wyall

One of those very special women is Marty Wyall, a member of the Three Rivers Chapter of the Ninety-Nines and the WASP (Women Air Force Service Pilots). Marty's dream was to learn to fly. In the spring of 1943, Marty was a senior at DePaul University, a non-pilot with a great desire to go into military service. The WASPs were still accepting candidates. Marty took some flying lessons and at 35 hours of solo went into the WASP Program. She was accepted in March, 1944, and during the time the group was active, she ferried AT-6s, BT-13s, and PT-17s. Her greatest thrill was to receive her wings at graduation from General "Hap" Arnold at Avenger Field in Texas. When the WASP disbanded on December 20, 1944, Marty was greatly disappointed but continued to work in aviation by going into Link Trainer instruction. "Serving in the WASP instilled a great deal of confidence," Marty said. Since that challenging

beginning in her aviation activities, Marty has become an outstanding spokeswoman for the 99s, the WASP, and aviation.



Esther Noffke

Esther Noffke, another very special Ninety-Nine and the 1987 Forest of Friendship Honoree who was sponsored by her Chicago Area Chapter, served in the WASP from September, 1943, to its deactivation in December, 1944. She received her training at Sweetwater, Texas, and flew PT-19s, BT-13s, and AT-6s. After graduation in March, 1944, Esther was based at Dodge City, Kansas where she received training in a B-26. She was then transferred to McGowen Field, Boise, Idaho, and flew tow-target missions in the B-26.

For many years following the WWII era, as the country made its transition to a peacetime economy, land developers in their attempt to help the country build and expand found airports to be some of their prime targets. Since 1945, Esther has worked with Mr. George Priester at Elmhurst Airport (one of the airports that had to close) and at Pal-Waukee Airport, both in the Chicago area. In 1953, Mr. Priester purchased Pal-Waukee Airport, which is the prime reliever airport for O'Hare International, the busiest airport in the world. Esther worked diligently in studies and hearings for eight years to save Pal-Waukee as an airport. And thanks to her great effort, as in the courageous spirit of the WASPs, Pal-Waukee is under

public ownership and is thriving today.

Two other members of the WASP are also members of the El Paso Chapter of the Ninety-Nines and are still close friends after their service in the WASP. They are Lois Ziler and Lois Hailey. When Lois Ziler heard that there was a program to train ladies to help in the war effort, she decided to apply, was interviewed in New York City, sent to Windsor Locks, Conn., to take a physical. Lois



Lois Ziler

says, "I must have passed because I was asked to report to Houston, Texas, on January 15, 1943!"

After her training, she was sent to Camp Davis, N.C., to see if WASPs could fly for tow-target squadrons who were training anti-aircraft personnel. The types of missions were to give the active pilots something to shoot at with automatic weapons using the big guns, searchlights, and radar, and it included day as well as night flying. It also involved controlling the target by radio. They used Culver Cadets which eventually evolved into the PQ-14 from which the Mooney was developed. Lois stated, "Those aircraft would be controlled by radio, sent out on course, and if they were not shot down, they were retrieved and landed without anybody in them. We used the mother ship to fly that control. It was wonderful to be able to fly airplanes that otherwise I never would have been able to fly. The whole program was great."

After the WASPs were deactivated, Lois was a flight instructor for about five years and then taught high school math for 20 years. Now that she has retired from teaching, she has a flight school in Sierra Blanca, Texas, and is again instructing. She says, "That's my playing time now!"

Lois Hailey went into the WASP Program the same time Lois Ziler did.

She could have joined earlier, but was teaching school and wanted to finish out the term. "I had just received a telegram from Nancy Love about reporting for the WAFS (Women's Auxiliary Ferrying Squadron) because I already had 500 hours and a commercial license. At that time, I think there were only about 50 women who had those qualifications," said Lois. The minimum requirements to join the WAFS were a commercial license with more flight hours and the ability to fly aircraft with greater horsepower than the WASPs required. She said, "I flew the Curtiss



Lois Haley

Heldiver, the Douglas Dauntless SPD, twin Beech, C-45, AT-11, and the B-34 for towing targets and the radio-controlled target planes." Lois was very proud to reach 1,000 hours with no mishaps and then experienced three minor incidents, but was happy no one was hurt. She said that flying really made a believer out of her.

During one of those incidents, she was taking off in a BT-13 to fly a 2-hour night mission. After checking weather and being assured by the Weather Bureau that it was good, she taxied for take-off. At the end of the runway, she saw a dust storm approaching the field, but she took off and tried to leave the area before the storm arrived. She circled, saw the storm was moving too fast, received clearance for landing and then heard that a P-51 had been cleared in right behind her. After landing, she quickly departed the runway by going off to the right. Because of the poor visibility caused by the whirling dust, the F-51 swept by her brushing her left wing with his right wing causing just minor scratching damage. It was a learning experience that she will always remember. Lois said, "I enjoyed the tremendous amount of very wonderful training and the experience of flying those great

airplanes. It was an education that I could not have purchased out of my own pocket, and I am very grateful for it."



Betty Riddle

Betty Riddle, an active member of the Oklahoma Chapter of the Ninety-Nines as well as a member of WMPA, also served in the WASP for 8½ months. She was stationed at Altus Air Force Base and flew the UC78, the military model of a twin Cessna. Betty was a utility test pilot flying aircraft following maintenance work. She also flew personnel on military business. Betty was one of the many members at the convention who was asked to comment on the issue of women serving in combat. Betty feels now the same as she did when she flew during the war effort, that women should be allowed to fly any mission that's needed including combat.

The combat issue, along with a host of others' pertaining to women in military aviation, surfaced during the WMPA Convention. The excellent programs and seminars presented a dialogue that will continue to affect not only women in military aviation, but Ninety-Nines as well as we promote women in general aviation, aerospace education, college programs, careers, legislation, membership, and public relations.

Just as the WASPs was a very special group of women at a unique period of our nation's history, so too, are the women of today's United States Air Force. These women have more than the RIGHT STUFF, they have the BEST STUFF! They have to because they're women! And just as the WASPs had high standards, stiff requirements, and great obstacles to overcome, today's women in military aviation have even greater challenges to face. As a result, the Air Force is terribly concerned about rated officer retention. It costs \$1 million to train a pilot for military duty.

After their seven-year commitment (recently increased to eight years), many Air Force officers are leaving the military to fly for the airlines, to go into the private business sector, or to return to school to seek a new career. As a result of a recent survey on "Rated Officer Retention," Capt. Lynn Scott, Assistant Professor, Dept. of Behavioral Sciences and Leadership, U.S. Air Force Academy, surprised the members attending one of the seminars at the WMPA Convention when he stated that one of the most common reasons for a rated pilot to leave the service is to return to school to become a lawyer. Only later did that statement become meaningful when a WMPA member stated that that was one of the most effective routes to take to change the law that currently prohibits women from being accepted for combat. The survey further showed those leaving the service blamed the emotional stress of family life although it was pointed out that there was not an accurate definition of the word "emotional." Also listed were a lack of job satisfaction, the quality of leadership at unit levels, and the need for greater independence. One indication that there was progress being made on behalf of rated women in military aviation was by the pregnancy waiver. Women can now fly the first six months with a waiver.

To listen to a conversation between these Air Force women who have aimed high and made it, one hears a different language. They talk about MAC, TAC and SAC, about PIT, UPT, and fighter RTU! But even if one has to ask about the alphabet terminology, they are gracious, courteous, and understanding and are happy to explain. They are also beautiful and could easily pass for top fashion models. Then why with their exceptional ability, knowledge and skills do they embark on a military career? Their answer is almost unanimous — they love to fly and want to serve their country.

Capt. Peggy Dennis was in the first class of women to be accepted at the U.S. Air Force Academy at Colorado Springs in 1976. She graduated in 1980. Over 160 women went in — 97 graduated as commissioned officers. She worked harder and faster utilizing all the physical and mental discipline she could muster. Peggy says, "It was so tough, my main ambition was just to live." At that time, she was just 17 years old and out of a farm in Momence, Illinois. Now, eleven years later, she feels she has grown. She likes herself and is happy to have found something that she does well. A confident pilot, she has overcome

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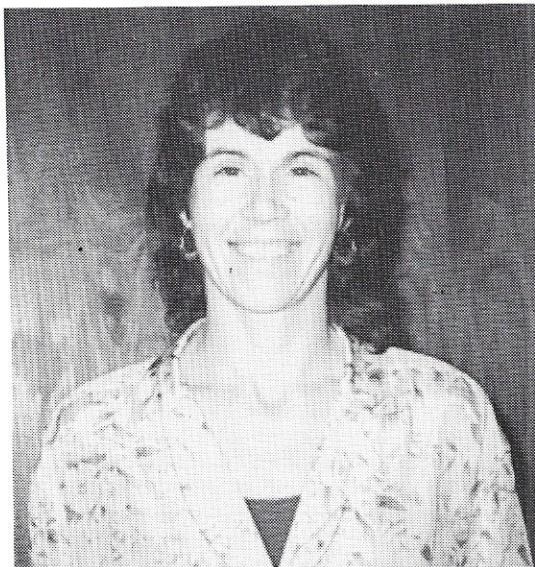
all the fears, can stand up for her rights, and has an excellent self-image. Right now, she is enjoying being her own person, being herself.



Captain Peggy Dennis

Peggy is now a Flight Commander in a T-41 (military version of a 210 hp. Cessna 172) Squadron. She trains cadets in ground and flight instruction. In 1980, Peggy went to Enid, Oklahoma, where she took pilot training in a T-37 (twin Cessna) and in 1981-85 gave instruction in T-37s. She then returned to the Air Force Academy where she has been instructing cadets in T-41s. Looking back on the total experience, Peggy says, "People need to like themselves. We need a kind word or gesture along the way to know we're worthwhile human beings. Peggy is planning to be married later this year to a Major in the Air Force and hopes that she will be re-assigned to join him.

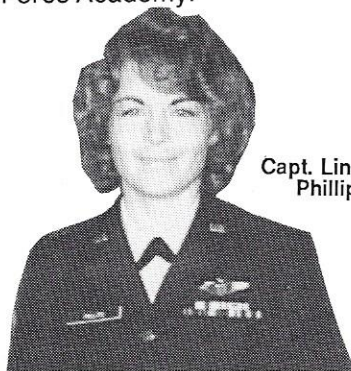
Capt. Karen Klingenberger began her military career with the rank of Lieutenant when she was a flight nurse. In 1978, she went into flight training at Reese Air Force Base, Lubbock, Texas, and after one year of training in T-37s and T-38s (a supersonic jet trainer) she graduated. Karen then went to Castle Air Force Base, Merced, California, and learned to fly the KC-135 jet strato-tanker (military version of a Boeing 707). She remained at Castle from 1979 to 1980 and then went to Plattsburg, N.Y., and flew in the Strategic Air Command for over two years. In 1983 she was upgraded to Aircraft Commander. Karen has had a staff position and worked with the Joint Chiefs of Staff at the Pentagon for one year. She was then



Capt. Klingenberger

transferred to the Air Force Academy in Colorado Springs where she presently instructs Senior Cadets on T-41s. Karen says, "The country needs the best."

If she were asked, she would fly combat or fighters. Her advice to our young people is, "Take every opportunity to fly, and think about the Air Force Academy!"



Capt. Linda Phillips

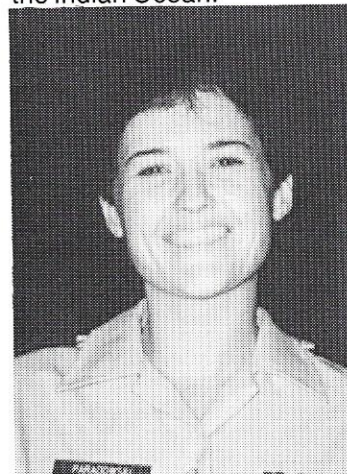
Capt. Linda Phillips is an instructor on the KC-135 jet tanker. She is based at Castle Air Force Base, Merced, California. Linda is also Newsletter Editor for the Women Military Pilots Association and is involved in communication and photography for the organization.



