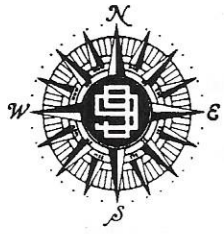


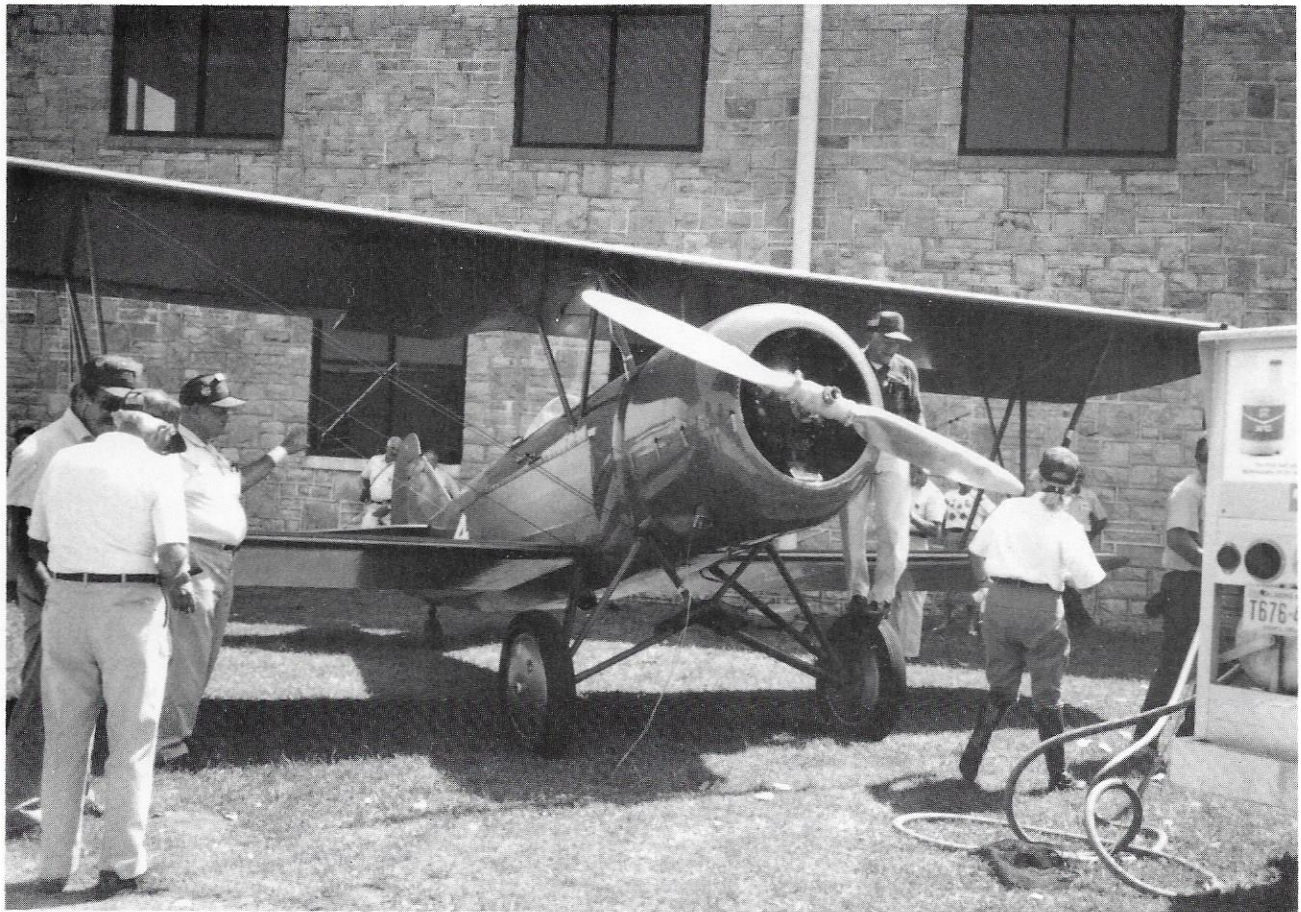
NINETY-NINE



News

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

*President's Column—What I Did
During My Summer Vacation*
A.E. Memorial Scholarship Forms
Lotsa Section News



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SPECIAL NOTICE

Can video help women fly? YES!

Our vision is a short video film of broadcast quality that will be both educational and inspirational in telling the story of The Ninety-Nines scholarship program. We plan to use flying scenes, historical and informational narrative and stirring musical background.

The entire project is headed by Bonnie Seymour, executive producer, Margie Comstock, professional producer/director, Jeanne McElhatton, professional broadcaster, and Betty Hicks, journalist/scriptwriter.

The trustees and the video team believe the final product will surely promote greater awareness and contributions to the 66% of the funds needed for the project. Donations from individual 99s as well as chapters are still needed.

Please help us produce a promotional video to raise funds for the Amelia Earhart Memorial Scholarship. Gifts are tax deductible under 501(c)(3). Make check payable to AEMS Video Project and mail to Thon Griffith, 1901 Leeward Lane, Newport Beach CA 92660.

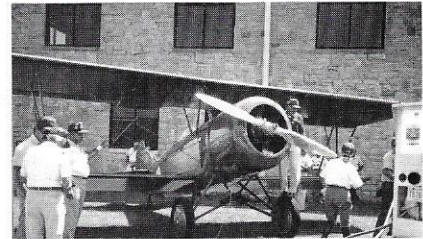
NINETY-NINE News



Monthly Magazine of the
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COVER—From what oughta be a fantastic scrapbook of summer adventures, President Gene Nora Jessen's shot of Susan Dusenbury and the 1929 Beech Travel Air she flew cross country. Louise Thaden's historic flight was one of the first steps toward formation of The Ninety-Nines.



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PRESIDENT'S MESSAGE

"...the veiled ... female avionics engineer from Yemen proposed that 'women would always follow since they are backward.' It caused the women pilots present to silently review their own easily taken-for-granted opportunities."

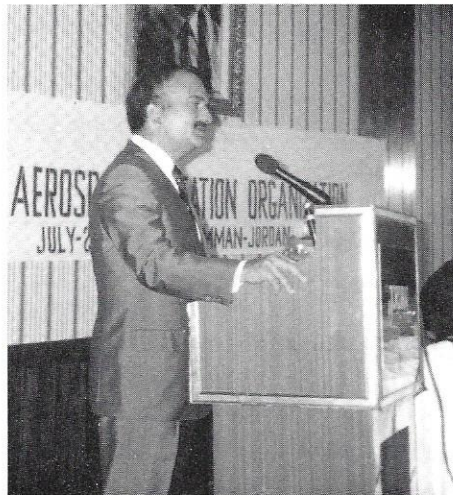
by Gene Nora Jessen



Service organizations usually specialize in one grand scheme for a favorite charity. Not Ninety-Nines. We provide our members with a plethora of choices, and spring means choosing up favorite aviation events on which to spend our flying time and philanthropy. It doesn't seem to be a peculiarity of the United States. Pilots worldwide love to fly first, then love to share that first love, second.

Springtime in the USA means national intercollegiate flying competition. The universities with flight schools mount teams of pilots just as they do football. They range from two kids in a rag wing embarrassment to programs so complex only computers can keep the airplanes and scheduling straight. In May the college training fleet headed for the University of North Dakota in the sparsely populated northern farmland country. The host school, with 2000 flight students drawn from around the world, was the team to beat. And it couldn't be done.

