

INTERNATIONAL WOMEN PILOTS

THE 99

NEWS



VOLUME 13 NO 8

AUGUST, 1987



RECORD SETTERS

AOPA'S 1987 LAS VEGAS CONVENTION

**Celebrities, education, entertainment, camaraderie and just plain fun—
all at an affordable price.**

- 25 Full Hours of Seminars
- Over 125 Exhibits
- Static Aircraft Display
- Product Demonstration Area
- Banquet with John Glenn
- Luncheon with Gordon "Baxseat" Baxter
- "JUBILEE" Show
- FAA Super Safety Seminar
- Unique, Exciting Spouse Programs
- Grand Canyon Tours
- Fashion Show & Breakfast
- Amelia Earhart Film
- Paper Airplane Contest
- ASF Flight Courses
- Luxurious Bally's Grand Hotel
- Las Vegas Entertainment

There's Something For Everyone!

Call (1-800) USA-AOPA for more information and to register.



MORROW W. HAYES

AOPA # 790067

Age: 42

Profession: Commercial Realtor

Location: Washington, DC

*"This is my plane that I use to fly
to Newport on weekends to my boat ...
this year I'm also flying it
to Las Vegas to AOPA's Convention.
See you there!"*

PRESIDENT'S

Message

Here's to the Winners



From the start we did it. We were the first to go up or down, jump out of solo in, cross an ocean, re-cross it, criss-cross it, fly higher or lower, get from point to point, be the fastest or slowest, fly the biggest or smallest. We have done it all — right along with the men, sometimes competing with or against them or each other, setting records, meeting a challenge, doing what we like best.

When we started this great group of individuals it was at the end of an air race. Competing with each other was what we did — we have carried that tradition with us through the years. As soon as the Powder Puff Derby called it quits, the Air Race Classic was formed. Many local races have continued to challenge and excite us. But as Viola Gentry said when asked about the last PPD race, "As long as there are two of us left — we will compete." We will continue to strive to be the first — the fastest — and the best we can be.

So here's to the winners! Congratulations on your achievements — the rest of us are right behind you.

And speaking of records. We did it. On July 2, 1987 we were successful in holding the world's largest flying event. An estimated 700-800 aircraft were in the air throughout the world between 11:00-12:00 a.m., EST, to complete the communication link honoring Amelia Earhart. We are getting reports from all over the world from those that participated. If you have not done so, please send your report to Hazel Jones. We will issue a Certificate of Participation and card to all those that were in the air and helped complete the communications link.

I was thrilled to be able to start off the event from AE's birthplace, Atchison, Kansas. Michelle Stauffer, Northeast Kansas Chapter, brought in a Piper Malibu for me to fly. What an exciting airplane. After I initiated the communications message, we could hear Ninety-Nines from all over Kansas relaying the message. It gave me goosebumps. I hope all of you had similar experiences.

This event produced more publicity that we could imagine. Please send copies of any newspaper or magazine articles to Headquarters — also any of you that had television coverage — please see if you can get the video tape. Send it to Headquarters so we can compile the footage and have it as part of our permanent history in the Resource Center. It was a great day and an exciting project . . . let's do it again sometime.

NEXT ISSUE:

Convention Wrap-up
AE Scholarship Winners
Oshkosh Fly-in



THE 99 NEWS

The 99 NEWS is published monthly by the Ninety-Nines, Incorporated, International Women Pilots, Publication Division.

The Ninety-Nines, Inc. is a non-profit organization engaged in education, charitable and scientific activities and purposes.

BARBARA SESTITO, President
GENE NORA JESSEN, Vice-President
MARIE CHRISTENSEN, Secretary
CAROLE SUE WHEELER, Treasurer
JUDY HALL, Director

HARRIET FULLER, Director
PATRICIA ROBERTS, Director
CHANDA BUDHABHATTI, Director
HAZEL JONES, Immediate Past President
MARY FLETCHER, Editor

Non-member subscriptions are available at \$12 a year by writing:
Loretta Gragg, Executive Director, The Ninety-Nines, Inc./P.O. Box 59965/Will Rogers Airport
Oklahoma City, Oklahoma 73159
Phone: 405-685-7969

NOTAM EVENTS

PROJECT COMPLETED

The New England Section Project of the placement of "History of the Ninety Nines, Inc." in New England Libraries in honor of Eastern New England Chapter Member, Ripley C. Miller, was completed with the placement of the book at the Arthur and Elizabeth Schlesinger library on the history of Women in America at Radcliffe College in Cambridge, Massachusetts on May 27, 1987.

The books are now in the public libraries of Boston, Wilmington, and Worcester, Massachusetts; Hartford, Connecticut; Montpelier, Vermont; Augusta, Maine; Manchester, New Hampshire; Providence, Rhode Island; The Museum of Science in Boston; The Community College of Rhode Island in Warwick, Rhode Island; and the Schlesinger Library at Radcliffe College.

Other funds collected in memory of Ripley were used to install a lawn sprinkler system at 99s HQ and to place her name in the forest of friendship at Atchison.



Pictured Left to Right: Eastern New England 99 Mona Budding; Harriet Fuller, International Board; Billie Downing, Ripley Miller Memorial Fund Chairman; Pat King, Schlesinger Library Director and Barbara Hasker, Schlesinger Curator of Books.

WESTERN NEW YORK CHAPTER MEMBER HONORED

Ethel Fedders was inducted into the Amherst Museum, Niagara Frontier Aviation Hall of Fame on May 15, 1987.

Theresse Pirrung, 1968-99's Scholarship winner, accepted the award in her behalf as she lives in a Nursing home in Maryland.

Her son, Gordon, donated her flying suit and goggles as well as many photographs to the museum. Ethel started the Western New York Chapter.

Jackie Cochran Book

Bantam Books announced a new autobiography of Jackie Cochran will be published August 1. Co-author Maryann Bucknum Brinley used Jackie's own words plus interviews to craft this oral autobiography. Bantam Hardcover.