Capt. Peggy Norelius

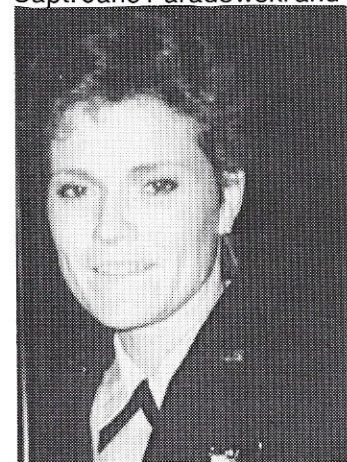
Capt. Peggy Norelius is the First Pilot aboard a C-141, 4-engine jet

cargo aircraft. She is qualified to fly right or left seat and also to train active duty pilots. She has flown missions throughout Europe, to Nairobi, Kenya, and Diego Garcia in the Indian Ocean.



Capt. Paradowski

Capt. Jane Paradowski and Capt.



Capt. Kimberly Olson

Kimberly Olson are based at Randolph Field, Texas. Both women are T-38 (supersonic jet trainer) instructors at the Pilot Instructor Training Center at Randolph, and they teach the cadets to be instructors. Both Jane and Kim flew to the WMPA Convention in the T-38 jet.

For women pilots considering a career in military aviation, perhaps we may go through the stages, the sacrifices, and satisfactions as shared by Major Kelly Hamilton currently based at the United States Air Force Academy in Colorado Springs.

Major Kelly Hamilton began her aviation career early in 1970. She wanted to be a stewardess and interviewed with United Airlines. They said she looked too much like the girl next door and asked if there was any other position she would like with United. She said, "Yes, I would like to be the president!" They told her she was far too bold and that she should go back and try again.

Depressed by the interview, she went home and spoke to her father who had been a pilot in the Air Force for many years and he said, "Well, you ought to just be a pilot."



Major Kelly Hamilton

Little did he know that that statement would start her on a career in flying. The next day Kelly went to the local airport and began her flying career getting her "dollar" ride. Ever since I've been in airplanes, and that has been about 17 years," said Kelly.

From 1971 to 1973, Kelly flew civilian aircraft going through all the trauma experienced in the stalls and falls. Facing her first check ride was really a traumatic experience. Because, it was she always tells her students, "From now on, your check ride is your easiest flight. Your instructor is far more difficult on you than your check pilot will be."

Kelly graduated from college in 1971, a French major, but since she could not find employment as an interpreter, she became a secretary. While working for the Bureau of Reclamation, she met "her friendly recruiter" who asked her what she would like to do. She wanted to be an engineer in avionics. She was in the right place at the right time as the Air Force had opened the avionics career field in a test program to people who had a non-technical background. Only three people went through the course. Upon completion, Kelly expressed the desire to fly. But she was told that was pretty funny because the Air Force didn't have any women pilots and it just wasn't going to happen. She told them, "It is going to happen. It's just a matter if it happens during my time!" It did. Pilot training for women opened and applications were accepted in 1977. At that time, she was within six months of the maximum age. Again, timing was right, and Kelly was accepted with the first 20 women.

At that time, she was not only a wife, but also the mother of a 10-year-old son, the family sat down for a family conference before Mom entered into undergraduate pilot training which might cause serious changes in their lives. They decided that it was alright. Kelly's husband was also in service at the time and was fortunate in getting an assignment at Williams Air Force Base in Phoenix, Arizona. Both he and Kelly were in maintenance and were avionics officers. They were fortunate in getting an assignment together. Kelly learned many new and interesting things like cooking with a microwave oven and how to do all the cooking on weekends. She also went through a tremendous amount of trauma during that time as far as trying to measure up to what a lot of women face in how to be the perfect wife, the perfect mother, the perfect career person, and the perfect student. What she discovered is that you can't be all those things. She decided that her floors didn't have to be clean enough for people to eat off of because how many times do people eat off your floor? Regarding the cooking, as long as the family got fed every night, whether she did it all on the weekend and then "micro-zapped it" the rest of the week was all right. But there was a great transition and she had to understand that a lot of the pressure that came about from that kind of thinking was self-induced. It wasn't induced by her family; it wasn't that they were being neglected. It was because of the way she had been raised.

The course itself was one of the most difficult she had ever taken. It was similar to the program she is teaching now, the T-41 program. Women coming into the pilot training were from varied backgrounds. Even those with private licenses had to go back through the initial propeller T-41 training. And because this was a test program they had to begin first at Hondo, Texas, south of San Antonio. It was here that they took 16 rides in the aircraft to see whether or not they would get air sick; whether they could think ahead of the airplane at 120 mph; going straight into a jet aircraft where they would be working with a 200 mph speed right from the start. In a way, it was unfair because some of the women already had their private licenses while others in the course hadn't had a day in an airplane.

As a result, many of those who did have their licenses spent many a late night coaching and bringing the others up to speed and doing a lot of

the training they did not get. Kelly's rank at that time was Captain and she was about four years ahead of most of the students in the course. She had entered the class in 1977, and one year and six weeks later she graduated. Of the 20 women in the class, 16 graduated, and now, 10 years later, only four are still in service.

After graduation, Kelly received an assignment to go to the KC-135 Strato-tanker (civilian equivalent is the Boeing 707) training at Castle Air Force Base in California. She went through six months of training as a co-pilot and upon completion was transferred to Spokane, Washington. She spent the next two years completing the hour requirements to upgrade to aircraft commander, and after reaching that goal remained on the base another six months. She was then transferred back to Castle in the air refueling unit there as Aircraft Commander. That was in 1980 and Kelly remained at Castle until 1984, where for the first three years, she flew as a line aircraft commander. The last year she was there, she transferred over to the flight simulation branch where she was test director for KC-135 and B-52 flight simulation. She actually worked with Boeing in the design and evaluation of simulators as well as bringing on line the newest revision of the KC-135 which is the KC-135R. As a flight test and evaluation officer, she tested not only the simulator, but would fly in the airplane and test the simulator to see if it actually approximated the response of the aircraft. To Kelly, it was one of the best jobs she had ever had because, "It combined my technical knowledge with my flight knowledge, and that was great."

Life changed for Major Kelly. My husband and I ended up separating because after three assignments apart, we could no longer hold that family life together. We are the best of friends, which is great, but we both have very set military careers and professions and as a result, we became much more friends than husband and wife. My son is a sophomore in college now and he is majoring in business. He lived in Kenya with his Dad for his junior year in high school while I went to school down in Alabama and we've really had a very good life," she said.

Kelly had been selected two years ahead of her contemporaries for promotion to the office of "Major" and as a result was also selected to go to one of the professional schools which was the Air Command and

Staff College at Montgomery, Alabama. She went there for a year and then following that assignment was selected for special duty at the Air Force Academy to serve as a Commander for a cadet squadron and fly aircraft everyday. She had a choice between flying the T-41 or the twin DeHaviland Otter. She chose the T-41 which is the Cessna 172 with a 210 hp engine because, "My true love was to teach students. I really felt that that is the very first step for people going into a career in aviation. Its very important to me that they get the very best in instruction."

In looking into the future, Kelly is planning on a full 20-year tour of duty in the military. She feels a great allegiance to the United States since being offered a great deal of freedom in her profession and career.

Entering the service was an opening that would give her the opportunity not only to live out her potential, but to open the doors for some other people. She states as far as the combat question goes, "I have had the opportunity to pilot a fighter aircraft and as far as technical skills, certainly it's not a problem for women to do that. As far as the dedication, I feel that if anything, women are in many ways more dedicated. As I often point out to people when I speak, I tell them for years we have had a military. For as many years, until recently, we have had a draft. But the women have always been a volunteer force. We are here because we have a dedication to our country and to do what we do. And in my estimation, my dedication is far and above the question of would I die for my country. Absolutely, if that is what it takes, that is what we do."

"My goals have changed a lot. Originally, my goal was to provide an image for people who came behind me to say I see that she has done that; therefore, I can do it. And I've seen that recognized in young women and men, and I think that's great. But now it's become a situation of my question as to whether or not I wish to pursue a career privately, and that's a very difficult question for me. But I think that what has been important to me for years is that I realize the impact. There are so few women in the military flying that when one of us leaves it makes a very dramatic impact. And we get feedback for months that so-and-so got out of the service and for years, I have followed the women in service as have the personnel people, and unfortunately, when we leave, it's not taken as a male leaving because in the pilot



Left to right: Capt. Jane Paradowski, Capt. Kimberly Olson and Maj. Kelly Hamilton

force, we are less than one-half of one percent of the total pilot force. And therefore, when one of us decides to leave the service, the impact is very great. For me personally, that is a big factor in whether I stay on or not. Having nothing to do with whether I progress in rank — I have been selected for Lt. Colonel — and certainly that is enough rank for anyone to attain and be grateful for. But my feeling now is just to continue to do the best job I can. My preference is to fly rather than to man a desk. My preference is to fly clear on through the 20 years, but if I felt that it would be a positive influence to say, for example, go to the Pentagon where I would have some influence on policy relating to women, then that is what I would do."

For the young women who may be considering a career in military aviation, Kelly remembers when she had her own plane at civilian airports. She never went to fly without somebody in her airplane with her. "Flying solo was not my idea of a great time. But if somebody was just wandering around the airport looking through the fence, that's the person I would take flying. And if somebody wanted to learn to fly, then I would find a way for them to learn to fly whether it meant waxing the airplane or doing whatever it took. My point is that there are a lot of people just like that out at the local airport that will help you. And if you want to learn to fly, that is what it takes. It takes the tenacity and the will to go after what

you want. I love flying probably almost as much as breathing, and I think it is a situation where if you love it that much, you will pursue it. As far as the military, I don't think there is a better place for someone to learn to fly. Certainly, there's no better place to learn to fly a jet aircraft. The finest instructors, the finest equipment and the payback, even though when we say you have an 8-year payback for the training, people look at that and say, "My gosh, I'll be 30 years old!" All I have to say is, "But you'll have 8 of the best years of flying, and then if you choose to leave the service, that's a stepping-stone to somewhere else." I don't ever say to people that everybody comes in to be a career officer because I know it's not so. The fact that I chose to be a career officer is my choice. But it's such a beautiful springboard for people who want the experience of flying jet aircraft and the best high performance there is. For those of you who loved "Top Gun", there's a lot of that — formation and chase and all those things are in pilot training. You all get that experience."

Major Kelly Hamilton may not have attained that goal as president of United Airlines, but she has reached greater heights as an officer in the United States Air Force and is the newly-elected president of the Women Military Pilots Association.

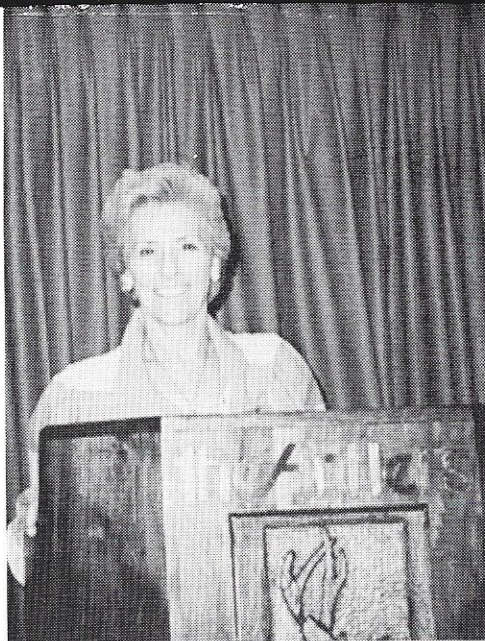
In the Air Force today, there are approximately 300 active duty women pilots and 125 navigators. They qualify to fly more advanced

INTERNATIONAL WOMEN PILOTS

and sophisticated aircraft and also assignments of greater responsibility than are presently available to them. They would welcome the opportunity to fly fighters and combat missions if the need arose.

Some highly qualified women pilots are leaving the service because opportunities for advancement are limited. They feel it is a great waste not to utilize to the fullest their training, their skills and their willingness to serve. They are women of excellence who right now need the support of all women in general and women in aviation in particular to gain the increased opportunities and expansion in the service. They are reaching out for support, they have expressed the great need for mentors, the help and support of their superior officers, and are trying to develop the networking of their peer group of which there are still too few and spread far too thin across the country.

The problem still seems to be the law declaring combat exclusion for women. The law states that women are excluded from engaging in combat missions. In the Air Force that means exclusion in fighters and bombers. In regard to other aircraft, it means when there is a possibility of enemy fire and capture.



Major General Holm

Major General Jeanne Holm (Ret. USAF) stated when she spoke at the WMPA Convention that there still exists confusion even in the definition of the word "combat." General Holm's book entitled, "Women in the Military — An Unfinished Revolution" provides an excellent background leading up to the combat dilemma. "Each step of the way the combat question lurked as a

major stumbling block or confused issue," General Holm said. "The congressional debate over admitting women in the service academies brought the subject directly to a head. It was argued that since the service academies exist to train officers for combat, women didn't belong there. In the end, Congress simply mandated opening the academies to women."