SAFECON '89 was dedicated to



Jordan's crown prince addresses the World Aerospace Aviation Organization (WAEO) Conference, in Amman, Jordan.

Hazel Jones, whose special passion for the students was rightly recognized. Some 60 judges, the majority 99s, braved sun, rain, wind and pre-dawn airport calls to carefully judge the flying skills of the students. When it was all over, the University of North Dakota had prevailed once again as national champs with Ohio State taking second, Karin Manecke's flying expertise had a lot to do with OSU's score as she took home the hardware and Top Female Pilot (and an application for 99s membership). Outstanding Joanne Julius of Embry-Riddle Prescott was first place winner of the 99s Achievement Award. The five day volunteer job was altogether satisfying.

Then the calendar called for the annual Forest of Friendship gathering in Atchison, Kansas, the birthplace of Amelia Earhart. The concept of a beautiful park in which to recognize both the famous aviators as well as the unknowns was the inspiration of charter member Fay Gillis Wells. People of the community, Ninety-Nines, Kansas State University supporters and Zontians gathered on a cool, lovely Kansas day to honor aviators. The Earhart home, under the supervision of Vice President Marie Christensen, commands a bluff overlooking the Missouri River and was open for tours. Our caretaker takes great pride in showing this evolving museum to an interested public.

Then there's the activist pilots-to-the-extreme, the RACERS!. Since Jackpot, Nevada is right down the airway from me, I had to get down there to wave and cheer as the Air Race Classic came through. Of course, I got put to work too, as do all airport bums gawking on the ramp. There are some aircraft engines you can always identify without even looking up—the Twin Beech and P51 for example. But why do we get such a thrill out of the roar of the racers' engines? No matter how modest the horsepower, what a kick to hear them approach the timing line with great precision and hurry-up, then make a beautiful, steep turn to land. Racing fever is highly contagious and incurable.

On the heels of our international convention was the World Aerospace Education Organization's biennial conference in Amman, Jordan under the patronage of King Hussein. Interestingly, the only woman pilot in the country flies for the King, quite an avid aviator himself. Some dozen and a half Ninety-Nines, all teachers—but about half of the classroom variety—were in attendance from the UK, USA, Japan, and India. Material was

NINETY-NINE News

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Vol. 15, No. 7

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Meet the Israel Section, newly chartered and shown here with International President Gene Nora Jessen.

fascinatingly varied with perhaps the most memorable paper presented by Mr. Sami Rababy of Middle East Airlines, Lebanon. It merely confirmed my prejudice that the French are genetically disposed to poetry, for he passionately reviewed the history of aviation in moving language. A sobering review by the veiled Faiza Almutawakkel, a female avionics engineer from Yemen, proposed that

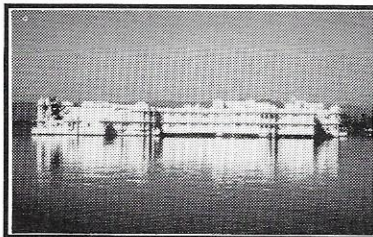
“women would always follow since they are backward”. It caused the women pilots present to silently review their own easily taken-for-granted opportunities.

Eleven of The Ninety-Nines in Jordan crossed the border to charter our new Israel Section. What delightful hospitality by Belle Echtman and the

See PRESIDENT'S page 6.

INDIA Oct/Nov 1990

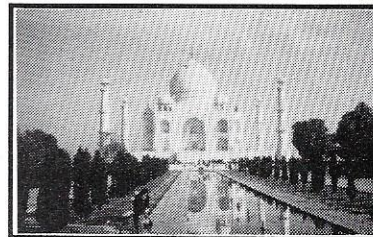
LAKE PALACE



If you missed the World Aviation Congress in India in 1986 Here is another opportunity for you to see this fascinating country.

I will be taking a group on a 14-day tour with 7 days travelling across Rajasthan state on the Palace-On-Wheels train (made up of former saloon coaches of the Maharajas). The itinerary includes dining at some of Rajasthan's Palaces with a Royal Welcome and of course, a visit to the Taj Mahal at Agra.

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PRESIDENT'S

Continued from page 5.

charter members in Belle's Tel Aviv home. Once again, cultural presumptions proved false as we visited with these bright, young Israeli pilots. All the girls had fulfilled their compulsory military obligation, but none as pilots. Women do not fly in the military in Israel. And only a couple of women fly professionally at all. Israel is a small country with unfriendly borders and varied professional opportunities are not there for women. Once again, we were brought up short, realizing that while breaking into flying is not necessarily easy for others of us, the opportunity is at least THERE. Immediately upon return home, an Arabian Section of Ninety-Nines entered the birth stages due to the enthusiasm of Patsy Knox.

Oshkosh. Is there a pilot who hasn't been to Oshkosh or wanted to? 800,000 people descended upon Oshkosh, Wisconsin in their homebuilt or antique or experimental or military

or 747 chartered (the Aussies) aircraft to saturate in aviation. It is the Experimental Aircraft Association's fly-in, the world's largest aviation event — and certainly the world's busiest airport for the week of the fly-in. People come from 74 countries to Oshkosh, they eat 44, 299 hamburgers and 33, 548 hot dogs, visit 726 portable toilets, talk on 341 temporary pay phones and talk, sleep, listen and look at airplanes. Norma Freier and Mary Panczyszyn orchestrate The Ninety-Nines team greeting women pilots in the Friendship Tent. VP Marie Christensen greets the public at the 99 sales booth. Our sweepstakes to benefit the restoration of the Amelia Earhart House, directed by Anita Lewis, culminated at Oshkosh this year and 99 Geneva McNamee of Bakersfield, California won ... whoopee! ... the Avid Flyer kit airplane.

I had to rush home and do some flying myself. This was the summer that our daughter Briana decided to learn to fly. It was a summer of dawn flights and lots of books for mother and daughter and the special

satisfaction of teaching one's own child to fly. It all went well except for the initial solo, for the mother, that is. All instructors recognize and accept the level of risk attendant with sending a student out alone with minimal experience. That's just a part of learning to fly. However, quelling the fire of personal attachment with the cool blanket of flight instructor experience is an impossible assignment. The solo went great; the mother barely survived that day, but the rest was simple. Briana is now a private pilot and a Ninety-Nine.

The next 99 activity was an airmarking at Burns, Oregon by the Eastern Oregon chapter with some help from their friends in Idaho. It was a great summer day for flying, for painting the runway, for getting together with friends, and to make a contribution to the good of the corps. Next time you fly over Burns, Oregon there is visible evidence that The Ninety-Nines were there.

Summer ended on a high, the

See PRESIDENT'S page 15.

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SECTION News

September/October 1989



SOVIET PILOT VISITS ALASKA—Test pilot Marina Popovich is third from the right in this photo submitted by Alaska chapter Chairman Gail Rigden, shown far right poised "to present all of the Russians with some kind of trinket." Chapter member Patty Livingston is far left. The three girls on either side of Marina are hostesses, with the woman second from left an interpreter.