Award

At the recent Aviation Space Writers Association Convention, Thomas A. Heppenheimer was honored by EDO Corporation's Government Systems Division. He was recipient of the Earl D. Osborn Award, for writing and reporting in any media on the subject of general aviation. The award consists of a trophy and a \$500 honorarium. Mr. Heppenheimer, author of "The Light Stuff: Burt Rutan Transforms Aircraft Design," wrote his award-winning article for the December 1986 edition of High Technology.

AOPA Air Safety Foundation Offers New ATC Guide

FREDERICK, MD — A new safety pamphlet on air traffic control (ATC) communication procedures has been prepared to help pilots operate more safely and comfortably within terminal airspace. Written and published by the AOPA Air Safety Foundation, the pamphlet provides information on operating in Airport Traffic Areas (TCAs), Terminal Control Areas (TCAs) and Airport Radar Service Areas (ARSAs).

Single copies of the pamphlet, entitled "Basic ATC Communication Procedures," are available free by writing the AOPA Air Safety Foundation, 421 Aviation Way, Frederick, MD 21701. Multiple copies are available for \$.50 each up to 25 copies (\$1.50 postage/handling); \$.40 each 26-75 copies (\$2.50); and, \$.35 each for more than 75 copies (10% of order).

Training Aids For Pilots

TALCO Corporation's technical publishing division, THE MANET GUILD, has developed three inexpensive training and cockpit aids designed to help pilots better understand and execute hold entry maneuvers and holding patterns. All products may be purchased direct from THE MANET GUILD, a division of TALCO Corporation, Box 73, Babson Park, MA 02157, telephone: (617) 449-3792.

MN/DOT AERONAUTICS ANNOUNCES AWARDS FOR EXCELLENCE IN AVIATION EDUCATION

The Minnesota Department of Transportation (MN/DOT) Office of Aeronautics, in cooperation with the Federal Aviation Administration (FAA), announced the winners of the awards for excellence in aviation education.

These awards recognize educators and organizations who have made significant contributions to aviation education in Minnesota.

Two winners are:

Dr. Hope B. Thornberg, Minneapolis, Educator Award

Thornberg developed three associate of applied science degree programs at Iver Hills Community College: Business Aviation, Professional Pilot and Air Traffic Control. Dr. Hope is a Ninety-Nine.

Minnesota Chapter of the Ninety Nines, Inc., Award to Organization

The Chapter is recognized for its commitment of Aerospace Education: 34 aerospace presentations in 30 schools, numerous presentations to youth groups, an aerospace television program, and sponsoring an aviation Explorer Post for young women interested in aviation.



99 Dr. Hope Thornberg

Employment Opportunity

Helicopter Pilot — 2000 hrs. rotocraft experience, preferably including a minimum of 500 hours agricultural experience or other

precision work. Hospital based helicopter transport program, Omaha, Nebraska. Contact: Thomas Poulton, M.D., (402) 449-4848.

Let The Search For Amelia Continue

by HAZEL JONES

"I flew the Amelia Earhart search flight today . . . I did not hear anyone else responding . . .

while I was up there, it occurred to me that Amelia Earhart must have had some of the same experiences 50 years ago today, and even though I wasn't over water, low on fuel, or lost, it was an eerie feeling to transmit without knowing if anyone was hearing me or if they were responding, and I couldn't hear them." So wrote Pat Ward from the South Louisiana Chapter of her experiences on Thursday, July 2nd, 1987. We were there.

President Barbara Sestito was in Atchison, Kansas, and had a brand new Malibu to fly, courtesy of Michael Stauffer.

She had reporters from national radio, and TV, Linda Lucas, Public Relations and Literary Agent and charter member Fay Wells on board with her. Barbara made the "first" call and at the same time from all over the country similar calls were being made by 99s. Everyone without exception had the same exhilaration of hearing others

respond or of just being there. I had CNN-TV on board with me and when we heard another call, we all whooped with joy. We have a definite connect from Shreveport, Louisiana to Arkansas to North Central Texas and on out to North West Texas. From the myriad of phone calls I received, I believe we did a fair job of covering the United States. San Fernando Valley heard pilots in Southern California and some up as far as Gavilan to the north. I have had messages from Oregon, Michigan, Illinois, New York, Indiana, Washington, Louisiana, Hawaii, Texas, Oklahoma, Arkansas, Georgia, Florida and Mississippi. Several have made their report directly to Oklahoma City. I had a message from Australia and I spoke to a 99 who has to be in France and would be flying. I had word that the India Section was going to participate as well as the Asian Women Pilots Association. I have not heard from the airlines or the military as to what they did, but I do hope I will. New York had IFR weather as did other parts of the country, and some tried from the ground.

Please send pictures, newspapers, tapes, etc. to Headquarters as President Sestito wants to have a display at convention and mark a chart for all to see as to where everyone was flying. Thanks to all of you who made the effort and had fun doing it. Pat Ward took her 6-year-old granddaughter Sarah with her. She had previously taken her to visit the Forest of Friendship and the Amelia Earhart house in Atchison. She concludes her letter thusly ". . . so even though I didn't make radio contact with anyone, I shall not forget the experience of flying in Amelia Earhart's shadow today, and perhaps memorializing her and what she stood for in yet another generation through my granddaughter. Sarah is expecting a sister in August and wishes to name her Amelia. . . ."

As long as we have Ninety Nines, and Sarahs, and others who look skyward to fulfill their goals and aspiration, Amelia will continue to live.

Photo by Colin Hackley, St. Joseph News-Press and Gazette



CALENDAR

DATES

AUGUST

August 7-8

18th Annual Palms to Pines Air Race for Women, Santa Monica, California to Bend, Oregon.

August 8-9

Sertoma-Fairfield County Air Show, Fairfield County Airport, Lancaster, Ohio. Contact: Brad Dye, 614-653-7686.