"You who are in this organization," General Holm further stated, "have to be involved in this effort as individuals and as an organization of professional military aviators." She advised the assembly to evaluate the issues and to take a solid reasonable position on their strategy.

In her concluding remarks, General Holm reminded the members at the convention, "You have challenges and opportunities never available before to women — challenges and opportunities I never dreamed of. In my day, the only people dreaming these dreams were the WASPs. We're counting on you to lead the way. So GO FOR IT!"



99 CAPTAIN JANE LOGAN

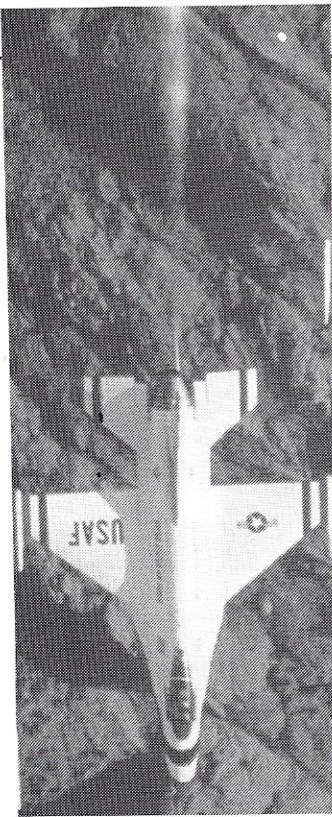
I've always wanted to fly. I'm not sure where this urge came from, since no one else in my family is a pilot, and I didn't set foot in an airplane until I was 17. I was born and raised in San Jose, Calif., but when I was 15, my dad retired and we moved to a tiny town just east of Reno, called Fernley. To give you an idea of how small Fernley was — my high school class had 23 students. But in my junior year, one of the dairy farmers down the road, who owned a small Cessna, tried to start an aero club in the high school. I was first to sign up, and the only girl in 10 students. We would meet a couple nights a week for ground school, but unfortunately, when the time came to fly, the farmer, who was an old military pilot and the only instructor we could find (or afford) started having serious health problems, and our club just faded away.

As I became a senior, I started to review my options. I could afford college only with massive financial help, but college didn't appeal to me

anyway. I seriously thought about moving into Reno and just finding a job there. My dad suggested I talk to military recruiters. I interviewed with all services but decided on the Air Force because I liked the idea of a service built on airplanes and flying. I asked about available flying jobs, but this was 1971 and flight nurses were about the only women airborne. I set my heart on Air Traffic Control, because I felt it was as close to the core of flying as I could get. I passed all the tests and the physical, and signed on the dotted line. Less than 6 weeks after graduation, I was in basic training.

Basic training then bears very little resemblance to Basic now. Back then, we had some physical training, but a lot of our time was spent learning how to apply make-up, how to rise gracefully from a chair, how to pluck eyebrows, how to shake hands like a lady (one of my requirements before being selected was to submit two photos, one full-length in a dress which showed my waist). We were WAF, Women in the Air Force, and not only belonged to our operational squadron, where we worked, but also to a WAF squadron, with a woman officer commanding, for administrative reasons. The WAF squadrons were eliminated in the

INTERNATIONAL WOMEN PILOTS



mid-1970s, and I was very glad to see them go — I not only hated the term WAF, but the WAF concept set women apart and made us just that much more different.

I qualified for Air Traffic Control, spent four months at Keesler AFB, in Biloxi, Miss., in technical school, then on to Travis AFB, California. I had joined the Air Force to see the world, and California and Nevada were the only two states not on my dream sheet, so naturally I was stationed 200 miles from where I was born!

Travis was a great assignment, though. I was checked out in the control tower in minimum time and was able to work a wide mix of aircraft, from the C-141s, C-5s, and KC-135s based there, to much faster T-38s, and much older DC-3s and C-124s. The best thing about Travis, however, was their very active Aero Club. In 1972, I earned my private license, and in 1973, my commercial license. I also caught rides on every type of aircraft based at Travis, and started to think that there must be a way to do this for a living.

In 1974, I was transferred to Yokota AB, Japan, which is just outside Tokyo. Yokota didn't have an aero club at the time — I was one of the founders of the club that was getting settled just as I left. I tried flying out of Atsugi NAS south of Tokyo, but it was a 4-hour round-trip commute on crowded roads and just too expensive since my VA benefits couldn't be used at this particular club.

In 1975, I started working on my bachelor's degree, figuring that I really liked Air Force and I'd like it even better as an officer! Also,

there had been rumors about women pilots and sure enough, in 1976, the Air Force announced that it was looking for qualified women officers for a test program. From that moment on, I became the most single-minded person ever seen, with the goal of pilot training guiding everything I did. I doubled up on courses and took CLEP tests, and finished my degree in 2½ years. In December 1976, I had been transferred to Osan AB, Korea, just outside Seoul, and at last I was selected for Officer Training School (OTS) and left Korea in September 1977. OTS was great, a big change from Basic, and the only drawback was that there were no pilot slots at all for us. The only new Lieutenants going to pilot training in 1977 were Academy graduates and possibly top ROTC graduates — OTS grads had to come on active duty and then start meeting selection boards for pilot training. So I became an air traffic control officer and reported to Tyndall AFB, Panama City, Florida. I spent one year there, and was selected for an assignment at Communications Command Headquarters at Scott AFB, Illinois. By this time, I had finally gotten my first officer effectiveness report, which I needed to be competitive for UPT selection, and I was selected for pilot training in the fall of 1979. I walked on air for weeks!!

My pilot training class started April 1980 at Williams AFB, Phoenix, Arizona. I was one of three women in my class of 70 students, but when they split my class into two sections, I was the only woman in mine. Two of us graduated, but the third, a good pilot, was medically disqualified. I announced to my class commander on Day One that I wanted to fly T-38s at Willy as an instructor pilot, and when the dust cleared almost a year later, that's what I ended up doing. I spent 3½ years as an instructor, accruing over a thousand hours in the T-38, and in 1984, was selected to fly the E-3 Sentry at Tinker AFB in Oklahoma City. I upgraded to Aircraft Commander last July and have over 2000 hours in the E-3.

So that's how I got here. UPT itself was easily both the best and the worst year of my life. It is very demanding, both physically and mentally. You must adjust to an unreal schedule, one week of 3:00 or 4:00 AM show times, then one week of 8:00 or 9:00 AM, then back to the early week. The official days are 12 hours long, with at least 2 hours of academics and one or two flights or simulator missions. On the ground, you're constantly being briefed, debriefed, tested, or grilled, or else

you're studying to prepare for being tested, grilled, etc. Then you go home and study some more, and most of the time it seems like you are just slightly behind the power curve. All this stress molds the class into a tight unit, though — the motto is Cooperate and Graduate, and the students are quick to help someone else who is having trouble. We all become like a family, and the phrase, "I went to pilot training with him" means a very special bond forged over an incredible year.

I never felt that I was treated any differently than my male classmates — it was not made easier or more difficult for me. This is due, to a large extent, to the Air Force policy of equal opportunity. Discrimination is simply not tolerated and supervisors at all levels do not accept or condone sexual harassment (or they don't remain supervisors for very long). It may be out there somewhere, but in 16+ years in the Air Force, I can honestly say I've never felt discriminated against for being a woman. On the flip side, I've never felt that I've had it easier because I'm a woman. Safety of flight is continually stressed, and in both Air Traffic Control and flying, I had to prove that I could do my job before I was turned loose.

Being an instructor was challenging, as any instructor can attest to. I flew with a few women students, but did not have any assigned to me. I know that a couple of my students had hoped for some crusty old fighter pilot to be their T-38 IP, and were disappointed by being assigned to a woman, but both later admitted that they enjoyed flying with me and that I was definitely aggressive enough for them. They're both flying fighters now, by the way. I loved the T-38 and formation flying, but eventually grew a little tired of instructing, and I was more than happy to make the transition to the E-3 as a co-pilot. The E-3 enables me to travel all over the world and see much more of the tactical, real-world Air Force mission than being a T-38 IP did, but I really miss the "yanking and banking" of a fighter-type aircraft. I feel like I've had the best of both worlds.

AWACS has been every bit as fair and accepting as Air Training Command was. I definitely pull my share of alert and less-than-enjoyable trips and duties, but I've also upgraded with my peers and am given equal opportunity to advance. I was a squadron scheduler for 1½ years, and now chief of my squadron's standardization section.

AWACS is a special kind of flying.

Our average mission 9 hours or so, and we routinely fly 14.5 sorties in Saudi Arabia. Saudi and Iceland are our two major deployments — each squadron spends at least 3 months each year in each location, and, as a pilot, I can expect to spend a month overseas out of my squadron's rotation. Aircraft commanders routinely air refuel, spending an average of 20-30 minutes on the boom. Women comprise probably 10-15% of all AWACS crewmembers overall, but there are presently only 2 women pilots, both aircraft commanders — we just lost a co-pilot, Terrie Hornbruch (who's a Ninety-Nine) to the civilian sector.

Would I recommend a military career to a young woman? In a second!! The opportunities are there, from flying, to maintenance, to public relations, to computers. The pay is great as an officer, good as an enlisted person, and equal down to the penny. Education? — the Air Force paid for my master's degree, most of my bachelor's degree, and my commercial license and instrument rating. Regarding the travel and other benefits — I've been stationed in some areas I never would've thought I'd enjoy at first, and I've ended up enjoying each of them. I don't want to sound like an Air Force recruiter, but it is a great way of life.

A possible drawback to AWACS and other career fields is the travel. True, AWACS sends me to some real garden spots, like the desert of Saudi Arabia and the bleakest part of Iceland, but I've also been on exercises in Puerto Rico, Germany, Charleston, Las Vegas, Virginia Beach, and most recently, a week in Panama City, Florida.

The uniforms, especially our flight suits, are not the most sartorially desirable, but they are replaced free if they wear out, and they are comfortable and easy care. Yes, we do have a lot of rules concerning uniform wear, but so does IBM, Delta, and any other large company where young executives "dress for success."

Our chain of command is extremely structured and controlled, but we are also given a lot of responsibility at early levels. At 19, I was a fully qualified Air Traffic Controller. At 22, I was a tower supervisor with 2 or 3 controllers working for me. A few months after UPT, I was in charge of a \$3-million aircraft and a student who was often out to kill me. And now I'm responsible for a \$150-million jet, plus 35 other people and a highly visible and often global mission. With all our rules and regulations comes a

sense of tradition, continuity, and esprit de corps, which is deepened through fraternal organizations like the Daedalions. I don't know if you'd find the same feeling in many big civilian companies.

I know I'm blessed — I even talked my little sister into joining. But I feel the military, especially the Air Force, can provide a challenging, rewarding career or career start for just about any motivated young woman. Specifically as a pilot, the military is doing well and getting better. As more women pilots filter out to more bases, any "oddy factor" we once had is disappearing.

The best example of how it should be for women pilots and how it almost is — my classmates from UPT, a typical 22-year-old lieutenant, was asked if it was odd or different to fly with a woman pilot. He said, "Of course not — why should it be. She's just another pilot."

Editor's Note:

99 Captain Jane Logan is an E-3 Sentry aircraft commander and the standardization officer for the 965th Airborne Warning and Control Squadron, Tinker Air Force Base, Okla. This squadron is part of the 552nd Airborne Warning and Control Wing, which is part of Tactical Air Command's 28th Air Division.

Captain Jane is a 99 with the South Central Section and was a speaker for the Southeast Section Fall Meeting.



Military Opportunities

By Mary MacDonald

There are unlimited opportunities in aviation today, especially in the military, for young women starting out. This is the general consensus.

An Air Force Captain from Norton Air Force Base near San Bernardino, California, a Lieutenant in the Coast Guard, the all-woman naval helicopter crew out of San Diego, California, the women who flew supplies and troops in the United States tactical mission on Grenada in 1983, and all military women aviators have in some aspects come a long way in military and related aviation since the time of the Women Air Force Service Pilots (WASPs) during World War II.