Soviet pilot brings camaraderie of women pilots worldwide to Alaska 99s

by Gerry Nelson, Alaska chapter

Soviet guest speaker Marina Popovich enlightened the Alaska 99s recently. Marina is a well-known Soviet female pilot, retired colonel of the Soviet Air Force, and has flown over 6000 hours as a test pilot. She carries 104 world records in flying and currently has 40 type ratings.

When the war began in the Soviet Union, Marina was five years old. She says she told herself when she became a teenager she would learn to fly and participate in the war. Upon reaching her teen years, she was told military women may not serve as pilots. After asking, "Where is it in the rules of war that disallows women to be trained as pilots?" she entered the Soviet college for pilots at age 16. Marina has been accredited as the first Soviet woman to enter the aviation field. She is also a Doctor of Technical Science.

Currently, there are no military-related women pilots in the Soviet Union. Only 30 women work in civil aviation and of those only two fly commercially. All planes in the Soviet Union are military owned, with the

exception of homebuilt planes. This is one of the reasons there are so few civil aviation pilots. Most of the Soviet women who are interested in aviation are parachutists. Marina has "only" jumped 20 times. She does not classify jumping out an airplane as fun!

One of Marina's goals is to connect friendship ties between Siberia and Alaska. She is the vice president of the Soviet Dirigible (Balloon) Assn. and would someday like to have scheduled flights between the two states. She noted that the Soviets have constructed plans for the dirigible but they don't have the proper materials to build one. She left a set of plans with the Anchorage chapter and encouraged participation by any and all interested parties.

Marina is married to Russia's number four cosmonaut. She met her husband while attending aviation school. They have two daughters, one married, and are now classified as grandparents.

Marina and our other two guest Elena Bolotova and Elena Vasilieva

See SOVIET PILOT page 9.

What's going on—

The sixtieth anniversary tour of the 1929 First Women's Air Derby terminated Sunday August 27, following the commemorative flight of the winning Travel Air from Santa Monica, California to Cleveland, Ohio. Flown by Susan Dusenbury of the Carolinas chapter, the tour covered 18 cities and fulfilled a promise made by W.C.

Yarbrough, owner of the wining Travel Air NC671H, who promised Louise Thaden the ship would be found, restored and flown again in her honor. Tour coordinator Evelyn Brooks says the journey could not have been accomplished without the major support of the The Ninety-Nines, along with assistance by airport officials and members of the EAA and the Staggerwing Museum Foundation.

Research and planning began in 1988

See WHAT'S GOING ON page 8.

SECTION NEWS

PROJECTS:

Five annual air derbies form a big area of project endeavor for the North Central section. The Illi-Nines Air Derby, sponsored by the Chicago Area, Aux Plaines and Central Illinois chapters, is one of the largest and most successful in the midwest, says reporter Martha Norman. This year on June 3, the 225 nautical mile cross country, triangular course race began at Rockford, Illinois. It included 58 entries from seven states, open to both women and men. Pilots of single and multiengine aircraft compete in either speed or proficiency categories, in a field limited to 60 entrants.

Winners in the speed category were Robert Jessee and Kent Flanigan in first place, Gerald Junker and Stacy Porch in second, and in the third spot, Gary and Karen Jelinek. For the proficiency category, first place went to Ellen and Chuck Herring, second to

William Kentnich and Linda Hamer, and Clarence Schreiber and Demo Staver third.

With the race scheduled to start on a Saturday in Rockford, Illinois, the city's new mayor, Charles E. Box, arrived promptly at 9.am to find himself the official starter of a race that was weathered out until Sunday. Weathered-in pilots were offered diversions with a proficiency race clinic by Marion Jayne, Nancy Haraldson and Margaret Ringenberg (Indiana chapter), and a speed race clinic also presented by Marion and Margaret.

The Illi-Nines Derby began in 1968 in conjunction with the Illinois Sesquicentennial Year activities. As do most, the competition is designed to promote pilot skills and safety in general aviation. Knowledge of one's craft is important in both speed and proficiency categories. Expertise is rewarded with trophies and cash, and

good sportsmanship, fun and fellowship abound.

Planning for next year's derby has already begun, according to Martha, as a full year's worth of work is what it takes to pull off the organization, committee work and fundraising needed. The starting point of the race is an airport that is safe and convenient, has adequate tiedown area, at least two fueling trucks, usually a control tower, and nearby hotel accommodations with good banquet facilities. Derby pilots bring a plotter, computer, stopwatch, skill and determination.

Reports of such projects in all areas reveal that they offer excellent opportunities for community relations and publicity that can help make The Ninety-Nines more well-known. Local Zontians, for example, coordinated by Janice Westlund and Joanne Johnson, came to the rescue during the weathered-out afternoon with tours of Rockford and transportation to the Illinois Museum Center for about 70 people. Jerry Taft, Chicago's WLS-TV meteorologist, was master of ceremonies for the derby's victory banquet. The race also enjoyed coverage by The Rockford Register Star and TV stations WREX and WTVO interviewed Nancy Haraldson.

Twelve board members were at the helm of the 1988 derby: Chicago Area chapter Chairman Nancy Haraldson, Co-chairman Mary Panczyszyn, Treasurer Patricia Thomas, Rita Adams in charge of transportation, Ellen O'Hara for hospitality, Anita Albert (Central Illinois chapter) for refueling, Rosemary Emhoff for scoring, Lisa Woldow working on banquet decorations, Jean West on operations and handicaps, Linda Schumm on entries and registration, Bettie Loebbaka (Aux Plaines chapter) devoted to program book management, and Antonia Reinhard, secretary and fueling. Other committees included advertising and raffle prizes by Beverlee Greenhill (Chicago Area), Marlene Winters (Chicago Area) on race numbers, and publicity, Charlene Falkenberg (Indiana Dunes).

In other race news, New York -

GENERAL COUNSEL

by Sylvia Paoli, General Counsel, The Ninety-Nines Inc.

Legal matters for chapter scholarships

Everyone is familiar with the official scholarship program of The Ninety-Nines, the Amelia Earhart Memorial Scholarship Fund. Many of you may not be aware of the numerous individual chapter scholarships that presently exist and are administered by chapters with virtually no supervision by the organization's governing board. Within the United States you are aware of the prohibition against the use of chapter funds for individuals, because the chapters' funds are considered "public" money of a charitable organization.

Therefore, chapters with individual scholarship programs must be very careful to assure that their programs are made available to a wide range of applicants — NOT just chapter members. Applications should be accepted from both men and women, or, if restricted to women, should be advertised in a wide geographical area. Even then, there is some chance of running afoul of the IRS's prohibition against "self-dealing" with chapter money.

It is much more advisable for a chapter wishing to establish a scholarship as a memorial to a deceased member to make arrangements with the Amelia Earhart Trustees to set up a fund in the overall 99s scholarship program to honor that particular person. There are several advantages, including the fact that as an international scholarship fund it will not be subject to the IRS limitations that a small chapter's fund will be. In addition, applicants are from a far wider segment of the organization than is possible for a chapter program to achieve. Publicity for both the winners and the decedent — in the case of a memorial scholarship — is, again, much more widespread. Benefit to the organization is therefore much greater, including the fact that scholarship moneys awarded can have great importance in certain types of proposals made by the organization to foundations when seeking grants from those foundations. It is also easier to raise funds for an international scholarship program than for a small chapter one.

In the interest of strengthening the 99s scholarship program, and decreasing the chance of an adverse IRS ruling on chapter scholarship funds, you are urged to seriously consider contributing your local funds to the AE scholarship program in the name of an individual or a chapter.