August 8-9

Medford, Oregon Air Show

August 9-15

International Convention 99s, Vancouver, B.C. Contact: Kate Merry.

August 15

Treasure Hunt and Poker Run, Round Robin Proficiency Race approx. 300 statute miles. Watertown, Wisconsin Airport, 10 a.m. Contact: Cathie Mayr, 414-478-3688.

August 15-16

3rd Annual CAF Air Show, Hector Field, Fargo, N.D. 9-6 p.m. Contact: Col. Ron Saeger. (701) 232-1612.

August 21-23

Mountain Flying Clinic. Contact: Eastern Idaho Chapter.

August 21-23

CFI Recertification Course, Holiday Inn, D/FW Airport S., Dallas, Texas. Contact: John Eslinger. (512) 476-9262.

August 21-23

Michigan Small Race, Grand Rapids Kent County Airport, Grand Rapids. For further information contact: Grace Lieneman, 33159 Utica Road, Fraser, MI 48026. Entry deadline Aug. 1.

August 28-29

Schenectady Air Show. N.Y. Cap. Dist. Contact: Florence Doley.

August 29-30

Kentucky Air Derby, Owensboro, Ky. Contact: Diane Stafford.

August 29-30

Springfield Air Rendezvous '87, Capital Airport, Springfield, IL. Pepsi Skywriter, Coors Light Silver Bullet, wingwalking act and more. Contact: Lorraine Reynolds, 217-789-7776.

August 30

Oakland-Pontiac Airport Open House, Pontiac, Michigan. Contact: Airport, 313-666-3900.

SEPTEMBER

September 4-6

3rd Biennial Convention Women Military Pilots Association, USAF Academy, Co.

September 4-7

35th National EAA Fly-In, Bartlesville Airport, Oklahoma. Contact: Chamber of Commerce, 918-336-8707.

September 9-13

Annual Stearman Fly-In, Galesburg, Illinois.

September 14-16

NATF Line Service Supervisor Training Course, Days Inn, Baltimore, MD. Contact: NATF, 703-845-9000.

September 17-20

Reno National Championship Air Races, Nevada. Contact: Reno Air Races. (702) 826-7500.

September 18-20

3rd Annual Stinson Fly-In & reunion, Jacksonville, Illinois. Contact: Loran Nordgren, 815-469-9100.

September 19-20

Northeast Regional Antique Fly-In, Brookhaven, Long Island, NY.

September 19-20

EAA East Coast Fly-In, Martin State Airport. Contact: East Coast EAA. (301) 942-3309.

September 18-19

Mile High Air Derby, Round Robin, Front Range Airport, Denver. Mile High Air Derby, 14437 West 32nd Ave., Golden, Colorado (804) 401-1475.

September 25-27

Southeast Fall Section Meeting, Clearwater Beach, FL. Contact: Nancy Wright.

September 25-27

North Central Fall Section Meeting, Traverse City, Michigan. Contact: Grace Shearer.

September 26-27

Northwest Fall Section Meeting, Spokane, Wash.

September 26-27

Superbatics '87 Airshow, Topeka, Kansas. Call: 913-862-9649.

OCTOBER

October 2-4

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

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, Windsor Locks, Connecticut.

October 10

Pacific Air Race. Contact: El Cajon Valley Chapter.

October 9-11

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

October 16-17

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

October 30-Nov. 1

12th Annual Salinas His & Hers Great Pumpkin Classic Air Race, approx. 250 miles. Entries open Aug. 1-Oct. 15. Contact: Kay Harmon, 408-424-0051.

November 7

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

august 1987

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

september 1987

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

october 1987

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

november 1987

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

THE RECORD SETTERS

There were women who knew they could pilot an aircraft as well as men could. Like all aviators of the time these women received very little formal training; they had to depend on their own enthusiasm, desire, and determination to achieve. Some never had the opportunity or inclination to take the test for a license, but in those early days a license was not a necessary pre-requisite for being a pilot.

It is interesting to note that few of these women continued their flying much beyond the end of World War I. Despite their vigorous efforts to persuade the government to allow them to fly in combat zones, American women were not allowed to do so; this may have dampened their enthusiasm for pursuing flying careers. Also during World War I, aviation matured sufficiently that its novelty was beginning to wear off. Flying was becoming more commonplace as the 1920s began. Aircraft were less dangerous to fly and so perhaps less interesting to those who had flown the stick-and-wire open airplanes of the prewar days.

By the time the United States entered World War I women had firmly established themselves as permanent participants in the field of aviation. The 1917 Aero Club of America Bulletin listed ten women who were holders of pilot's licenses.

Certificate number

37	Harriet Quimby
44	Matilde E. Moisant
133	Julia Clark
148	Katherine Stinson
173	Bernetta A. Miller
188	Ruth Bancroft Law
301	Mrs. Richberg Hornsby
303	Marjorie Stinson
561	Dorothy Rice Peirce
633	Helen Hodge

Many more women in the United States were competent pilots who had never bothered to take the license test.

Even though these women were not allowed to fly for the Air Service in World War I, their achievements made the government realize that they would be real assets to recruiting and the Red Cross and Liberty Loan drives. Their fame did not spring entirely from the novelty of women as pilots but from the genuine respect they had earned by their exploits.

Their determination and ambition to establish a place for women in all phases of aviation has served as an inspiration through the years. In the 1930's women began competing in

— and often winning — the major speed and distance air races. During World War II the Women's Airforce Service Pilots (WASPs) was established to do ferrying, cargo carrying, and various other types of non-combat flying, realizing an ambition held by the early women flyers during World War I. Since World War II women have continued to set aviation speed.

Bessica Raiche

Although Bessica Raiche's solo flight did not occur until 16 September 1910, Mrs. Raiche's flight was considered definitely "intentional," and on 13 October the Aeronautical Society honored her with a dinner at which the Society's president Hudson Maxim presented to her a gold medal inscribed "First Woman Aviator of America, Bessica Raiche."