As of fiscal year 1986, there was a total of 722 female pilots in the military services. It computes to less than one-half of one percent of total pilots presently serving. In comparison some 1,074 graduated as WASPs. This difference may be explained in part by the fact that in December, 1944, the WASPs were disbanded with little or no hope of ever flying for the military again, while women pilots today are afforded the opportunity to fly as a career. Simply put, Kay Brick a former WASP Squadron Commander states, "They (the WASPs) had something to offer to the war effort."

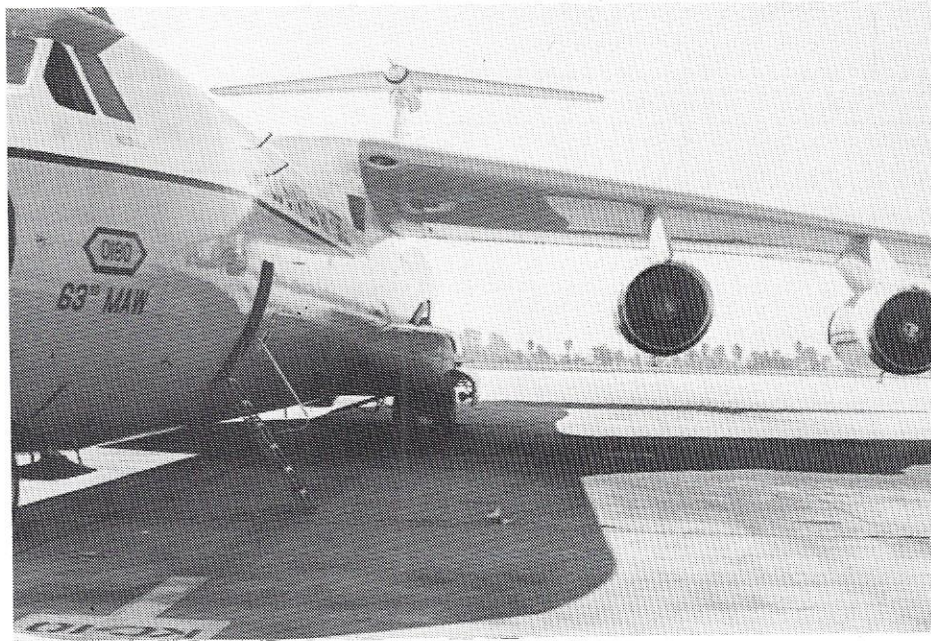
"A corner on the market", is how Lt. Claudia Wells of the United States Coast Guard describes the San Diego Air Station, California. She is referring to her station as having three of the 12 female pilots in the Coast Guard throughout the U.S. Lt. Wells flies the Falcon Fanjet, an aircraft similar to a corporate Lear jet, on missions involving search and rescue and law enforcement along the California coast and sea.

The Coast Guard has 60 slots for pilots, male and female, to fill each year. The most qualified will receive a slot. As a branch of the Department of Transmission, the pilots' aircraft carries no armament and the commandant makes no discrepancies between men and women, having them both commissioned on board ship and as pilots.

Captain Amy Russell, 28, said her interest in military flying came about through her father, an Air Force pilot. She attended the United States Air Force Academy in Colorado Springs, Colorado, because there was a "guaranteed flying slot" when



Capt. Amy Russell, USAF, Norton AF Base San Bernardino, Ca., standing by Thunderbird emblem on the C-141B going to China



Side view of the C-141B, the "Work Horse" of MAC Air Force

she graduated. Capt. Russell, already having served six years, intends making the Air Force and flying her career and states, "The Air Force has been good to me and is as fair and equal as any company can be." However, employment outside the military is always an option since she also has her Masters Degree in Systems Management.

Attached to the 63rd Military Airlift Wing at Norton Air Force Base, Capt. Russell has the distinction of being the first female pilot to fly support, an air land mission, for the Thunderbirds, the precision flying team of the Air Force on their first performance in China. During the visit, she will deliver personnel, supplies, and equipment to each of the stops along the 35-day tour of duty and, if necessary, will fly for aircraft parts to the nearest U.S. air base on Soeul, Korea or to the Phillipines.

The airplane she will use is the C-141B Starlifter, the work horse of the Military Airlift Command which is most versatile in accommodating both cargo and passengers.

The Air Force is now accepting 30 to 50 women per year for pilot training from Officer Training School, ROTC, the Air Force Academy, and active duty.

Most types of aircraft are available to the female pilots in the military from transports and tankers to helicopters, with the exception of those which are designated combat. U.S. Code, Section 6015, referred to as the "combat rule" and passed by Congress in 1948 prevents women from taking combat roles in all

branches of the military service. This is one reason why no female pilots are in the USMC flight line since the Corps is considered a "combat ready unit" at all times. Several women have been trained and do fly fighters but hold jobs as flight instructors. At a crucial time in combat these women would not be called to serve as fighter pilots but in some other area to relieve male pilots for active combat duty.

Still, several women, one being Eileen Collins, USAF, flew troops and cargo in the initial phases of the 1983 U.S. Invasion on Grenada. Collins also assisted by piloting one of the crafts which evacuated students being held there at the university. Although those women participating were honored it still did not have any impact on the Federal law. Military women have yet to break the barrier where they, as Lt. Wells, USCG, feels have the capability of performing any task in the military and, if properly trained, that ability should be used.

In contrast, the WASPs flew every type of aircraft available during WW II including fighters, bombers, and in 1944 Ann Baumgartner Carl had the privilege of piloting the YP59, an experimental jet. Yet women still did not see true combat action. Catherine Murphy who served as a WASP sums up the limitations and restrictions of the combat rule by stating, "Why curtail their availability when they have the capability." Staff Sgt. Teresa Derize, a boom operator with the AP Reserves, agrees wholeheartedly that, "It's our country and we should be allowed to defend it." Barbara London, a WASP ferry

pilot, explained the military authorities believe that "motherhood, milk and honey" still prevail, but she does see that the combat rule will be abolished because "its time has come" and eventually women will be in every aspect of military service.

However, the attitude and acceptance of today's military women by the men has changed considerably. They are as independent and determined as the WASPs of yesteryear and the men know it and respect them for it. Capt. Russell states, "There is nothing in flying that is too physically demanding for a woman." They pull the same missions and fly 24-hour days just as the men do. Kay Brick explained that for every woman who flies there have been more men who have given support. The novelty of military women pilots in the '70s has worn off in the '80s and the men are even speaking out to put an end to the combat rule so that the women pilots may fly alongside them in time of war as well as participate in air refueling and air dropping missions which are presently considered combat duties. Only occasionally does a woman in military garb descending from her aircraft cause a stir among those at any particular base.

Military women in aviation, although only slowly adding in numbers to the ranks, have demonstrated as did the WASPs of WW II that women flew and are able to fly with a good record. They ask that no distinction be made for women aviators in today's military services and as Capt. Russell put it, "Just let us do our job."

WE CAME — WE WERE CONQUERED

BY HAZEL JONES



August 1st was a red letter day. We actually were going to Finland and we were going to compete in the 7th World Precision Flight Championship in Helsinki. All of the problems with funds, airplanes, tickets, financial turndowns, uniforms, and yes we will — no we won'ts were behind us. Some of the team had already gone to Finland and we were leaving on SAS at 5:00 p.m. Jody McCarrell, as coach of the team, would leave us in Denmark and go on to Finland. Pat Roberts, Kathy Long, and I didn't have to be there until August 9th and we were going to sightsee a little. It was a good break in the action. We did Copenhagen and Stockholm, Sweden, and then boarded a ferry, the Finlandia, to go to Helsinki. We all were anxious to get there "now" and see how the team was doing; to see what kind of airplanes we were going to have, and to see old friends and meet new ones. We all felt good about the team and about our chances of doing well. Hadn't we come from 7th in 1983 to 4th in 1985. This should be our year. Wrong!

We came in 9th in a field of 15 countries. It really was no contest. We were soundly whipped. Of the countries that had to rent aircraft, we were 1st. I guess you could say we were in the top 10. The airplanes we rented were pretty doggy. I do not believe they would pass an annual in the U.S.A. One that was ferried from Lapland for 6 hours was so bad our team couldn't fly it without a new muffler. I do not know how a pilot could have ferried that plane that long and lived to tell about it. The tail on one was so loose you could move it left and right inches by hand. The gyros all precessed and one pilot had to have the gyro replaced before the airplane could be flown on one of the

cross-countries.

The top ten pilots were 6 Poles, 3 Czecks, and two Swedes. The Poles took the top 4 spots. All were Wilga pilots. Maybe the event should be called the 7th Wilga Precision Flying Championship. Some suggested it be restricted to NATO nations only. It is a fact of life that as long as the Wilga is in the competition it will win and no other airplane has much of a chance.

Our team was a team, in which we can all be proud. We represented our country and the Ninety-Nines with class. We looked nice. We acted nice. We flew well, but not well enough. The number 1 pilot had 157 penalty points. Our best pilot was in 30th place and had 1208 penalty points. We were in 30th, 31st, 33rd, 38th, and 56th. The team worked well, and Jody was a good coach and manager. The team members helped each other and gave it their best shot. For the first time there was another woman besides Carolyn Pilaar and she was from Italy. Her name is Franca Rossetti and she says she is coming to the U.S.A. for training and wants to be a 99. The manager of the Swedish team also said she wanted to join our organization.

The Masonhall Sportsmanship Award is fast becoming the premier award and is highly coveted. It was awarded for the first time in Kissimmee in 1985 and is a perpetual trophy given by Nema and Mace Masonhall of the Oklahoma chapter. It is given for sportsmanship and is awarded by vote of your peers. This year is went to the team from Ireland.

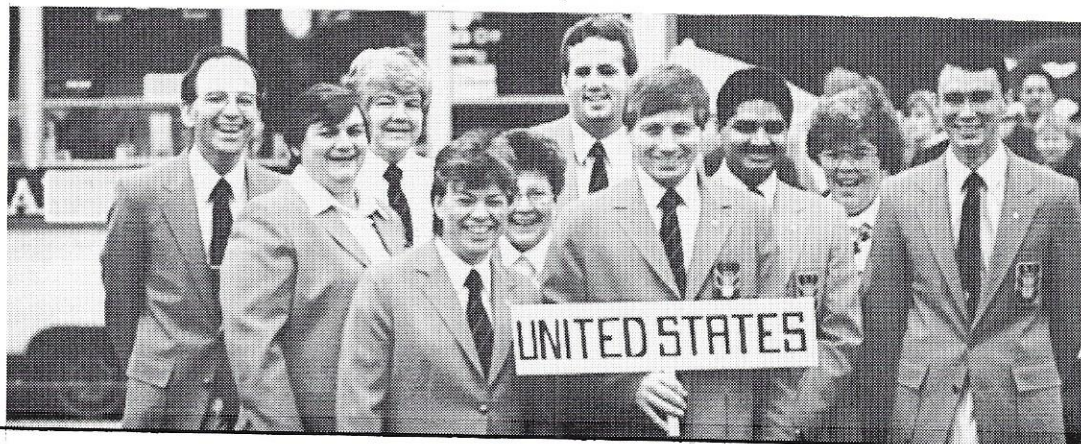
On Tuesday before the competition got underway, the boarding house burned to the ground. This was a place some of the pilots and observers stayed because the primary hotel could not accommodate all of the participants.

It was about 3 miles from the primary hotel and was pretty plain. Facilities at a minimum. No one was hurt, but some lost everything; passports, money, camera, clothes, the whole works. They had a meeting to decide what to do about the competition and the Irish, who were the hardest hit, said, "let the competition start on schedule". It was delayed for a half day, but did start on Wednesday and was concluded on Friday. It is good that it did, because it rained the rest of the time.

The sportsmanship trophy was awarded at the banquet on Saturday night and it got all of the attention.

As most of you may know by now, the Board has voted to discontinue the support of the Precision Flight team. Without a major sponsor, it is impossible to get sufficient funds to do this right. We had to scratch for everything we got. You, who helped in the last minute appeal, have stars in your crown. We were able to pay our bills and thanks to a special person in East Texas we looked pretty natty in our white jackets. We hope the National Aeronautical Association can find a sponsor and let us help. We can work and we will, but we sure cannot fund trips to Europe. To do it right we should have our own airplanes and have training camps and top level competitions all year to make our team competition tough and honed to a fine line for the world championship. Only then can we be in contention.

On behalf of the team, the judges, and the support staff, the council wants to thank each and everyone for your support. Thank you for your words of encouragement, your money, your time, your sweat, and your dreams. We hope we made you proud, even though we didn't show up in the win column.