Air Race Classic winners



Coincidentally, 99 pilots in 48 aircraft started June 26 in the 13th annual Air Race Classic, from Sacramento, California. This year the terminus was Philadelphia, Pennsylvania for the four day, 2,626.57 statute mile race. Very good speeds were recorded and the top crews were Marjorie Thayer and Ruby Sheldon, first runners up Margeret Ringenberg and Naomi Witmer, right, and below second runners up Betty Young and Mary Creason.



New Jersey Section reporter Shirley Ludington says the wind gods provided a special challenge to the 30 teams participating in the 17th annual Garden State 300, held June 11, 1989 at Flying W Airport in Medford New Jersey. All aircraft completed the turbulent course and successfully located the three fly-by airports before their return to Flying W.

First place winners were Racquel McNeil and Steve Waldman with a score of 99.24. Second and third places went to Frank Cross and Marvin Broder and Harold and Jeffrey Berk with scores of 98.95 and 98.53 respectively. Other 99s placing in the top ten were Alice Hegedug (Garden State) in fourth place, Pat Bizzoso and Ronni Minnig (Long Island) sixth, Jean Flakker (Garden State) seventh, Evelyn Kropp (Connecticut) ninth and Jan Kent and Leslie Highleyman (North Jersey) tenth. Twelve aircraft were piloted by 99s and six of these teams placed in the top ten.

The Alice Hammond Trophy was awarded to the top scoring 99, Racquel McNeil. In addition to the trophy, an Alice Hammond Scholarship is awarded annually to a chapter member who wishes to pursue an advanced rating. Meeting the

criteria for the scholarship this year were Jean Flakker who wishes to complete her instrument rating, and Susan Kennedy who plans to obtain a glider rating with her award.

Middle East Section reporter Evie Washington says Central Pennsylvania chapter's Air Race Classic Terminus was a success and all enjoyed the banquet. Five airplanes from the section participated, including Adelle Bedrossian and Silver Kneppshield, who came in 23rd overall and won several leg prizes. Terri Morse and Cheryl Cox came in 26th, while Mary

SOVIET PILOT

Continued from page 7.

were among the group of Soviet visitors who were in Anchorage between June 7 and 14. part of their visit included negotiations to open up the airspace between Siberia and Nome, Alaska. There was a total of 65 visitors, 14 of whom were involved in aviation.

Marina was made an honorary member of the Alaska 99s. She is the first member of the International Women Pilots from the Soviet Union and was presented with a 99s pin, an Alaskan gold nugget 99s necklace, and an Alaska 99s pin.

D'Angelo-Soble and Mardell Haskin were 36th. Margaret (Peggy) Doyle and Linda Cain had airplane problems, and Rosella McGlasson and Maureen Long got a good look at Ida Grove, Iowa after engine trouble caused them to make a forced landing

WHAT'S GOING ON—

Continued from page 7.

with the help of Ninety-Nines charter members Nancy Hopkins Tier, Bobbi Trout, Fay Gillis Wells, Betty Gillies and noted historian and Ninety-Nines Resource Center board member Glenn Buffington. Virginia Oualline, of the archives, spent hours copying 1929 newspaper articles which were sent to each tour city to prompt interest and support from chapters along the route.

Delays from weather forced cancellation of many events from Kansas City through Cleveland, but the stop chairmen rallied to stand by and to welcome the little bi-plane at each city. Carolinas chapter member Evie Brooks, who coordinated the tour stops, reported that cities along the route were thrilled to receive the craft, and by the local interest it stimulated for the history of the 1929 race. The race also became the foundation for the charter of The Ninety-Nines in November 1929.

The entire story of the 1929 flight by 20 women is documented in a commemorative videotape, commissioned and produced by the Southeast Section and available for \$19.95 through Evelyn Brooks, P.O. Box 8034, Greensboro, North Carolina 27419.

Ninety-Nines are encouraged to contribute funds to cover the costs of this historic event, earmarked "Thaden Tour", and sent in care of the Staggerwing Museum Foundation, P.O. Box 550, Tullahoma, Tennessee 37388.

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Winners in the 1989 Buckeye Air Rally were Dave Croson and Norbert Hoffman in first place, Pat Hughes and Ken Schneider second, Sandy Gordley and Jeane Wolcott third, David Scurlick and Greg Dyer fourth, and Marcia Greenham and Fred Trotter in fifth place. The race is sponsored by the All-Ohio chapter, and originated in Toledo, Ohio on June 17.

The Oklahoma chapter of the South Central Section concluded its eleventh annual Okie Derby Proficiency Air Rally August 19, under the direction of race chairman Phyl Howard. Jan and Charles Perry were the first place winners. Proceeds from the event went to an annual aviation scholarship, this year presented to an Oklahoman, Zyvonne Powell of Altus.

MEMBERSHIP:

East Canada Section hosted a reception for women pilots at the annual meeting of the Canadian Owners and Pilots Association, held this year in Charlottetown, Prince Edward Island. Quite a number of women pilots in the Maritime area are interested in joining the 99s and starting a chapter "down east", reports Donna Deaken. Erna Scriven of Halifax organized the reception and Governor Isabel Peppler spoke.

Taking the message to where the people are, Eastern Ontario chapter held a meeting in the city of Kingston, where a group of women pilots there who are interested in the 99s joined chapter members for lunch and socializing.

To stimulate flying and participation of both existing and potential members outside the OKC area, the Oklahoma chapter is flying-in and hosting meetings throughout the chapter area.

AWARDS & HONORS:

In New England section, a dinner held to celebrate the twenty-fifth anniversary of the Connecticut chapter brought 70 99s and guests to hear speaker Sergei Sikorsky, who gave a slide-illustrated talk highlighting the origins of flight and the development of the helicopter. Reporter Meta Politi says, "The evening ended with everyone gleefully launching paper planes around the room. Fortunately for us all, our real planes fly and land much better than our paper models."

Kudos to Ida Van Smith, who received yet another award for her work with inner city children, bringing them to aviation education through the Ida Van Smith Flying Clubs. On July 27, Ida received the KOOL Achievers Award, which

TRANSATLANTIC FLIGHT SEMINAR

The Hotel Kulm in St. Moritz, Switzerland is the spot for a seminar that will provide pilots with the necessary knowledge to undertake flight across the Atlantic Ocean in a single or light twin engine airplane.

Instructors will be Sheldon and Ruth Stafford, and Mirjana Ivanovic, all highly qualified teachers and veterans of over transatlantic flight. Sheldon has made over 100 crossings, logging more than 10,000 hours over North and South America, Europe, Africa and Asia. Ruth's crossings number more than 60, with 8000 hours flown over North and South America, Europe, Africa and Asia. Mirjana counts 10 ocean crossings to her credit, with over 2000 hours aloft in Europe and North America.

Topics covered will include pilot / airplane preparation, flight planning, special weather conditions, navigation, radio communication, flight procedures (normal and emergency conditions), ditching, search and rescue and more.

This seminar has been organized after consultation with the International Civil Aviation Organization (ICAO), the Canadian, Icelandic, and Danish Civil Aviation Authorities.

To be held in late March, 1990, for further information contact Mirjana Ivanovic, Stafford - Ivanovic Seminars, Postfach 220, 7500 St. Moritz I, Switzerland.