Bessica Raiche was considered in her time one of the "new" women: she drove an auto, wore bloomers while playing sports, and took active part in such "masculine" activities as shooting and swimming. She was also an accomplished musician, painter, and linguist. But what really set her hometown of Beloit, Wisconsin talking, was her return from school in France with two new interests — aviation and a French husband.

Francoise Raiche shared his wife's interest in aviation, and they settled in Mineola, New York, where they could gain from the knowledge and experience of the many pioneer aviators living in that area. The Raiches built their first airplane, a Wright type, in their living room, and it was in this frail craft of bamboo and silk, without benefit of prior instruction, that Mrs. Raiche made her first solo flight.

Her first accident occurred in this same aircraft, on her fifth flight. It was a minor one, but it set her thinking about how her long skirts encumbered her. So she appeared for her next flight wearing riding breeches.

Inspired by the success of their first aircraft, the Raiches built two more, which they sold. Soon they formed the French-American Aeroplane Company and formally went into business. They imported China

silk for wing coverings and were the first to substitute piano wire for iron stove wire to save weight. They believed that lightness was the key to improved aircraft flight. Mrs. Raiche designed and helped build her own personal plane, a Curtiss-type biplane, with a 40 hp four-cylinder rebuilt marine engine, having a speed of 35 miles per hour.

Unfortunately, Mrs. Raiche's health deteriorated, and she was forced to stop her aviation activities and move west. The Raiches settled in California, and after her recovery, her interest in aviation apparently faded. Still not content with usual "woman's work," however, Mrs. Raiche returned to school, received her degree in medicine, and became a practicing physician.

Helen Hodge

Helen Hodge was the first woman west of Chicago to receive a pilot's license. (Alys McKey Bryant never took the test.) Ms. Hodge became interested in learning to fly in 1916 and tried to enter the Christofferson Flying School in San Francisco. Even with all the fame that women were gaining in the field of aviation, the school turned her down because of her sex. Her persistence and constant presence at the school finally resulted in her acceptance, conditional on her taking all the same courses as the men. So Ms. Hodge's training began with the study of engines, airplane construction, and the theory of flight. Finally, her actual flying lessons began in a Curtiss-type biplane with Frank Bryant, Johnny Bryant's brother, as her instructor. She received her license 12 November 1916, and began flying mainly for her own pleasure.

During World War I she taught U. S. aviation cadets and also made some exhibition flights. During one of these flights the engine mount broke and her engine fell out of the plane. She managed to land by taking the controls in her hands and climbing out on the front wheel to nose it down.

Matilde Moisant

The second woman in the United States to receive a pilot's license was Matilde Moisant, Harriet Quimby's best friend and fellow student at the Moisant Aviation School. On 13 August 1911, she qualified for F.A.I. (Aero Club of America) certificate number 44. Her brother John was a famous exhibition pilot and her brother Albert operated the aviation school.

With Harriet, she joined the Moisant International Aviators and made her flying debut at the Nassau Boulevard Aviation Meet, held 24-30 September. There she soared to the then-astounding height of 1200 feet, beating both Harriet Quimby and Helene Dutrieu for the Rodman-Wanamaker altitude trophy.

Though of small stature and rather frail appearance, Matilde possessed a great deal of courage. For example, on 8 October 1911, she foiled the attempts of the Nassau County Sheriff to arrest her for flying on a Sunday by the simple expedient of flying from one airfield to another and then driving away in a car before the Sheriff could catch her. He failed to obtain a warrant for her arrest because the judge to whom he applied said he couldn't see why it should be wrong to fly an airplane on Sunday if it wasn't wrong to drive a car on Sunday.

During the fall of 1911 and the spring of 1912, Matilde flew in various meets around the country. There was always, however, pressure from her family to give up flying because of the danger, which had been tragically manifested by the death of her brother John. She finally yielded, and her flight on 14 April 1912, at Wichita Falls, Texas, was billed as being her last. It almost literally was. As she landed, her plane burst into flames from a leak in the fuel tank. Spectators ran to the aircraft and pulled Matilde out, her clothes afire. Her heavy tweed flying costume was credited with saving her life. After that incident she did retire from flying, but during World War I she was active in raising money for the Red Cross, her name still being well known.

Julia Clark

The first American aviatrix to be killed in an airplane crash was Julia Clark. Ms. Clark was a native of London but had come to the United States, married, and settled in Den-

ver. It was while she was living there that she decided to learn to fly. She enrolled as a student in the Curtiss Flying School at North Island, San Diego, California, the first woman to be taught there.

On 19 May 1912, she received her pilot's license, having flown in a fifteen-mile-per-hour wind at an altitude of about 800 feet. She purchased a Curtiss airplane and planned to do exhibition flying.

The group she joined was scheduled to fly at the Illinois State Fair in Springfield on 21 and 22 June. Mc. Clark decided to make a test flight on 17 June just at dusk. The visibility was poor, and one wing of her biplane struck a tree limb. The aircraft crashed to the ground, pinning Ms. Clark beneath it. She died on the way to the hospital.

Ruth Law

Ruth Law, who enjoyed one of the longest and most colorful flying careers of her day, probably became interested in flying because of her brother, Rodman Law, the "Human Fly." He once climbed a tall building in New York and then was shot out of a cannon wearing a parachute.

Ms. Law enrolled in the Burgess Flying School in Boston in late June 1912. On her first plane ride, on 1 July, she saw Harriet Quimby fall to her death. Undaunted, however, she made her first solo flight on 1 August. She also received hydroaeroplane instruction and flew in her first exhibition in September.