CALENDAR

DATES

OCTOBER

October 2-4

Southwest Fall Section Meeting, Universal City, CA. Contact: Monie Pease.

October 1-4

South Central Fall Section Meeting
Antlers Hotel, Colorado Springs Colorado
Contact: Clancey Maloney, Pikes Peak
Chapter

October 2-4

Michigan Air Tour. Contact: Nancy Walters.

October 3-4

Amigo Airshow, El Paso, Texas.

October 8-10

57th Fighter Group Reunion, Atlanta, GA. Contact:
Ray Clark. (404) 441-1945.

October 9-10

Kachina Doll Air Rallye. Contact: Phoenix
Chapter

October 9-10

New England Fall Section Meeting, Bradley
International Airport Sheraton Hotel, Wind-
sor Locks, Connecticut.

October 10

Pacific Air Race. Contact: Dottie Campbell
El Cajon Valley Chapter

October 9-11

Tennessee/N. Carolina Air Tour. Contact: Diane
Gusky. (615) 741-3208.

October 16-17

International Section Meeting, NY/NJ and
East Canadian Section Meeting, Oneida
County Airport, Oriskany, New York. Con-
tact: Nancy Morgan.

October 17

Indiana Dunes Air Rally Valparaiso, Indiana
For further information contact: Joy L. Rickel,
133 Potomac Drive Dyer, IN 46311

October 31

Dedication and airshow to honor Ben T.
Epps, Athens, Georgia. Contact Susan
Shropshire, 404-543-5776

October 30-Nov. 1

12th Annual Salinas His & Hers Great Pump-
kin Classic Air Race, approx. 250 miles. En-
tries open Aug. 1-Oct. 15. Contact: Kay Har-
mon, 408-424-0051.

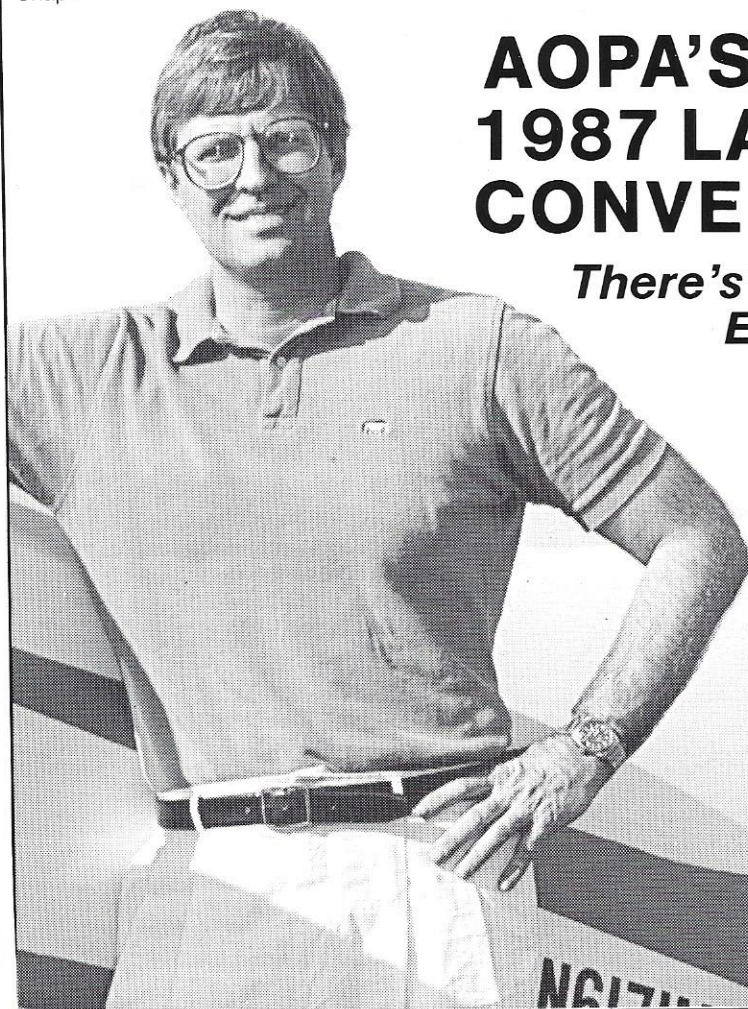
NOVEMBER

November 7

Valley Air Derby. Contact: Sally LaForge, Los
Angeles Chapter.

November 4-7

International 99 Board Meeting,
Oklahoma City, Oklahoma



AOPA'S 1987 LAS VEGAS CONVENTION

*There's Something For
Everyone!*

NOTAM

EVENTS



99 Iris Harris Presented Award

99 Iris Harris has won the FAA National Administrator's Award for starting an aviation education program at Fort Payne Elementary School to stimulate learning in areas of aviation. This is the first time a person from the South has won this award.

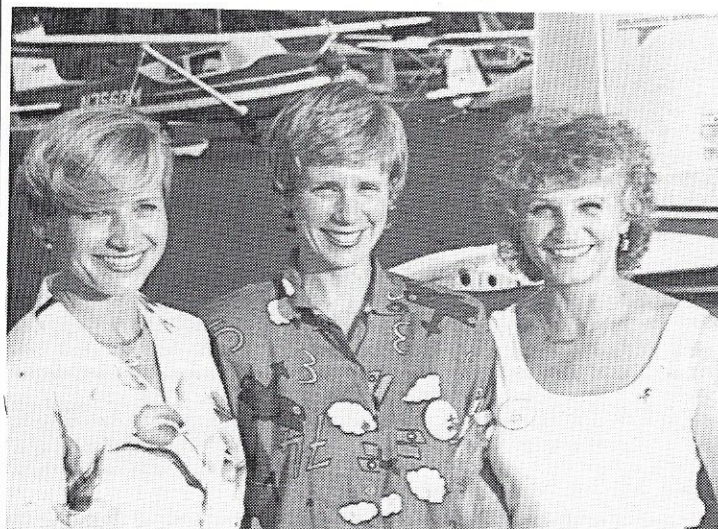
Pictured here at the Award ceremony in Gov. Guy Hunt's office, Montgomery, Alabama, is (l) Iris Harris, (c) Nadine Rose, Chairman Alabama Chapter who submitted the application for the award and Gov. Guy Hunt.



Past International President Betty Gillies and New England Section News Reporter Peg Davidson(r) enjoyed the beauty of the Butchart Gardens, Victoria, B.C. at International Convention.

Employment Opportunity

Ft. Rucker, Alabama is currently recruiting for Flight Instructors, GS-12; Flight Instructors, GS-13 and Flight Instructors, GS-13 temporary. For additional information, please contact: Ms. Elizabeth Battle or Ms. Debbie Lane, 205-255-5683.



Pat Baron(l) Chapter Chairman and Sandy Stokes(c) Vice chairman of Lake Erie Chapter, congratulate Dodie Jewett (r) on winning an AE Scholarship.

King, the leading producer of aviation video home study courses, is looking for representatives who would like to set their own hours, work from their own home, have all expenses paid and earn top commission. Contact: Jeanne Powers at Special Interest Marketing, P.O. Box 4640, Sunland, California 91040 818-899-4155

THE 99 NEWS welcomes reports of Women in Military Aviation in other countries. If enough respond, a future issue will be devoted to this. Be sure and send photos with the report.

WAR IN LOS ANGELES

By Sylvia Paoli

On August 19, 1987, the FAA raised the ceiling of the Los Angeles TCA from 7000' to 12,500', and CLOSED the VFR corridor through the TCA — all without the normal hearing through the Notice of Proposed Rulemaking procedure. The result of this arbitrary and irresponsible action by the FAA is to push hundreds of general aviation safety.

Aircraft now must either fly over the TCA — a feat not even possible for many small aircraft, or under it at altitudes between 1000' and 2000' — either 10 miles off-shore or over the crowded downtown Los Angeles area, or go completely around, involving either 20 miles off-shore or 25 miles to the east. There are seven airports under the TCA, six of which are either totally general aviation or a mix of general aviation and carriers.

The TCA is adjacent to the Burbank ARSA on the north, and only five miles from the Ontario ARSA on the east, which imposes further restrictions on aircraft, often forcing them to stay outside the ARSA's due to instructions from controllers refusing them entry.

If we do not want this great safety problem to spread throughout the United States, it is extremely important that each of you — individually and as chapters — take action now.

Send an air safety telegram: Dial Western Union at 1-800-257-4900 and ask for Operator 9213. Say you wish to send the air safety telegram, which will go to FAA Administrator Allen McArtor. The charge to your telephone number will be approximately \$4.50.

Report: (1) All near-midairs. File a safety report with NASA within 10 days. Forms can be obtained from the nearest GADO office; (2) all instances of improper ATC instructions; log the time, location, type aircraft, frequency, whether VFR or IFR, and the details of the communications; (3) all requests for entry into a TCA or an ARSA that are denied; log the same information as for (2).

Carry tape recorders with you, and record all ATC communications if possible. It has become clear that the evidence needed to support GA's contentions is being withheld from us by the FAA, as they cite "garbled tapes", "no tapes", etc. when requested for specific communications.

Write your Congressmen and Senators not only complaining of the safety problem, but calling for a Congressional investigation of the FAA to determine why it refuses to consider recommendations by most of the major airspace user groups that a corridor approach system be used. Write Department of Transportation and the President.

Watch the editorial pages and send intelligent replies to adverse comments.

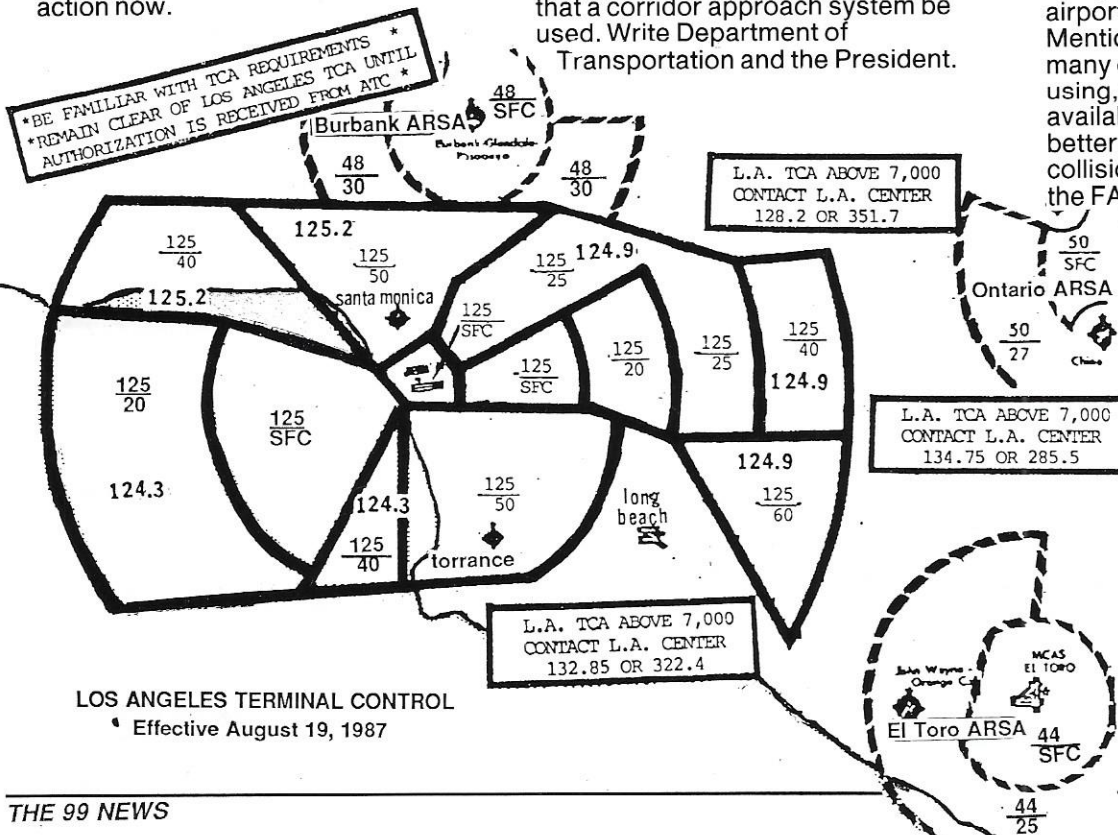
Send contributions to California Aviation Council which is spearheading the fight.

Register your comments with the FAA on their free consumer hotline, 1-800-322-7873.