CALENDAR

OCTOBER

27-29 Tucson AZ
Treasure hunt. Call Gloria Tornbom (602)578-2931 or write 99s Treasure Hunt, 5400 Lazy S, Tucson AZ 85713.

28 Watsonville CA
14th Annual His & Hers Great Pumpkin Classic Race. Sponsored by Salinas Owners and Pilots Assn. and Monterey Bay 99s. Info: Kay Harmon (408)424-8918. Race kits: Carol Hill, 338 Maher Rd, Watsonville CA 95076.

29-30 Wichita KS Jabara Airport
8th Annual Sunflower Rally sponsored by Kansas 99s. Proficiency race based on time/fuel/observation points/spot landing. Open to all. Write Karen Tucker, 170 Hillsdale Dr., Wichita KS 67230.

29-11/1 Hyannis MA Tara Hyannis Hotel
"Loran - Boldly into the 90s", part of 18th Annual Technical Symposium of the Wild Goose Assn. For more info write Chairman, 18th Annual Convention Wild Goose Assn., Box 556, Bedford MA 01730.

NOVEMBER

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

14-15 Teterboro NJ VFW, Route 17
North Jersey chapter cosponsors FAA safety seminar.

DECEMBER

16 Latham NY Century House
New York Capital District chapter holiday party.

JULY 1990

18-22 Las Vegas NV
International Convention.

included a prize of \$1000 for her favorite nonprofit organization, the Ida Van Smith Flying Club, naturally.

In the Southeast, Hazel Jane Raines (1916-1956), Georgia's "first lady of flight" and a 99, was to be posthumously inducted into the Georgia Aviation Hall of Fame August 26. Born in Waynesboro and raised in Macon, Georgia, Hazel graduated from Wesleyan Conservatory and soloed in 1938. She received her private license the following year and became the first woman in Georgia to receive a commercial license, achieving an instructor's rating and qualifying as an Eastern Air Lines pilot. One of the few women in the United States chosen as an instructor for the Civilian Pilot Training Program, just prior to WWII, Hazel was a flight instructor until 1942. She was drafted by Jacqueline Cochran to join 24 other hand-picked aviatrixes as flight instructor and ferry pilot for the British Royal Air Force. Hazel logged more flight hours than any other member of the group, which spent some 18 months on overseas duty.

With organization of the WASPs, Lt. Raines returned to the States and joined the group, testing planes and towing targets until the WASPs were disbanded in 1944. After WWII she taught theory of flight to Brazilian student pilots, lecturing five hours daily in Portuguese. She received a reserve commission in the U.S. Air Force in 1949, and was called to active duty in 1950 with the Third Air Force. She died in London of a heart attack in 1956, having amassed 6400 flying hours during 20 years as a pilot.

-Susan Shropshire

North Central Section's Patricia Thomas, Chicago Area chapter, received one of two CFI Gyroplane Scholarships awarded by the Popular Rotorcraft Assoc., and was named "Most Promising New Pilot" during the organization's convention in Middletown, Ohio. The award will cover the plane, instructor, books and checkride. Early training will be in Lafayette, Louisiana with later training at Paducah, Kentucky.

Peggy Mulvania, Central Missouri chapter's youngest member, graduated from high school. She plans

to attend the University of Missouri - Columbia's Nursing School.

Marion Jayne, Chicago Area, was a winner at the Great Southern Air Race. Babs Tulley received the Greater Kansas City chapter's 1989 Blue Maxine Award, given each year to a member who has done the most for the chapter and for women in aviation. Darla Gerlach received the same chapter's Blue Maxine scholarship, which she will use to become recurrent.

Babe Ruth, Michigan chapter, received the Governor's Minutemen award. Marjorie Sundmacher, Chicago Area chapter, has been named Treasurer of the North Central Section, as Elinor Kline is moving out of the section. Ellen O'Hara, also Chicago Area, has been asked to serve on the Aviation Board of Lewis University. Lori Smet and Judy Davidson, Chicago Area chapter, each received Associate of Applied Science in Aeronautics / Pilot Training degrees from Gateway Technical College in Kenosha, Wisconsin. Terri Donner, Wisconsin chapter, started a new job as a 727 flight engineer for UPS in Louisville, Kentucky.

Suzie Azar, South Central Section El Paso member, was recently elected mayor of El Paso.

She is active in aviation, of course, nationally and worldwide, and was instrumental in building enthusiasm for El Paso's Amigo Airsho.

Captain Amy Pilkinton, Shreveport, is now flying a brand new Beech 1900 turboprop for L'Air Express.

South Louisiana's Jennifer Miller was elected first female board member of the Louisiana Airport Managers Assn. Gloria Peterson was selected by the Baton Rouge Airport Commission to serve on the committee to develop an airport master plan.

Kansas chapter's Kay Alley has been named Kansas Aviator of the Year by the Kansas Pilot's Assn. Janet Yoder and Nancy Sheldon placed 13th in the Air Race Classic.

AIRMARKING:

The July Long Island chapter meeting was held a long time ago, but is mentioned now to note that repainting of the compass rose was



accomplished in just three hours by l. to r. above Sue Mirabel, Mary Hutchins, Jill Hopfenmuller, Mae Smith, Bozena Syska, and Czarna, Bozena's dog who "has logged 10 brave passenger hours with her throughout the past year and a half."

Central New York chapter received a donation of paint from Oneida County to paint compass roses on the airports in the county. Now if they could only get the same cooperation from the weather ...

Tulsa chapter in the South Central Section airmarked Okmulgee. They also helped with the 60th anniversary of the 1929 Women's Air Derby and had a meeting guest from the Tulsa Police Department who shared ways to be alert and protect themselves.

PRESENTATIONS:

Janice Holl, Middle East Section Eastern Pennsylvania chapter member, gave a Career Day talk to 1200 girls in grades seven through 12 at Camden County Community College. She also reports a great experience co-piloting a Lear 35A which carried the surprisingly diminutive, according to Janice, astronaut Sally Ride from Newark, New Jersey to Dover Air Force Base, where Sally was greeted with red carpet and a band. Before being whisked off in a motorcade to State College, Janice posed for pictures with Sally and her daughter, Melinda.

Four Long Island 99s joined International Secretary Doris Abbate on a panel of aviation speakers at Julian Widler's Aerospace Education Seminar at Adelphi University on July 16.

Doris moderated the panel, which included Jill Hopfenmuller who spoke on the Air Bear program, Mae Smith on how to teach geography to children and young

adults using aviation charts, Bozena Syska on the psychology of flying and its positive effects on life, and past Long Island Chairman Kathy Lusteg speaking on aviation curriculum in schools, steps a teacher must take to introduce their class to aviation and how to use the 99s as a resource.

Central Pennsylvania chapter, in the Middle East Section, has Dottie Miller to keep aerospace education alive. She took two groups of children from a nearby nursery school to Perkiomen Valley Airport to sit in her Cessna 150. Dottie reports the kids were really excited, and hopes she is making friends for general aviation airports among the younger generation. This is her fifth year of such promotion.

From the same chapter, Gayl Henze is getting into the swing of

Aircraft Owners and Pilots Association's (AOPA) "Fly A Friend" request. She flew some non-flying friends to Nantucket, for a dose of gentle persuasion that small airplanes are pleasant transportation.