After she received her license on 12 November, she contracted to fly for the Clarendon Hotel at Sea Breeze, Florida, for the winter. There she made daily exhibition flights and carried passengers. During the summer of 1913 she did the same at a Newport, Rhode Island, resort. By this time she had bought her own Wright airplane. On 6 November 1913, on Staten Island, Ms. Law made a twenty-minute moonlit flight, becoming the first woman to fly at night. Throughout 1914 and 1915 Ms. Law made exhibition flights at resorts and meets throughout the East. She sold her Wright aircraft in 1915 and bought a "loop model" Curtiss pusher, which had the Curtiss wheel controls. She had it fitted with Wright lever controls because she was more familiar with them. On 17 January 1915, she gave her first public exhibition of looping and aerobatic flying at Daytona Beach.

On 19-20 November 1916 Ms.

Law made the greatest flight of her career, setting three new records: the American nonstop cross-country record, the world nonstop cross-country record for women, and the second best world nonstop cross-country record. She left Chicago at 8:25 A.M. and flew nonstop to Hornell, New York, where she landed at 2:10 P.M. This distance of 590 miles broke the American nonstop cross-country record of 452 miles set by Victor Carlstrom on 2 November.

Ms. Law left Hornell an hour later, after the spark plugs in her plane had been changed by a young Army lieutenant, "Hap" Arnold, and flew on to Binghamton, where she spent the night. The next morning she flew on to New York City, where she landed at Governor's Island and was greeted by officials of the U.S. Army and the Aero Club of America. The end of the flight was perhaps the most eventful part. Ms. Law had not refueled at Binghamton, and by the time she was over Manhattan, her engine began to cut out. To reach Governor's Island, she had to bank the airplane several times to get the fuel from the tank to the carburetors.

Ms. Law used her open Curtiss pusher for the flight with a small crude shield around her feet to protect them from the cold. She had designed a supplementary fuel system for the flight, increasing her aircraft's capacity from eight to fifty-three gallons by use of auxiliary tanks. She also had improvised a device that enabled her to read maps without relinquishing the controls. She designed a special map case in which she inserted a scroll of appropriate strips from Geodetic Survey maps; she could keep her left hand on the vertical control while holding the right control with her knee long enough to turn the map case knobs with her right hand.

Although she, like the other U.S. female pilots, was refused permission to fly in combat in World War I, she was, however, the first woman allowed to wear a noncommissioned Army officer's uniform, and she participated in recruiting tours for the Army and Navy. She also gave exhibition flights to help raise money for the Red Cross and Liberty Loan drives. During one of these flights, on 28 September 1917, she set a new women's altitude record of 14,700 feet.

After the war she made a tour of Japan, China, and the Philippines, and in April 1919 carried the first air-mail to Manila.

Harriet Quimby

Although there may be some question about America's first aviatrix, there is no question whatsoever about the first to receive her pilot's license. She was Harriet Quimby, the darling of her day. In her plum satin flying costume, she captured the admiration of all who saw her fly or read of her exploits.

There is some mystery regarding Ms. Quimby's origins, however. She let it generally be believed that she had been born into a wealthy family on an orange plantation in Arroyo Grande, California, in 1884, and educated in private schools in America and Europe. However, there is evidence that shows she was born in 1875, in Coldwater, Michigan, the daughter of a farmer. She was educated in public schools there, thanks to the sacrifice of her hardworking mother.

Her family did move to California, and there in 1902 Harriet took a job as a writer for the *Dramatic Review* in San Francisco, also doing some features for the *Call* and the *Chronicle*. In 1903 she began writing for *Leslie's Weekly*, a popular magazine of the time, and moved to New York as the publication's drama critic.

The Moisant School of Aviation was opened at Hempstead, Long Island, in April 1911, and Harriet began taking lessons there from Andre Houpert, in a Bleriot-type 30 hp monoplane. After four months and 33 lessons Harriet decided to try for her license. Her review board consisted of two judges from the Aero Club of America, which (under the authority of the Federation Aeronautique Internationale) was the licensing agency for the United States. To obtain a license she had to land her aircraft within 100 feet of where she left the ground. On 31 July 1911, on her first test, she landed too far from the spot, but the next day she landed seven feet nine inches from the mark. Thus on 1 August 1911, Harriet Quimby became the first licensed woman aviator in the United States, receiving Federation Aeronautique Internationale (Aero Club of America) certificate number 37. She was the second woman in the world to receive a license, the Baroness Raymonde de la Roche of France having received hers in 1910.

Almost immediately Harriet was asked to join the Moisant International Aviators, an exhibition team, and on 2 September 1911 she par-

ticipated in a meet before 20,000 spectators on Staten Island. Later that month she entered a meet at the Nassau Boulevard airfield, during which she beat the celebrated French aviatrix, Helene Dutrieu, in a cross-country race, winning \$600.

She sailed for Europe on 7 March 1912. In France she acquired a new Bleriot 50 hp monoplane, which she had shipped to Dover. Harriet was not to be the first woman to cross the English Channel by air, however for on 2 April 1912, an Englishwoman, Miss Eleanor Trehawke Davies, crossed, but only as a passenger with the British flyer Gustav Hamel. Harriet continued, undaunted either by Miss Davies' flight or by the weather.

Sunday, 14 April, was a lovely day, perfect for a Channel flight. But Harriet had made a personal rule never to fly on a Sunday. The weather closed in again on Monday, but on Tuesday 16 April 1912, at 5:30 A.M., Harriet took off from the heights of Dover.

Almost immediately after takeoff Harriet found herself in thick clouds. She dropped from an altitude of 2000 feet to about 1000 feet, and though dazzled by the rising sun, could see the shores of France. Being unfamiliar with the French coast, Harriet could not find her goal, Calais. She descended onto a flat, sandy fishing beach and was immediately surrounded by villagers who had heard of her flight. She was at Hadelot, 25 miles south of Calais.

She was feted in Paris and London and returned in triumph to the United States in May.

In late June she shipped her aircraft to Boston, where from 29 June to 7 July she planned to take part in the Harvard-Boston Aviation Meet held at Squantum Airfield near Dorchester. The manager of the event was William A. P. Willard, father of Charles F. Willard, the noted Curtiss exhibition pilot. Many famous aviators were participating, among them Glenn L. Martin, Lincoln Beachey, Earle Ovington, and Blanche Scott.