A lawsuit has been filed by Martin Aviation, California Aviation Council, AOPA, two airport pilot organizations, and joined by the Air Traffic Controllers. It is pending in the Ninth Circuit Court of Appeals. A hearing will be held in early October. The Ninety-Nines, Inc. will file a friend-of-the-court brief supporting the plaintiffs on the safety issue.

Talk to the press — but do so carefully. Concentrate on the multiple uses of aviation OTHER than just pleasure-flying (only about 20% of the use today). Offer alternatives — a protected airline corridor concept which has worked for the military for years. Emphasize the total unfairness of a process that denies input by the actual users of the airspace. Point out that the NTSB report on the Cerritos crash blamed the system — not the pilots or the controller. Note the aviation trust fund with over 10 billion dollars in it for updating the air traffic system and airports that is NOT BEING USED. Mention the 1960's equipment that many of the FAA control facilities are using, when modern technology is available to make the system much better. Let them know that workable collision avoidance systems which the FAA touts loudly are simply not available.

This is not a political issue — it is a safety issue. If ever there was a time to have a united front, this is it. Let's all get behind it and ACT NOW.



SECTION

NEWS

INDIA SECTION

India Section is proud to announce that Chanda Budhabhatti has been re-elected as a Director of World Aerospace Education Organization and subsequently appointed Vice President for Asia for WAEO at their Biennial World Congress held in Singapore July 11-16, 1987. Chanda was one of the Masters of Ceremony at the Congress.

We wish to extend our heartiest congratulations to four Ninety-Nines who were awarded the Order of Merit for outstanding leadership and support of Aerospace Education by Mr. Kamal Naguib, Chairman of WAEO. The recipients were: Captain Shukria Ali, Pakistan; Captain Samar Al-Oran, Jordan; Jenny Houghton, Australia, and Jule Zumwalt, U.S.A.

Another bit of great news . . . Chanda Budhabhatti will be ferrying an F33A from Wichita, Kansas, U.S.A. to Bombay, India in February of 1988. Indamer Company purchased the F33A from Beechcraft Co. in Wichita and approached Chanda about ferrying the aircraft when it is ready. She will be the first Asian woman to fly across the Atlantic Ocean.

WESTERN CANADA SECTION

After the International Convention in Vancouver, everyone sighed with relief, yet there was a feeling of elation and satisfaction that the convention was a great success. We realized that a small group of enthusiastic and energetic 99s could indeed organize and deliver a convention of such scope and diversity! We are grateful for the kind words of encouragement and appreciation received from delegates. A sincere thank you to all who attended.

We are delighted that our governor, Robbie Taylor, was elected to serve on the International Board of Directors. She is also the International Safety Education Committee Chairman.

Our Fall Section Conference was held at Fairmont, B.C., Sept. 25th-27th. All of us welcomed the chance to relax and review the Convention activities. New officers for our section were installed at this meeting. They are: Governor, Audrey Webster, Canadian Rockies Chapter; Vice-Governor, Mary Oswald, Alberta Chapter; Secretary, Barbara Meredith, B.C. Coast Chapter; Treasurer, Joan Lynum, B.C. Coast Chapter.

Greater Winnipeg

A "Salute to Aviation" was held at St. Vital Shopping Centre Mall, May 18th-23rd. During that week, members spent a total of 60 hours manning our 99s display. This included the history of the 99s, charts, clothing, pictorial displays, brochures and human interest stories of our members. The general public was enthusiastic and showed a great deal of interest in "Women in Aviation". This was an excellent opportunity for our organization to gain public awareness.

While our June 13th Poker Derby was very successful, a few days later we were weathered out of a "fly in" to the Interna-

tional Peace Gardens. Our plans to meet with the Saskatchewan and North Dakota 99s will have to be put off till next year.

99 Barbara Scaife was the only woman pilot to enter the Winnipeg Flying Club's Webster Trophy Competitions, held recently.

Vancouver Island

A new chapter in Western Canada Section received its charter during convention. We welcome Vancouver Island Chapter, which is beginning life with 22 members. Judy Appleby of Victoria is chapter chairman.

NEW ENGLAND SECTION

The 1987 Convention found Section members enjoying the various activities and seminars. All Chapters were represented. Hut Ferree and Jo Rita Jordan won a prize, free fuel in Vancouver, for flying the longest distance in Jo Rita's Skyhawk to Convention. Betty Erickson, who flew her Piper Super-Cruiser (CUB) on floats from Lake Sunapee, N.H., would have won, except that the lack of a transponder kept her out of the Vancouver TCA. She and husband Dave had to drive from Seattle. Lottie Nunn and Brenda Sisson flew VFR as far as Billings, Montana, in Brenda's Cherokee 140 from Rhode Island.

Connecticut

The weather was marginal VFR on July 2, 1987, "Looking for Amelia" day, but Chairman Mary Harwood flew with WVIT IT Camerman. Filming and sound taping was made. Several 99s were heard on 123.1: Judy Neurath and Ruth Ann Stewart from Glastonbury, Denise Dostoler from Waterford, Diane Weiss from Meriden, Elaine Blondin from the ground in Guilford, and other 99s from Long Island and Massachusetts including International Board Member Harriet Fuller from Shrewsbury, MA.

A most interesting video of the Wide World of Flying's coverage of the history making Voyager trip on December 14, 1986, was enjoyed at the July Chapter meeting.

Our Fly-In Beach Party on Martha's Vineyard was finally held on August 23rd, the rain date. Eight people in three airplanes flew in to the turf airport, with the beach only a short walk away. The weather and water were beautiful as we picnicked and toured the town of Edgartown. We plan to return.

There was a Friends of Connecticut fly-in at Brainard Airport on September 12, 1987. At this time the Conn. 99s planted the tree given us by the Forest of Friendship. A granite marker will be placed near the tree.

Eastern New England

On July 11th, a hot and hazy day, many of our members met to refresh the taxiway markings at the Tew-Mac Airport in Tewksbury, Mass.

At the Quonset Air Show, Aug. 15th-16th, our chapter earned about \$900 for the Frankie Sutton Memorial Scholarship through a raffle. The air show drew a large crowd

thanks to our hardworking crew who made Quonset a huge success: Michele and Hal Cabot, Barbara and Dave Clorite-Ventura, Irene Risberg, Carol and Frank Stites, Mary and Bob Newbern, Elaine Ricciardelli, Lorie Herel, Anne Honer, Gail and John Zifcak, Elsie Marland, and future 99 Marilyn Burysz.

Northern New England

At our August 8, 1987, meeting at Lakes Region Airpark in Wolfeboro, New Hampshire, Eleanor Horn greeted us and gave an interesting history of Wolfeboro's only Seaplane and Airpark facility. Ann Mathieu made a suggestion that our December social meeting be a snow sculpture contest to be held at Jaffrey, N.H. This would also include a sleigh ride. If the weather does not permit this activity it might be planned for either January or February.

We are planning an airmarking for October and expect it will be the Wolfeboro airport since it no longer has any markings due to repaving.

NEW YORK-NEW JERSEY

About twenty-five New York-New Jersey Section members attended the International Convention in Vancouver, B.C. At least two members, Alice Hegedus and Janet Davis, flew their own aircraft coast to coast to attend.

The Northwest and New York-New Jersey Sections co-hosted a reception for members of each section to meet and get to know each other. It is hoped that this was the first of many get-togethers between the two sections.

Long Island

Eight members from the Long Island Chapter attended the International Convention in Vancouver, B.C. Joyce Malkmes and Mae Smith successfully arranged for the Section Connection wine party with the Northwest Section members as a culmination of a challenge for raising funds for the U. S.P.F.T. Jill Hopfenmuller was the winner of five days at the Vancouver Hotel for the convention.

Prior to the convention, Joyce and Mae flew with their Seattle 99 friends to the Abbotsford Air Show and with Pat Wells of the Western Washington Chapter in her Seneca over the Olympic mountains.

Another Long Island member, Terry Stengle, flew to Oshkosh for the EAA Air Show. Pat Rockwell flew to England and Europe on her winning ticket from the Aviation and Space Writers Convention in San Diego.

Roberta Pistorius will be keeping her Cessna 182 next to her new house in Spruce Creek, Florida, part of the year.

North Jersey

Carol Emmens took over the reins as chairwoman of the North Jersey Chapter from Barbara Mead. Other office holders are Leslie Highleyman, vice-chairwoman; Cathy

Gates, secretary; Jackie Patel, treasurer. Leslie Highleyman will coordinate safety seminars and A.J. Starr will handle news/publicity. Barbara Mead is heading up the membership committee.

The chapter is 100% behind SOAR (Save Our Aviation Resources), participated in the September 12th-13th Air Fare at Linden Airport — the current target airport of opposing interests which seek to close it down.

Garden State

Garden State 99s combined their efforts with North Jersey in participating at the September 12th-13th Air Fare at Linden Airport. The two chapters had a booth and provided pennies-a-pound rides. The proceeds are to go to the "Ronald McDonald House".

The chapter sent six delegates to the international convention (two of these members flew their own airplanes). The chapter will also have a Pennies-A-Pound at Trenton-Robbinsville to benefit the chapter and the Mercer County Community College Flight Team on October 11th (rain date is the 25th).

New York Capital District

Three members of the New York Capital District Chapter attended the International Convention as delegates. The chapter had an information booth at the August 29th-30th Airshow at Schenectady County Airport.

MIDDLE EAST SECTION

Hampton Roads

Hampton Roads 99's made \$272 selling hot dogs at the June EAA fly-in at Patrick Henry International Airport, Newport News. The day was so hot and muggy, we could have earned more by selling turns standing in the tubs of ice the soft drinks were in!

On July 2nd, two members flew in the Amelia Earhart commemorative flight. Ina Hollowell flew over Norfolk and northern North Carolina, while Rosemary Doud covered the area from Newport News to Richmond. The Chapter received excellent press coverage of this event, and hopes to add several new members because of the publicity.

On July 7th, at our annual awards banquet, a \$500 scholarship check was presented by the chapter to Ida Couch, who is working on her A&P certificate. Our guest speaker was Lt. Janet Flowers, who is a helicopter test pilot for the Army.

Maryland

The July meeting of our chapter was held in Joan and Bill Niles' pool in Bel Air, Md. During this meeting, a motion was passed that our chapter would contribute \$200 toward a child going to Space Camp. It was also noted that Doris Jacobson's dues would be paid for one year as she brought in the most new members last year.

Western Pennsylvania

Our Chapter was very pleased to learn that we were awarded the 1986 Aerospace Education Award at International Convention!

Chris St. Onge placed 9th out of 28 in the Buckeye Air Rallye held in June at Columbus, Ohio.

Shenandoah Valley

Our first Poker Run, held in June, went as planned and was a great learning experience, and everyone reported a good time. The only thing **not** controllable was the forecast of thunderstorms which did cut down on the number of participants, but not their en-

thusiasm. Special thanks to the husbands who were most helpful and the airport owners who let us use their facilities.

SOUTHEAST SECTION

Alabama

Members attended a demonstration of competition aerobatics by Keith Carden in Clanton. Other activities included sponsoring a safety meeting in Hartselle and participating in the Amelia Earhart 50th Anniversary "Search For Amelia."

Four members: Hilda Ray, Harriet Hall, Connie May and Ruby Dickerson attended the International Convention in Vancouver, B.C., Canada.

Carolinas

Past International President Louise Smith and Evie Brooks attended Forest of Friendship ceremonies in Atchison, July 24th-26th.

Members heard a presentation by Phil Hazel, President of Catawba Valley Aviation, on his airborne rescue of a woman whose husband had died at the controls of a PA-28-1B1. She was talked down to a safe landing by Mr. Hazel from 8000!

Florida Goldcoast

A fly-in meeting to Port-of-the-Islands near Naples, Fla. was held in July.

Jackie Litzenberg made her first parachute jump at DeLand Airport.

Ann Nobles has been promoted in the CAP to Group Finance Officer.

Attending the Vancouver Convention were Mariem Davis, Ruth Fleischer, Helen Mennito, Fran Sargent, Felicia West, and Dot Williams.

North Georgia

Anne Mitchell attended the Vancouver Convention.

Lucy Young recently completed a two-week trip to the Western Pacific as a DC-9 pilot in the Navy Reserve. Flying to Japan, Okinawa, and the Philippines.

Tennessee

The Chapter had its forty-seventh birthday party at Cookeville, hosted by "66" Ferne Thompson.

Ruth & Ferris Thomas flew their C-182 to Vancouver, and Irene Flewellen and Sylvia Merritt also attended the Vancouver Convention.