North Central Section's Nancy Warren, Indiana chapter, gave tours of the Columbus, Indiana Airport terminal to hearing-impaired youngsters for a "Learning Through Language Experience" field trip sponsored by the Kiwanis. Joan VanReeth and Ruth Franz, Chicago Area chapter members, gave a tour of their airplanes and the Landings Airport to a local Cub Scout group and their parents. This same chapter also completed another successful flying companion seminar and safety meeting, according to reporter Martha Norman. Fifty pilots took part. Nancy

Haraldson, Gail LaPook, Marjorie Sundmacher, Donna Karp, Ruth Rockcastle, Sharon Ann Schorsch, and Sue Kulik instructed. Gayle Vail, Indiana chapter, spoke to the Wings of Greenwood Pilot Club on her research concerning aviation accidents analyzed by gender. Gayle has also taken a position with General Aviation Manufacturers Assn. (GAMA) in Washington, D.C.

Air Bear went to Rockford, Illinois with Eliene Helfnad. She was greeted by two kindergarten classes that walked over from their school. Though they had participated in the Air Bear Program, the kids had never been to an airport. Ilene took their teacher and a helper mother for a flight, too. The "mom" had never been in an airplane and reportedly loved it.



German 99 Gisela Volkner writes to inform that "Hanna Hubner-Kunath celebrated her eightieth birthday on 11 June 1989. In addition to this anniversary she is proud of having got a valid PPL for 55 years. More than a hundred friends had come to the little airfield of Lauenbruck and wanted to shake hands and wish her t very best. She was awarded the Golden Daidalos Medal by the German Aero Club. It was a real festival with music and a buffet in the hangar.

Thirty years ago Hanna became a friend of the 99s in the USA. For many years she had been the governor of the German Section and she was always engaged in making the association known among the German private pilots. We would all like her to keep in good health for many years to come and a lot more happy landings."

Photo above shows Hanna, left, and Gisela on the right.

BITS & PIECES FROM CHAPTERS ALL OVER

*East Canada Section reporter Donna Deaken says "The convention in the Big Apple was fantastic. What a birthday! What a celebration! It was all and more than the East Canada Section members had anticipated. Nine from the **First Canadian chapter**, seven from **Maple Leaf** (with their distinctive red felt maple leaves) and three from **Eastern Ontario** fully enjoyed the 99 meetings and camaraderie and glamour and excitement of New York City.*

*July 12 found a convention weary group of **Maple Leafers Hilda Devereux, Karin Williamson, visitor Esme Williams** and brand new pilot **Grace Morfit** recapturing the mayhem of the previous week over lunch. They apparently "did" New York as well as it "did" them.*

*The need for a signature on the chapter's incorporation papers was all **Karin Williamson** needed to fly to **Nancy O'Neil Holden's** cottage to enjoy a little bit of Georgian Bay summer.*

***Maple Leaf** chapter continues to have its Wednesday Bunch-for-Lunch every week at the London Flying Club, and invites all 99s to join them when in the area.*

Two plane loads of 99s and 49 1/2s finally realized their trip to Oshawa and the Bob Stuart Aviation Collection. Particularly impressive was the WWI and II memorabilia, including documentation on the spy school developed by William Stevenson (The Man Called "Intrepid").

***Long Island chapter of the New York - New Jersey Section congratulates its member Pat Bizzoso**, high bidder on the Amelia Earhart cover auctions at convention. Her donation will go toward the scholarship fund.*

***Central New York** says its most successful pancake breakfast in years served about 150 of the morning meals at Kamp Airport. Weather was the best in the past ten years — clear for flying, and a cool light breeze for slaving over a hot grill.*

***North Jersey** chapter planned to celebrate the fifteenth anniversary of the chapter at Blairstown Airport September 15, with a cookout, volleyball, badminton, glider ride raffles,*

and prizes.

Central New York chapter contributed \$75 toward the expenses of a female candidate attending the EAA Air Academy at Oshkosh, Wisconsin.

West Virginia Mountaineers, Middle East Section, calls white water rafting a great time. The weather was apparently perfect, and **Hampton Roads chapter** also drove in to stay through dinner Saturday night, then a Sunday departure.

Sharon Pfeiffer, Indiana chapter, North Central Section, presented a rose and a membership application to the female among a team of five French aviators who stopped at Purdue, Indiana Airport. Chicago Area chapter had a booth at the DuPage Airport open house, where crowds were fascinated by pictures of WASPs, 99 astronauts and our flying activities in general. An old gentleman in a wheelchair looked at WASP pictures and asked if there was a photo of Jackie Cochran about. As a young pilot, he had ferried her somewhere when she was on leave. **Sue Murray, Cynthia and Ralph Madsen, Barb Muehlausen, the Rockcastles, Arta Hensen, Rose Bonomo and Gail LaPook** all took turns "setting up shop."

Diana Austin, Indiana chapter, was a member of the Hoosier Hoopla Air Show committee. The chapter hosted the Friday night Hangar Party where performers and volunteers ate and danced until midnight. **Charlene Falkenberg** emceed a program that included a local group of cloggers. Committee members also included **Donna Stevens, Wendy Banks (66), Linda Polen (66), Joy Black, T.J. Shaum, Gail Schroeder, Barb Jennings, Linda Mattingly, Caye Gergenti and Dee Bohman.**

Omaha Area in the South Central cooled off with a swim party and meeting at Linda Kavaliauskas's. A joint fly-in and lunch at Minden with the Nebraska chapter was also held. Shreveport's highlight was an orientation flight on a KC10 with **Captain Pam Melroy, USAF**, from Barksdale AFB, the local SAC base and headquarters of the Eighth Air Force. The flight included refueling over Arkansas.

Colorado chapter's public service is distributing "Close Your Flight Plan" decals at local airports for individuals to put on their hangar doors as a reminder.



N6923G 'Clyde'—Ray Hardey, left with the Cessna 150 which she completely refurbished and equipped for her daughter, Lynn, right. Lynn recently received her private license and is a prospective 99.

The chapter's main occupation of late has been preparing and conducting the Mile High Derby, held September 8-10.

Dallas chapter's Holly Barr and Sue Matlock made an AirLifeLine Flight to College Station.

Northeast Kansas chapter held a meeting at Manhattan, and toured the Cessna 421 to the tune of amusing, educational storytelling by **Mary Harrington**, charter pilot for Kansas State University. The chapter also held a reception for **Gaby Kennard, an Australian 99** who is repeating the AE solo around-the-world flight.

Northwest Section's Intermountain chapter reports that it provided exhibitors at the Coeur d'Alene Fly-in "with one big tent to help protect them from the wind and sun ... A good time was had by all who attended this event." **Mt. Tahoma chapter** celebrated its 20th anniversary with a potluck picnic at the home of **Jean Freeburg**. **Fran Postma** and treasurer **Mary Kirk** came from Tacoma, as did **Margaret Syverson and 49 1/2 Everett**. **Jo Hadfield** arrived from Tracyton, plus two others from Belfair. **Carol Bayes** and her daughter **Norma Davis, Deana Sherman** and her five year old grandson all turned out. **Elsie McDougall**, a transfer from the former Far West chapter in Port Angeles, also joined in.