Late in the day on 1 July, Harriet and William Willard climbed into her Bleriot for a short flight over Dorchester Bay and around Boston Light. Willard was a large man, and her manager, Leo Stevens, cautioned him to remain very still out of fear that almost any movement on his part could upset the balance of the aircraft.

The flight went well at first. Harriet rounded Boston Light and came back over the field at about 3000 feet, then circled while slowly descending to 1000 feet over the Bay. Suddenly the plane dove sharply, and Willard was thrown from his seat. With his weight the Bleriot momentarily righted itself, but then flipped over, tossing Harriet out also. The two landed in about five feet of water, and both were killed. Ironically, the plane came out of its dive and glided to a landing with relatively little damage.

So ended the short, but spectacular career of Harriet Quimby, the fourth woman to lose her life in a flying accident, but the first woman to actually take to the air on her own in powered craft.



LOUISE THADEN

In November 28, 1979. A noted aviation career came to an end November 12 at High Point, North Carolina with the death of Mrs. Louise Thaden, pioneer aviatrix whose record-setting flights in Travel Air and Beechcraft airplanes brought her wide acclaim.

Mrs. Thaden, whose flying spanned a period from biplanes to jets, was a close friend of Mrs. O.A. Beech, their association dating from early years at the Travel Air Company in Wichita.

It was Mr. and Mrs. Beech who gave Louise her start in aviation by arranging for her to learn to fly. She proved to be an apt pupil, adding to the national recognition of Beech-built Travel Air airplanes by flying to three records in 1929: at Santa Monica, California, she set a new U.S. endurance record for women, remaining aloft in a Hisso-powered Travel Air Model 3000 for 22 hours, 3 minutes; next she flew a Travel Air Model B-4000 to a first-place victory in the Women's Derby — the first "Powder Puff Derby" — in a flight from Santa Monica to Cleveland, Ohio; then flew to a new U.S. Altitude record for women of more than 20,000 feet in a Travel Air Model 4000.

Mrs. Thaden also set records in the classic Beechcraft Model 17 Staggerwing. On May 29, 1936, St. Louis, Missouri she flew a Beechcraft Model C17R at a speed of 197.958 mph, to set a national speed record for women.

Her most noted venture came later that year. When entries opened for the Event No. 1 of the National Air Races — the Bendix Transcontinental Speed Dash from Bendix, New Jersey to Los Angeles, California — Mr. Beech entered the Beechcraft Model C17R.

Mrs. Beech then convinced her husband that the demonstration of the Beechcraft's capabilities in the cross-country dash would be even more convincing if Louise were to be the pilot.

It proved to be a championship choice. With Blanche Noyes, another skilled pilot, as her navigator, Mrs. Thaden took off from Bendix on the morning of September 4, 1936 and set the Model C17R down on the Los Angeles airport exactly 14 hours, 55 minutes and 1 second later — nearly three quarters of an hour sooner than her nearest competitor. Her competition had been veteran



pilots flying some of the highest-powered airplanes then in existence, including twin-engine transports.

In her flight, Mrs. Thaden won the coveted Bendix Trophy, set a new transcontinental speed record for women, earned \$10,000 in prize money, received the Harmon Trophy, was designated the outstanding woman pilot in the United States in 1936 and brought lasting fame to the Beechcraft Model 17.

A late honor was bestowed on Mrs. Thaden in 1975 when she and Mrs. Beech were special guests at the dedication of the Walter H. Beech Hangar at the Staggering Museum in Tullahoma, Tennessee.

Mrs. Thaden was a true aviation pioneer, advancing the cause of aviation in its infancy with determination, daring and outstanding skill. Aviation today owes much to her and her colleagues of those early years.

Marie E. McMullen

Woman Pilot of the Year 1976-1977 Southwest Section; Woman Pilot of the Year 1973, 1976 Las Vegas Chapter; Recipient two Amelia Earhart Medals 1974, 1976; AWTAR 1973, 1974, 1976; Tucson Treasure Hunt 1975; Chapter offices, Chairman, Vice-Chairman, Secretary; Committee Head — Membership, Air-Marking, News, APT, DRF, Tax; Section Contest Chairman, member Nominating Committee; Aviation Lecturer; Ferry Pilot; Patron Headquarters Building; Contributor International Women's Air & Space Museum; Member CAP, Nevada Safety Council Aviation Committee, SSA, AOPA, Southwest Section Nominating Committee, NAA, AWTAR Association. Holds Commercial certificate, Instrument and Glider ratings; Certified Flight Instructor.

December 17, 1979 marked a significant milestone in mankind's history. On that date 76 years ago, on a windswept bluff overlooking the ocean at Kittyhawk, North Carolina, the Wright Brothers pioneered powered flight.

That date was significant for Las Vegas Marie E. McMillan as well. At 1944:57 hours, Greenwich Mean Time, at the Fresno, California Air Terminal, she lifted her Beechcraft



Bonanza off the ground and wrote her name in the annals of aviation history.

She turned her craft on a north-western course and began climbing to a height of 3,000 meters (10,200 feet). She accomplished her climb in a record nine minutes and six se-

RHEA SEDDON, M.D.

A native of Murfreesboro, Tenn., Rhea Seddon was born on November 11, 1947. She is the eldest of two (both girls) children and very quickly developed a glowing personality and an excellent sense of humor to go with natural good looks and intelligence.

After completing pre-medical training at the University of California at Berkely, Rhea was accepted by the University of Tennessee College of Medicine in Memphis, and graduated in 1973. She interned and completed a three-year residency, in surgery, in Memphis hospitals.