Florida Suncoast

September's meeting was held at Mary Bryant's home with 23 members finalizing plans for the Fall Southeast Section Meeting, September 25-27

Mary Bryant and Roni Johnson flew in the Kentucky Air Derby, August 29-30, placing 8th

The Chapter sponsored an FAA Safety Program, September 9th at the Univ. of South Florida, St. Petersburg.

NORTH CENTRAL SECTION

All-Ohio

Many volunteer 99s from the All-Ohio Chapter helped staff the Information and Lost Kid Tent at the Dayton Air Show. Janet Keith was the organizer who got us together and made it a lot of fun. In addition to the good feeling of an important job well done, our chapter will receive a donation from the Fair.

Becky Center was given a well de-

served Atta-Girl Award by the Chapter for her achievement. She obtained a private license, although deaf.

Aux Plaines

Aux Plaines had an excellent representation at EAA this year. Among the attendees were Leanne Boehm and 49½er, Margaret Biedron and 49½er, Dee Griesheimer and her friend Chuck, Mary and Carl Wedel, Joanne Noll, Toni Reinhard, and Virginia Raburg. We were thrilled to meet personally the Voyager crew and Edna Gardner Whyte, especially Virginia who had flown in the same race with Edna from Ft. Myers, Fla., to the Bahamas some 25 years ago.

Mary Wedel arranged for chapter members Joanne Noll, Bunny Foley, Valerie Wedel, Virginia Raburg, herself and her 49½er, Carl to participate in the educational television station WTTW, Channel 11's drive for funds. We served as operators. We spent a total of 36 hours manning the phones. Joanne Noll was on camera while talking on the phone to a contributor for several seconds. We all wore our 99 identification pins and were mentioned as a group by the station announcer. The 99s and our chapter appeared on the screen as one of the groups participating.

Greater Detroit Area

Flying activities were the rule for GDAC members this summer. Dawn Patrols at Dalton Field (Flushing), Plymouth Mettetal and Chesaning saw GDAC members enjoying fun, pancakes, and fellowship during the early morning flying hours of July.

Many chapter members attended the July fly-in business meeting in the Budd Hangar at Oakland/Pontiac Airport. June Beers, Mearl Frame, Gini Sutherland, and Mary Litter visited the Forest of Friendship. Individual members and GDAC sponsored Loma May for the Forest of Friendship this year.

June Beers flew the Air Race Classic with Sammy McKay from the Michigan Chapter.

Fourteen GDAC members attended the EAA Convention at Oshkosh, WI, this year. Several members worked in the 99 booth, and Dorothy Gillis flew her L-2A in the Sunday afternoon air show.

Seven members attended the 99 International Convention in Vancouver.

We welcome our new member, Luisa Deal.

Greater St. Louis

Responding to a request from the organizing committee, the Greater St. Louis Chapter presented a condensed version of a Flying Companion Seminar at the International Comanche Convention on July 28th. Barbara Wilper presented the material, with the able assistance of Martha Norman and Amy Laws. The same two hour block of material was presented in the morning and afternoon to a total of about 40 people.

Several of our members attended the EAA convention, including Del Scharr, who is now looking for a group to go next year.

We were well represented at the Forest of Friendship and the International Convention.

Indiana

Dorothy Smith was hostess for the August 23rd meeting at Putnam County Airport, Greencastle, IN. A major focus of the business meeting was on the increasing airspace restrictions and equipment requirements and the impact upon the general aviation community. Following the business meeting and lunch, a spot-landing contest and bombard, organized by Sue Sears, was enjoyed by all. First place in spot-landings went to

Sue Sears in her Musketeer. New member Marcia Gietz, in her Cessna 150, claimed first in the bomb-drop with Linda Orth as bombardier.

Lake Erie

Members met at Portage County Airport for our installation of new officers. The meeting was hosted by Sandy Stokes, Dodie Jewett, Meigs Adams, and Marg Juhasz. The new officers are Pat Baron, Chairman; Sandy Stokes V., Chairman; Jean Simson, Sec.; Peggy Humbert, Treas. Several of our members attended the International Convention. We are especially proud of Dodie Jewett who flew in to the Amelia Earhart Luncheon to receive her AE Scholarship. She will use the scholarship to complete her CFII.

Minnesota

With good weather Faribault Airport received a black-line addition to its airmarked name. Debbie Sorenson also scheduled Buffalo airport for its paint job.

MN delegates to the Vancouver Convention were Clara Johansen, Marci Glaesemann, Joyce Van Dusen, and Debbie Sorenson.

Our balloon release in June from Terry Herron's backyard has produced two responses, one card from Summerset — near the St. Croix River in a cornfield, and one from a seven year old from Eau Claire, WI.

The old fashioned box social was August 16th in Faribault. Box lunches were sold in drawings, and prizes were given for aviation themes.

Blood runs for the American Red Cross take most of the MN 99s time, with 45 runs scheduled for the last week of August.

Our members are flying high! Jackie Chambers is flying a Cessna 402 with Big Sky in Montana. She is in training to fly their Metro Liners. Gail Skelton is flying a Piedmont Commuter in Sharlot, NC. And Gayle Vail will be Asst. Professor of Aeronautical Studies in Hawthorn College, Antrim, NH.

Wisconsin

July 31st found some of our members at Oshkosh EAA helping in the Friendship Tent and selling our wares in the Exhibition Hall. It was nice to see so many 99s in the Friendship Tent and to meet Del Scharr, who wrote, "Sisters in the Sky", and have her autograph books.

We had 95 at our annual EAA dinner for 99s and friends on Tuesday night of EAA. The weather in the southern part of the state has not been cooperating with our airmarkings plans, but we hope to have them done by winter.

Some of our members have been active with the Girl Scouts and Aero Space Education.

SOUTH CENTRAL SECTION

Abilene

Abilene Area Chapter was the recipient of the 1987 Aviation Education Award presented at International Convention in Vancouver. In accepting the award for the chapter, Governor Pat Mlady expressed the following, "Can you imagine a chapter with only ten members achieving such an award?" This tells everyone how many things they have done in the past year.

Nancy Masters obtained slides and information to be presented to the Abilene Women's Club.

A luncheon took place at Dyess Air Force Base following a tour of the B1B which was arranged by Jackie Jennings.

Albuquerque

The Albuquerque Chapter is once again humming with activity, and plans are solidified for a Pinch-Hitter Course to take place October 17th.

The chapter has a cross section of members with various aviation backgrounds. They consist of a charter pilot, air traffic controller, aircraft structures engineer, kit airplane builder, and a woman who learned to fly at 50.

Colorado

Colorado Chapter netted \$2,000 working in the hot sun and soaking rain at the Front Range Air Show. The dollars were used to support the Mile High Air Derby, September 18th-19th.

On the schedule for fall are the Flight Without Fear Clinic and a Pinch-Hitter Course.

Dallas

The Dallas Chapter met at the home of Nita Shuhart in August to discuss money raising projects for the coming year.

El Paso

The El Paso Chapter once again cooked breakfast at West Texas Airport. One more breakfast was on the schedule for September 20th. The proceeds are directed towards the Amigo Airshow Chalet.

The chapter recognized Ruth Deerman, Ruby Hays, Lois Hailey, and Lois Ziler, all charter members, at a dinner meeting commemorating the chapter's 30th anniversary September 23rd.

Kansas

Kansas Chapter met with a local air traffic controller who spoke about new procedures in air traffic and flying in controlled airspace.

The airplane wash fund-raiser for the chapter was a big success. Linda Massey, Phyllis Blanton, Nancy Sheldon, Karen Tucker, Jackie Luke, Janet Yoder, Carol Lanning, Janice Fossey, Pat Wilson-Hobson, and Linda Leatherman washed 99 airplanes.

Lubbock

For the third year in a row a Lubbock Chapter member was the winner of an Amelia Earhart Memorial Scholarship. This year's winner was Jane Bartos.

A scholarship will be awarded by the chapter to a local woman who wishes to learn to fly. Over 15 applications have been received. The fund-raising events of the past few months will provide the monies. The scholarship is a matching fund concept.

Oklahoma

The Oklahoma Chapter welcomes two new members: Sally Dutton and Leda Hedglon.

The August meeting took place at the home of Norma Vandergriff. Members were told of the happenings at the International Convention by the recently returned Oklahoma delegation.

Nancy Smith presented the first in a series of Safety Tips at the monthly meeting. The subject was Pilot Deviations — entry into an ARSA or TCA without clearance from air traffic. Each FAA Safety Counselor in the chapter will take turns making presentations. Oklahoma Today Magazine interviewed seven of the chapter WASPs for an article to be published on Women in Aviation.

A joint meeting with the Tulsa Chapter took place at the Oklahoma Air and Space Museum in September. Mary Kelly made a slide presentation of her commemorative Amelia Earhart flight across the North Atlantic.

Pikes Peak

July found members and friends of the Pikes Peak Chapter at a fly-in breakfast at the Colorado City Greenhorn Inn.

The August meeting was held during a break in the painting of the compass rose on the ramp at Colorado Springs Airport. The busy small chapter named timers, starters, and hospitality persons for the Lamar stop of the Mile High Air Derby.

The chapter is pleased with the interest shown in the mountain flying course which is offered at the Pikes Peak sponsored South Central Section Fall Meeting in Colorado Springs.

The August meeting was held during a break in the painting of the Compass Rose on the ramp of the Jet Center at the Colorado Springs airport. Official timers, starters, hospitality, etc. were named for the Lamar stop of the Mile High Air Derby September 18th & 19th. Everyone was also very busy with plans for the October 1st to 4th South Central Fall Section meeting to be held in Colorado Springs.

Shreveport

Shreveport Chapter members have departed the fix due to high temperatures in the area in August.

Ray Hardey remains in Shreveport recovering a Decathlon with 49½ and former owner Bud Ports looking over her shoulder.

Top of Texas

A second coat of paint has been spread by the Top of Texas Chapter on the Tulia Airport.

The chapter airplane parade float constructed for the Centennial Parade has become an air show float. Dalhart and Pampa air show visitors viewed the creation in August.

Tulsa

The Tulsa Chapter meeting featured former WASPs Mary Jones and Mary Burke. The August meeting was held at the Tulsa VoTech.

A touch up on the compass rose will be made at Jones Airport before the Tulsa Air Show. Members will be working in the command center and in the food center's booth.

NORTHWEST SECTION

Alaska

Carol Klein and her husband, Jack, are off to Kenya for a year. They will be working as balloon pilots in the game preserve areas. They can be contacted at:

P.O. Box 44690
c/o Transworld Safari (K) LTD
Niarobi, Kenya
East Africa

Gail Rigden recently became a U.S. citizen. She had previously been a Canadian citizen. Welcome to Alaska, U.S.A. Gail!

Willamette Valley

Chapter president Lore Hewitt hosted our August meeting at Flight Craft at the Eugene Airport. Seven members and guests from the Southern Oregon chapter joined us. We discussed the 1988 NW section that we will co-host with them.

Ernie Sturm, past president of Beechcraft and current president of Flight Craft, presented the video on Beechcraft's new business twin, the Starship.

Flight Craft very graciously furnished lunch for our chapter and guests. Six members attended NW Section in Spokane Sept. 18th-20th.

Section news continued

SOUTHWEST SECTION

Sacramento Valley

Five of our intrepid air markers joined Grass Valley Chapter in marking Nevada County Airport. Due to the heat in the day they gathered at 5:00 a.m., started painting at 6:00, and were done by 9:00.

Ask June Devine, Jeannie Dunlap, Mary-Ben McClave, Isabelle Dunlap, or 66 Charlene Dornbeck how to really have fun at an airmarking!

Kris James with Bonnie Neely, Dorothy Flynn with Shirley Winn, and Lois Erickson and navigator participated in the Palms to Pines Air Race. Bonnie, Dorothy, Shirley, and Lois went on to join Barbara Sestito and Thelma Cull at International Convention in Vancouver.

Our annual potluck meeting this year featured a silent auction of various members' donated white elephants, a pleasantly surprising fundraiser of \$100.

San Fernando Valley

Amelia Earhart Day was commemorated in a big way by the chapter. About twenty members flew in the "A.E. Day in the Air" event on the 2nd of July. The day dawned IFR, so some of chapter members filed and climbed on top of the marine layer, but by 10:00 a.m. the skies cleared and the rest could take off.