The Oregon Trail Fly-out was a big deal in August. When the group stopped at The Dalles they were met by **Jeanne Hillis, Dora May Pizzalato, Jan Mlnarik and Helen Fargher**. These

99s had arranged transportation to various historic locations and lunch for the 80 people flying in. **Helen Fargher and 49 1/2 Walt** joined the group for the remainder of the flight. Next stop was Hermiston for another meal. A spectacular electrical storm and gusty winds greeted the group as they flew into a private strip in LaGrande for a night of camping. Next morning all continued on to Ontario and for the return flight to Independence, Oregon. Along much of the way, the Oregon Trail could be seen from the air, with the old ruts still visible.

Northwest Section was well represented at convention by **Betty Wittmer, Linda Fetsch and Trish Hanna** from Oregon Pines chapter, five members of the Columbia Cascade chapter, and nine from Western Washington, including **Jan Liberty and Marilyn Britt**, who flew Marilyn's Bonanza to New York. They stayed with **Mae Smith and Joyce Malkmes** of the Long Island chapter, as did **Carolyn Carpp and Joyce Harding**. Carolyn was also banquet chairman at the convention, for which she received well-deserved compliments. **Trish and 49 1/2 Ron** had a rare opportunity for dual instruction aboard the Goodyear blimp during its recent visit to Salem, Oregon. Both agreed the blimp is far less responsive than the Cessna 172. AE Scholarship winner **Teresa Evans** spent the summer flying a glider tow plane in Kings Beach, California near Lake Tahoe.

COMMITTEE REPORT**Safety Education Award Winners**

by *Roberta Taylor, Safety Education Chairman*

Winners of the 1989 safety education international awards are Greater Detroit Area chapter for category one, a project for other (non-99) pilots, San Joaquin Valley chapter in category two, for fellow 99s, and

The Greater Detroit Area chapter orchestrated an aviation safety education poster campaign, featuring posters which communicate to pilots the requirements of aircraft and pilot to be legal for each flight.

San Joaquin Valley's project was dubbed "Safety is Everyone's Business", and consisted of regular presentations involving all members of the chapter in the importance of safety.

The winning category three project was a Public Aviation Quiz, a computer program for use at exhibits, airshows, and so forth to acquaint the public with general aviation safety.

A description of the criteria for the competition was sent to each chapter chairman in early spring. The competition gives all chapters an opportunity to share their best safety education project with other members of the organization. Submissions are judged on and the best project in each category receives an award. The projects are based on style of presentation, originality, content, relevance and practicality.

The three categories are as follows:

1. Projects aimed at educating non-99 pilots on some aspect of aviation safety,
2. Projects aimed at educating the non-flying public about safety-related aviation matters, and
3. Projects aimed at educating fellow 99s about improving our own safe flying techniques.

Copies of the winning projects are placed on file at headquarters for access by other chapters looking for new ideas.

It has been a pleasure serving as International Safety Education Chairman this year. -Roberta Taylor

NEW RATINGS

Loy Ann Cox, Florida Goldcoast, ATP
 Patricia Leahy, Southeast Section, multiengine, instrument, commercial
 Peggy Watkins, Florida Goldcoast, instrument
 Audrey Cook, Greater Detroit Area, commercial, CFI seaplane
 Judy Davidson, Chicago Area, commercial, multiengine, instrument
 Laurie Smet, Chicago Area, commercial, multiengine, instrument
 Gail LaPook, Chicago Area, multiengine instructor
 Cynthia Madsen, Chicago area, instrument
 Gail Alinson, Chicago Area, commercial glider
 Barbara Goodwin, Lake Michigan, commercial
 Sue Kulik, Chicago Area, commercial
 Pat Thomas, Chicago Area, CFI-gyroplane
 Lynne Jaffery, Michigan, instrument
 Janet Anderson, Michigan, instrument
 Connie Troyer, Northeast Kansas, ATP
 Judy Quinn, Shreveport, commercial
 Sandy Phillips, Shreveport, commercial
 Jane Bates, Lubbock, CFI
 Clancey Maloney, Pikes Peak, commercial
 Phyllis Wells, Pikes Peak, instrument
 Lisa Asplin, Mt. Tahoma, multiengine instructor
 Fran Postma, Mt. Tahoma, instrument
 Elaine Lombardi, Intermountain, instrument
 Nancy Lemke, Western Washington, commercial

FORMER 66s

Grace Morfit, East Canada Section
 Linda Keon, Eastern Pennsylvania
 Joan Beckwith, Lake Michigan
 Janet Sanders, Lake Michigan
 Barbara Lewinski, Michigan

Lake Tahoe Chapter Meets in Oshkosh

by *Maureen Motola*



Fifty percent of the Lake Tahoe chapter met in Oshkosh for the 37th Annual Experimental Aircraft Assn. Fly-in Convention. This was the first time for all of us and we came home feeling that we had made the great pilgrimage.

From left to right in the photo are Bonnie Seymour, a

school teacher from Kings Beach Lake Tahoe, California. Kimberly Northop is stationed in Marquette, Michigan as a pilot for the Air Force. She could not get permission to bring the KC135 down for the weekend so had to drive. Karen Northop is a recent graduate in physical therapy from Alpine Meadows.

Next is Patricia Northop, a ski instructor and Elder Hostel leader from Truckee who decided to leave the driving to them and flew American Airlines. Barbara Northop, mother of several of the above and an airport commissioner flew with Karen in the family Cessna 182 from Truckee, California to Wittman Field at Oshkosh, Wisconsin. Maureen Motola, computer programmer, and 49 1/2 Dan flew their Arrow from Truckee to Wittman. Lowell Northop, not shown posing because he never gets to fly with so many pilots in the family, also opted to fly commercially.

What did they like most about Oshkosh? All had something different to say, from being reunited with her family for Kimberly, to seeing the last of the Jennys still in flying condition. We were all overwhelmed by the local friendliness and by the Wisconsin hospitality displayed by our hostess Judy Jacobson.

PRESIDENT'S

Continued from page 6.

reenactment of Louise Thaden's win of the 1929 First Women's Air Derby — that's when Will Rogers said that the start looked like "a powder puff derby". Dub Yarbrough of Beech Staggerwing fame had promised Louise Thaden some 15 years ago that he would find her 1929 Beech Travel Air, restore it and re-fly the race. He did, he did and he did. Sixty years from the day, on August 18th, the commemorative flight took off from Santa Monica, California and headed for Cleveland, Ohio in Louise's original Travel Air, restored. The commemorative wasn't officially a 99 project, but Evie Brooks and her Ninety-Nine friends' fingerprints were all over it.

Susan Dusenbury, who normally flies a DC9 for Airborne Express flew the commemorative with grace and flair and extolled the gumption of the women who flew the early airplanes to adventure. At the end of the 1929 race, the 20 racers gathered under the grandstands to talk about forming some sort of association for women pilots so they could help each other win aviation jobs. The 99s was born right there and became official later in the year with a name. Louise Thaden managed the loosely organized group until Amelia Earhart was elected president over a



Briana Jessen, private pilot and 99.

year later.

It was my special good fortune to be invited to fly alongside the Travel Air in a Staggerwing on the Tulsa / Wichita leg of the commemorative flight. It was particularly nostalgic for I was returning to my "home" field at the Beech factory where I used to work. I remember a beautiful picture of Louise Thaden which used to hang in the office of Mrs. Beech, who held Louise in high regard.