While she was a medical student, she took flying lessons with time snatched here and there from an extremely busy schedule. Her instructor remembers her as a good student, very intelligent, and very determined. Most of her flying time of about 100 hours has been in a Cessna 150. Her instructor was not aware of her ambitions to be an astronaut. "It came as a complete surprise when she asked me to be

one of the references for her application", he said. It surprised others too. Rhea's sister commented "You're crazy. You're willing to pass up \$100,000 a year as a surgeon to go into a \$22,000 a year job." Rhea said, "money wise, it will probably cost me more than any of the other women because my earning capacity (as a surgeon) is so much greater. But this is what I want to do, so I'm going to do it. I feel the burden to succeed especially because of other women who want to go into the space program. They will be looking to us to do well so that NASA will accept more women in the future."

The sudden publicity and attention that came with acceptance into the space program has changed her. She has become more aware of how she looks and sounds, but she handles it all with equanimity and grace. She continues to be impressed when someone wants an autograph and poses willingly and even delightedly with celebrities or school kids for pictures.



ds, thus becoming the world record holder for the 3,000 meter climb for Class C-1 aircraft. Official certification for the climb should be granted by the Federation Aeronautique Internationale in Paris sometime in March, 1980.

In 1978, the attractive grandmother (she has two grandchildren) observed the anniversary of the Wright Brothers' achievement by setting a world speed record between Fresno and Las Vegas.

McMillan also has ferried planes to Las Vegas for a Wichita, Kan., manufacturer. She can fly multi-engine airplanes, gliders and hot air balloons in addition to her own plane.

She recently was honored as one of our U.S. delegates at an international aeronautic convention in Czechoslovakia.

"Flying just gives you a high and setting the records is challenging," she says. "It seems we're just a bunch of ants scattering around. I wanted to make my mark on the world. It is a real challenge, a real goal. You can hardly contain yourself, you just have to do it. I hope my records will hold 20 years."

And, with her stellar aerial record, be sure she will.



SALLY RIDE

Ever since she was named to become America's first woman astronaut, Sally Ride has been saying her selection is no "big deal," and that she is just one of the team.

But interviews with her parents, friends and associates show Ride is more competitive than she indicates, has always stood out from the crowd, and probably expected someday to be in the

"Sally never let something like being a woman get in her way," William Colson, a former research associate, said. From all indications, Ride considers her place on this shuttle the result of hard work, not gender, that began in 1978 when she was one of 35 (including six women) selected by the National Aeronautics and Space Administration for astronaut training.

Though she has received jet pilot training, Ride will not fly the shuttle. Instead, she and another mission specialist, John Fabian, will launch two communications satellites. Then, the two will use a 50-foot mechanical arm to take a West German test satellite out of the cargo bay, release it into space, and retrieve it several hours later.

During her astronaut training, Ride had been assigned to work on the mechanical arm, known as the remote manipulator system (RMS), and became head of NASA's RMS office. Then she was given the job of "capcom" — the capsule communicator the public knows as "the voice of mission control" — for the second and third shuttle missions. The post was an indication she was close to being named for a mission; crew members are often selected from among the capcoms, who must have complete knowledge of the shuttle process, be articulate and, above all, cool under pressure.

SECTION

NEWS



AUSTRALIAN SECTION

Patsy Vanbloem, pilot of a HH2 Delta Thin Jet Grumman helicopter, is based on board the oceanographic vessel the U.S.N.S. Chauvenet which happened to be in Darwin during the AWPAA annual conference. Betsy invited six of the Australian 99s aboard for a tour of the facilities and afternoon tea. All six enjoyed it so much that they attempted to stowaway!

Mary O'Brien, who has been based in Canberra as a GA Examiner of Airmen (Theory), is moving to Sydney to take a position as the first woman appointed in Australia by the Department of Aviation as Examiner of Airmen (Flying). The Department of Aviation has initiated a comprehensive flying safety program. Mary has been closely involved in all aspects of the program, which includes Pilot Awareness Seminars currently being held Australia wide, and the making of a video on landings called 'The Gentle Touch'.



Nancy Bird-Walton's aviation related achievements have been recognized by Sydney University with the award of an honorary Masters degree in Engineering. Congratulations are also due to Jenny Houghton, who has been awarded an Order of Merit by the World Aerospace Education Organization which will be presented at the 5th World Convention to be held during July in Singapore.

Bert Hinkler's Commemorative Dinner was held recently in Bundaberg, Queensland, with Eminent Women in Aviation as special guests. Nancy Bird-Walton was the guest speaker, Robin Hynd, who is a pilot with Qantas, and Mary O'Brien were also special guests for the occasion.

Neva Cavenagh and Jan Hoopmann are assisting the Adelaide Aviation Historical Society with the organization of a permanent display on 'Australian Women in Aviation' which will be housed in the Aviation Museum at Port Adelaide.

Shirley Smith will be convening the Final "Freda Thompson Aerial Derby", which is a solo race around Port Phillip Bay, Melbourne on 20th February, 1988. If you are planning to visit Australia in our Bicentenary Year that will be a good event to visit.

Darwin



Winners of 99 Proficiency Trial: Natalie Van Den Herik(l) and Rhonda W. King(r) with Australian Governor, Barb Collins(center)

EAST CANADA SECTION

Eastern Ontario

The Eastern Ontario Chapter held their Annual Meeting at the home of Barbara Collins in Calabogie. Barbara and her husband operate a lovely Bed and Breakfast in this resort community in Eastern Ontario. Reports on activities of the past year and plans for the upcoming year were discussed.

First Canadian

Members, spouses, and friends enjoyed the challenge of flying the four-engine turboprop Viscount Simulator at Central Technical School at the May meeting.

Our Poker Run held on May 30th was a tremendous success. About 760 poker hands were sold and 90 aircraft were entered. Anna Pangrazzi and her committee are to be congratulated for their organizing skills.

Skywatch pilots met at the home of Margo McCutcheon on June 8th to discuss the future direction of the Skywatch program as the program is expanding.