Five members and one 49½ joined ten other chapters in an incredible four day hike to the top of Amelia Earhart Park in the Yosemite National Park. They reached the top (12,000 feet) at 10 a.m. on the 2nd of July and tried to receive those who were broadcasting in the air, but they never heard anyone. They had their own fly over, however, because one Monterey Bay 99 and one San Fernando Valley 49½ flew over the peak.

About 30 members, all wearing white pants, white visors and blue 99 shirts, joined in a parade in Santa Monica on the 4th of July. With the chapter was Albert Bresnick, Amelia's photographer.

Orange County

Bev Niquette and Marikay Lindstrom spearheaded a movement to urge 99s to send handwritten letters of complaint and protest to Congressmen and Senators as well as Director of the FAA, Secretary of Transportation, Chairman of Senate Subcommittee on Aviation and AOPA Political Action Committee. The complaint stems from the closure of the VFR corridor in the LA TCA and the raising of the upper limit to 12,500 feet. Eleanor Todd was also involved in the protest as she organized a telegram program.

A donation was made to the Angel Flight Medical Support Flight Team in the name of Hidi Ratcliff, daughter of Mary Ann Ratcliff, who lost her life in the Detroit air disaster.

Our August fly-in was to the lovely mountain cabin home of Marikay and Paul Lindstrom in Big Bear Lake. Our topic of discussion at brunch was density altitude and mountain flying.

Eight of our members were in attendance at International Convention in Vancouver. Those making the long journey were Peggy Hart, Kim Wilks, Elaine Williamson, Sally Cornell, Marci Mauthe, Barbara Ward, Eleanor Todd, and Mary Ann Jamison.

The new board members for 1987-1988 are Chairman, Jan Pedersen; Vice-Chairman, Lois Dillman; Secretary, Pam Hengstler; Treasurer, Cynthia Shofer.

San Luis Obispo

Four members participated in the Amelia Earhart Commemorative Flight: Shirley Moore, Cris Darbonne, Carolyn Corner, and Callie Fisher. They were honored by the local Exchange Club luncheon and were pre-

sented with a plaque. They also received recognition from the local newspaper with both an article and photograph.

Cameron Park

The August fly-away to Gansner Field at Quincy for a picnic lunch in the park was delightful.

Member Doris Lockness and husband Bob, officers in the Confederate Air Force, bought a L5 (1943 tandem Stinson) with a 195 hp Lycoming engine in Caldwell, Idaho recently.

Many flying stories later, they returned to Vacaville with their olive drab and gray, radioless Warbird which once belonged to the 25th Liaison Squadron.

NEW RATINGS

NEW ENGLAND SECTION

Ann Mathieu — Northern New England Chapter — Multi-Engine
Renee Sinicki — Northern New England Chapter — Commercial

SOUTH CENTRAL SECTION

Mary Heitzman — El Paso — Multi-engine
Donna Gorham — Tulsa — Instrument
Vickie Homan — Oklahoma — Multi-engine
Karen Tucker — Kansas — Commercial
Jackie Luke — Kansas — Multi-engine ATP

SOUTHEAST SECTION

Mary Fletcher-Fla. Suncoast-Phase VI Wings

NORTH CENTRAL SECTION

Laura Warman — Greater Detroit Area — Instrument

NORTHWEST SECTION

Judy Lanning — Alaska — CFII, Multi-engine Instr.
Aimee Kuprash — Willamette Valley — Comm. Instr. Multi-engine, CFI

NEW YORK/NEW JERSEY

Pat Bizzoso — Long Island — CFI

SOUTHWEST SECTION

Kim Wilks — Orange County Chapter — Commercial, CFI, Multi-engine Instrument
Ground instructor basic, Advanced Instrument
Diane Myers — Orange County Chapter — Captain 737-300, Continental Airlines
Dee Blum — Santa Clara Valley — Instrument
Phyllis Lappin — Santa Clara Valley — Instrument
Debbie Cunningham — Santa Clara Valley — CFI

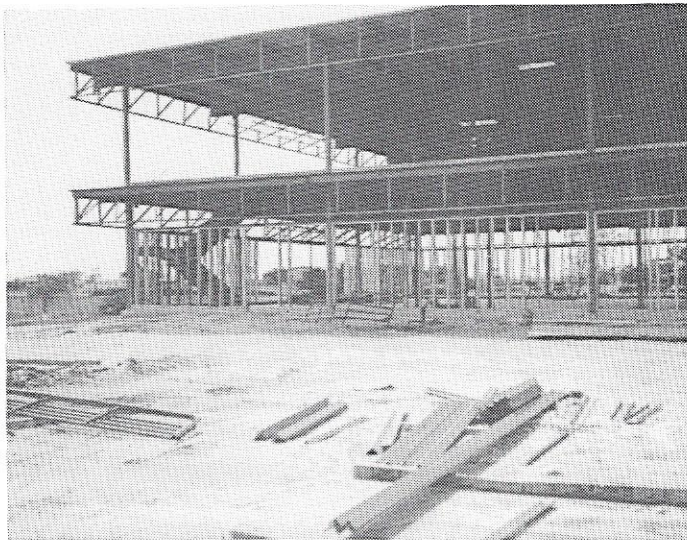
MIDDLE EAST SECTION

Amy Leete-Washington, D.C.-CFI
Cheryl Cox-W. Pa.-Commercial
Chris St. Onge-W. Pa.-Phase V Wings
Mary Lou Lewis-W.V.-Phase III

Building Update

Work continues to progress rapidly on the new 99 Building that photos from month to month can not keep up with the changes.

Latest word is that the building is now roofed & windowed!



IN MEMORIAM



Arn Phillips, Greater St. Louis Chapter

Arn Phillips was 49½ of Libby Phillips. Arn was retired from the U.S. Air Force and from McDonnell Douglas Aircraft Company. Prior to his retirement from McDonnell Douglas had headed the F4 program. He was active in the EAA and a strong supporter of the 99s.

Norbert Slepian, Editor-in-Chief of IFR Refresher and Past Managing Editor of Flying Magazine, died of a heart attack, September 3rd. He was 54, a friend to aviation and one of its premier journalists.

Section news continued

INTERNATIONAL BOARD OF DIRECTORS REPORT

by Chanda Budhabhatti,
International Director

PRE- AND POST-CONVENTION BOARD MEETINGS

The International Board of Directors of Ninety-Nines, Inc. met in Vancouver, B.C., Canada, on August 10 and 14, 1987, respectively, to conduct the business of the organization. In addition to the Board members, General Counsel Sylvia Paoli and Executive Director Loretta Gragg were present. Absent were Board members Hazel Jones, Past Ninety-Nine President, and Pat Roberts, Director, who had taken leave of absence to represent US PFT at the Seventh World Precision Flying Championship in Helsinki, Finland. Executive Director Loretta Gragg reported that the two story structure that is an extension of the Hq. building will not be ready on Nov. 2nd as previously planned but good progress is being made and it is thought it will be completed by January, 1988. Dedication Ceremonies for the official opening will be set at a later date. Due to lack of financial support, a motion was passed that Ninety-Nines, Inc. would cease support of the USPFT. Amelia Earhart commemorative coins will be available to Ninety-Nine members until July 2, 1988, at which time they will no longer be minted. The A.E. house now has a caretaker, Mrs. Lu

Foudray, who has conducted several tours already.

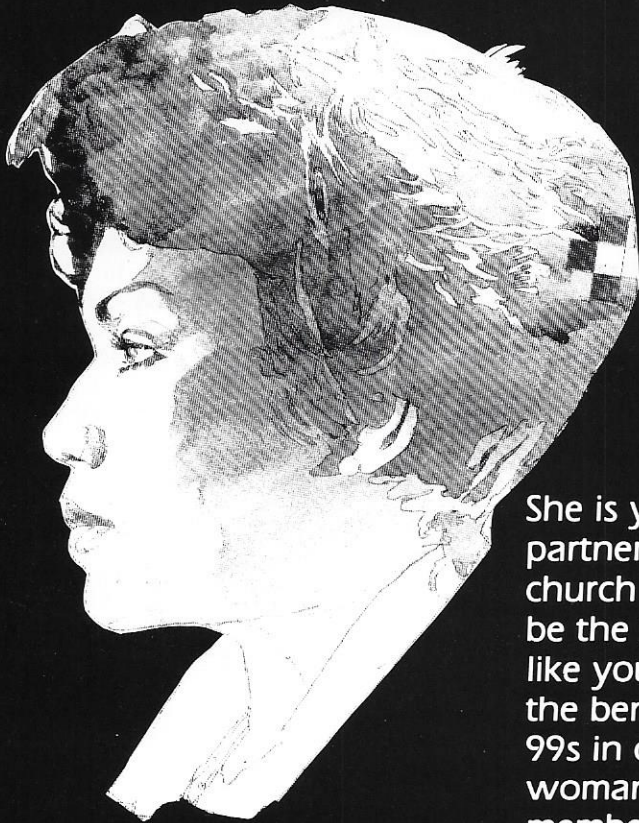
The Forest of Friendship Celebration in Atchison this year was also a celebration of Amelia's 90th birthday. It was well attended and there were many planned activities. At a banquet at the Benedictine College, Geneva Cranford of Monterey Bay 99, presented President Sestito with a silk-screened scarf showing a picture of Amelia Earhart Peak in the Rocky Mountains. Geneva Cranford and eleven others scaled that Peak on July 2, 1987. Marilyn Copeland, Chairman of the 1988 Convention, presented a tentative schedule of events for that convention which will be held in Shangri-La, Oklahoma. The schedule was approved by the Board. The theme of the convention is: "Take a Break in '88 — Safari to Shangri-La." All the International Conventions will now be handled by the BOD. Marilyn stated that care was being taken to KEEP DOWN the cost to members so more members will be able to attend. All Chapters are encouraged to participate in the events. The programs will be tailored to relaxation, realization and recognition of the membership.

There is an open invitation to talented members to take part in Star Search through their chapters.

The 1989 International Convention, celebrating Ninety-Nines 60th anniversary, will

be held in New York City. The 1990 International Convention will be held in Las Vegas, Nevada.

The following Governors attended a budget and financial planning meeting with the BOD: Shirley Winn, Southwest; Pam Collins, New Zealand; Barbara Collins, Australia; Juanita Fineman, North Central; Alice Foeh, Mid-East; Peggy Blinco, Northwest; Doris Abbate, New York/New Jersey and Sharon Simmons, New England. Both Directors and Governors were pleased with the results of this meeting. President Sestito welcomed two new Directors, Joyce Wells and Roberta Taylor, at the Post-Convention Meeting held August 14. A discussion of the business meeting and new By-law changes took place. Art. IV, Sec. 3F passed as proposed by the BOD and will now require that anyone wishing a Life Membership must be 60 years of age and must have been a member for 20 years or more. The new cost of Life Membership will be \$300.



WHO IS THIS WOMAN?

She is your next door neighbor, or your tennis partner. Or an acquaintance at the woman's club or church you attend. She also is a pilot. And she could be the next member of your 99s chapter, if someone like you were to tell her about the organization and the benefits it offers. Go ahead ... just mention the 99s in conversation next time you encounter this woman. Chances are you'll not only add a new member to your chapter, but you'll increase your personal list of colleagues in aviation by one.

Each One Reach One

Membership Campaign 1987-88

THE 99 NEWS CLASSIFIES

Classified advertising is available at 50c a word. Minimum 20 words. a 1col. x 3 inch display ad is also available for \$35. Ad can include a photo of item to be sold.

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Ninety-Nines Special Price: 1-5 Sets: \$3.95 6-25 Sets: \$3.50 26 or More: \$3.00 allow 3-4 wks for delivery



Pictured left to right: 99 Lady Bird Walton, Mayor of Bundaberg and Dr. June Scobee

1912 GLIDER FLIGHT

Dr. June Scobee flew to Australia as the guest of United Airlines to return to the Mayor of Bundaberg, Australia, a piece of Bert Hinkler's 1912 glider. U.S.A. Challenger Commander Scobee had taken the piece of the glider into space with him. That piece was picked up amongst the wreckage in the Atlantic Ocean during the recovery operations of the Challenger's ill-fated flight. NASA had the glider piece framed along with a photo of the Challenger crew for the presentation.

Bert Hinkler was the first man to fly from England to Australia solo in 1928 and from Brazil to Dakar, Africa in 1931. He passed Jessie Miller, Charter member of The 99s on her way to Australia in 1928 during a record attempt. Bundaberg was the hometown of Mr. Hinkler.

THE 99 NEWS

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