Jobs. That's why The Ninety-Nines was formed as far as the First Women's Air Derby pilots were concerned. It was not lost on me that on my last airline trip, there was a woman on the flight deck on each of all four legs.

WANTED:

You & your Airplane for the cover of NINETY-NINE NEWS

We need photos of you and your plane for our cover. Here are a few tips: Get your plane in the open, take the photo from off center so the entire plane shows, make sure you are visible and include details about the plane (year, make, model, how long you've owned it, etc.) We can use black and white or colorprints. You'll receive a credit line. Send to:

Cover Photos, Ninety-Nine News, POBox 98497, Tacoma, WA 98498.

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The NINETY-NINES, Inc.**1990 Fact Sheet*****Pertaining to the Applications for Amelia Earhart Career Scholarships***

Any Ninety-Nine wishing to apply for a scholarship is required to read this page.

The criteria for an applicant includes the following:

* Disqualification will result from not meeting these criteria.

- * • has been a member of The Ninety-Nines, Inc. continuously since January 1988, and has reviewed current guidelines obtainable from Chapter or Section Scholarship Chairman;
- * • holds a current medical certificate;
- * • has a current biennial flight review (BFR) for US only;
- * • has a minimum of 150 hours of total pilot time (does not apply to Research Scholar applicants);
 - has financial need of the award;
 - agrees to complete the course and/or training by December 31, 1991;
 - furnished four (4) clear head-and-shoulders photos taken within the past two years.

THIS APPLICATION CONSISTS OF the original and five (5) exact copies.

1. Application Form (which includes experience record);
2. Eligibility Form (only the original need be notarized in the place provided);
3. Letter written by applicant;
4. Letter of recommendation from the Chapter Scholarship Chairman (or Chapter Chairman);
5. Letter of recommendation from an individual who is not a Ninety-Nine.

NOTE: Omit use of binders and covers of all types.

Any item not completed on the Application Form may result in disqualification.

Original and five (5) exact copies (six total) of all material furnished must be submitted to Chapter AE Chairman.

EACH CHAPTER IS ALLOWED ONE APPLICANT FOR EVERY 30 MEMBERS OR MAJOR PORTION THEREOF.

Regardless of size, each chapter is allowed at least one applicant. The Scholarship Chairman may select a committee to assist her in screening applicants. This will be composed of two or three Ninety-Nines or other members of the aviation community. Chapter Chairmen may serve as Scholarship Chairmen. Application MUST be received by Chapter Chairman no later than December 31, 1989.

The Chapter Scholarship Chairman mails her chapter quota (or less) of the applications to the Section Scholarship Chairman, postmarked no later than JANUARY 10. Use of the following criteria will help in making chapter selection(s) for forwarding to the Section.

- A. Are the applications and supporting materials (original plus five exact copies) complete in every respect?
- B. Has she established financial need?
- C. Is the requested amount of funding appropriate (time needed, plus rental and instructor rates in your area)?
- D. How realistic is her goal? What are her opportunities?
- E. What has the applicant already accomplished?
- F. Is she a participating Ninety-Nine?
- G. Was she chosen by general accord of the chapter?

NOTICE TO CHAPTER CHAIRMAN OR SCHOLARSHIP CHAIRMAN: Your letter MUST cover items B-G.

A SECTION MEMBER (not affiliated with a chapter) may request a letter of recommendation from the Section Governor and submit her application as directed above to the Section Scholarship Chairman no later than JANUARY 10.

A SECTION SCHOLARSHIP CHAIRMAN will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each Section may submit one application for each 200 members of the Section, or a major fraction thereof, to the Vice Chairman of the AEMSF, to be post-marked no later than FEBRUARY 10. The Section Scholarship Chairman will notify all applicants of the status of their applications by FEBRUARY 15.

All Sections, regardless of size, may submit at least one application.

The NINETY-NINES, Inc.

1990 A. E. Scholarship Eligibility Form

The following statement is to be completed by a responsible official of the accredited school or by a qualified instructor who would give the instruction.

CREDENTIALS:

DATE:

I have examined the credentials of (NAME of APPLICANT) and find her to be eligible and deemed fully qualified per FAR Part 61 flight training to accomplish the one course entitled

NOTE: Applicants desiring consideration for an AEMSF Career Scholarship for flight training should anticipate training under FAR Part 61.

Name of school or qualified instructor:

I hereby certify all information stated above is true and correct. Print or type Name and Title:

Address

Signature

AIRCRAFT TO BE USED (one or two types as required)

Telephone ()

Date:

#1 Make

Model

#2 Make

Model

AIRCRAFT #1

AIRCRAFT #2

DUAL FLIGHT TIME.....Aircraft Rental _____ hours @ _____/hour + _____ hours @ _____/hour = \$ _____

Instructor Time _____ hours @ _____/hour + _____ hours @ _____/hour = \$ _____

SOLO FLIGHT TIME....Aircraft Rental _____ hours @ _____/hour + _____ hours @ _____/hour = \$ _____

GROUND SCHOOL (if required) flat rate or hours @ _____/hour = \$ _____

FLIGHT SIMULATOR.....Rental _____ hours @ _____/hour + _____ hours @ _____/hour = \$ _____

.....Instructor _____ hours @ _____/hour + _____ hours @ _____/hour = \$ _____

EXAMINER FOR FLIGHT CHECK (show aircraft expense above under solo flight time): = \$ _____

OTHER (describe): \$ _____

NOTE: Upon receipt of properly executed AEMSF forms, check will be made jointly to applicant and school (or instructor). TOTAL OF ABOVE.....\$ _____

Less employee discount (if applicable).....\$ _____

TOTAL NET COST (U.S. dollars).....\$ _____

The following is to be completed by the Chapter Scholarship Chairman (or Chapter Chairman):

I verify the accuracy of this application. My letter of recommendation accompanies this form.

Signature

Chapter Scholarship Chairman (date)

Signature

Chapter Chairman (date)

NOTE: Original and five exact copies of all material furnished must be sent to the SECTION SCHOLARSHIP CHAIRMAN, postmarked no later than JANUARY 10, 1990.

TO BE NOTARIZED: (PRIOR TO DEADLINE)

BE IT KNOWN THAT:

- I have been a member of The Ninety-Nines, Inc. continuously since January 1988.
I have logged at least 150 hours of pilot time.
If I receive this Career Scholarship, I will complete the project for which this application is submitted by December 31, 1991.
I agree to retain my membership in The Ninety-Nines, Inc. during this time.
I understand that the funds are to be used ONLY for the purpose for which I am applying.
I will communicate, at least quarterly, with the Treasurer of the Amelia Earhart Memorial Scholarship Fund (AEMSF) and inform her of my progress.
I attest to the fact that my application reflects an honest appraisal of my ability to complete the goal requested herein.

I CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT.

Signature

Subscribed and sworn before me this _____ day of _____, 19 _____.

Notary Public: _____ My commission expires: _____

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PROGRAM COORDINATOR/CHIEF FLIGHT INSTRUCTOR - The College of Technical Careers, Aviation Flight, Southern Illinois University at Carbondale. Requirements include master's degree in education or aviation-related field, or bachelor's degree plus appropriate experience and/or training. Must possess FAR part 141.35 qualifications for Chief Flight Instructor. Assistant Professor rank, tenure track. Salary commensurate with education and experience. Apply in writing, including resume

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