WESTERN CANADA SECTION Alberta

The chapter's annual Poker Run was held June 6th with 31 planes flying and 51 participants looking for the best poker hands. Two of the planes entered were home-built and were the center of attention wherever they went. One was a Mustang, a M-2, built and flown by Bill Johnston of Calgary, and the other was a SkyBolt, built and flown by Denes Pandur of Edmonton.

Many members have been busy airmarking around the province this spring, with Forestburg, Camrose and Sundre already completed. The Sundre marking was completed just prior to their annual Rodeo, which pleased the local residents.

Another flying event that kept several 99s busy was the annual Edmonton Air Rally, held June 20th. This year it was held in conjunction with the Governor-General's Cup, which is sponsored each year by C.O.P.A. Jo Harris, Helen Lavender, and Mary Oswald. Each served on committees for the rally which was won by Renee Gosselin and Kevin Walline, both students of Jo's at the Edmonton Flying Club.

Saskatchewan Helen Lavender, Jo Harris, and Mary Oswald enjoyed a lunch with Mary Pine, Saskatchewan Chapter. Mary was in Edmonton to attend the International Flying Nurses convention.

NEW ENGLAND SECTION Connecticut

The Connecticut Chapter's April meeting was held at the Meriden Airport. "Back to Basics for 99s" was conducted by Caroline Salman, 99. This month's subject "Getting Ready for a Good BFR" New FARs, a review of the AIM, weather, and an open discussion of flying experiences made for a successful meeting.

The June meeting was held at the Bridgeport Flight Service Station, the first automated FSS in the world. Chapter member



Laurie Kent gave us a tour of the facility where she works as an Air Traffic Control Specialist. She showed the FAA film on Microbursts and Windshear.

Eastern New England

The 25th Anniversary of our Chapter was held on June 13th at the Milford (MA) Sheraton. Martha Dunbar did a wonderful job in planning the luncheon and donating platters of pre-lunch snacks. Ann Wood was the

Continued on page

INTERNATIONAL WOMEN PILOTS

speaker and spoke of her years in the British Air Transport Auxiliary, ferrying aircraft from UK factories to military bases in England and after D-Day to the continent.

Northern New England

The Chapter will hold Girl Scout Career Day on October 17th at the Lebanon Airport. We are able at this time to talk about aviation in general and career opportunities possible.

N.Y./N.J. SECTION

Greater New York

The Greater New York Chapter scheduled a fly-in to Block Island on June 27th. Members were invited to attend an Air Safety-Education Seminar on using the air space and how to avoid a midair collision at the Wings Club on June 30th. The chapter has scheduled Introductory Aerobatic flights at Mudry Aviation, Dutchess County Airport, Poughkeepsie, New York, for July 18th. An August 22nd fly-in to Tangier Island is being planned as well as a November Bahama fly-in.

Long Island

The Long Island Chapter planned on participating in the L.I. Republic Airport Historical Society with the opening of their new museum on June 27th. Chapter members planned a booth and a static display for the event. Sue Mirabel and Terry Stengle flew the Garden State 300 on June 13th. The L.I. Chapter congratulated its founder, Ellie Ordorico, now a member of the Gulfstream chapter who was a 4th place winner in the Great Southern Air Race. She was the only solo pilot in the winners circle!

Ida Van Smith is being honored for the 20th anniversary of the Ida Van Smith flight clubs she founded which now has chapters all over the United States. The ceremony is taking place in the Amelia Earhart room at Kennedy Airport chapel.

Governor Doris Abbate, who has been making radio and TV appearances on behalf of the 99s, will be the lead pilot in the New York-New Jersey Section's portion of the Amelia Earhart fly-up on July 2nd. Her co-pilot will be daughter Vivian, who is a student pilot.

Joyce Malkmes appeared on Channel 12 TV with her airplane and discussed the 99s. She will be a hostess at the International convention gathering of the New York-New Jersey and the Northwest Section members who are assisting with the USPFT program.

L.I. welcomed back Alice Borodkin to the chapter after two years in Virginia. Barbara Evans has moved to California and will be joining a chapter there.

New York Capital District

The New York Capital District Chapter's June 10th meeting was a maintenance seminar by 49-1/2 Chuck Wolfe using one of Greenland's (Ruth Green) airplanes at Albany Airport. The meeting was well attended by members and prospective members.

The Chapter has scheduled a fly-in to C & M Custom Air Design, Inc. on July 11th, at Manchester, N.H. airport to see their shop and how they repair, restore, and redo aircraft interiors. The chapter is also planning on having dinner with the Section Board of Directors Friday evening, July 17th, prior to the July 18th Board meeting at Albany airport.

MIDDLE EAST SECTION

Hampton Roads

At our June meeting, officers for 1987-88 were installed. They are Rosemary Doud, Chairman; Connie Zook, Vice-Chairman; Linda Bangert, Secretary; and Betty Armstrong, Treasurer.

Also at our June meeting, the winners of our annual Ninety-Nine of the Year were an-

tween Betty Armstrong and Rosemary Doud. Winners receive a certificate, a handsome plaque, and their convention registration paid if they attend.

Washington D.C.

Sunday, June 7th was our Installation Luncheon, which was very well attended by 19 members and guests. We all gathered in a small banquet room at Amelia's Restaurant in Crystal City.

Barbara Rohde briefly summarized the high points of our past year and introduced Lin Clayberg, substituting for Marty Poteat, who presented incoming Chapter Chairman, Bev Sharp, with the Chapter 99 Logo and Gavel. Other officers for the year are R.J. McGlasson, Martha Tidmore, and Holly Merrifield, Vice-Chairman, Secretary, and Treasurer respectively.

We honored three Chapter Chairman Award recipients for their outstanding contribution to the Chapter over many years: Betty Fisher, Joan Stalk, and Polly Carico. They will be receiving special pins shortly, as will Katie Lou Webb, our 1986 receiptient.

West Virginia

Safety was the focus of the June meeting for the WV 99's when our Chapter sponsored a safety meeting at Huntington (WV)-Tri-State Airport. "On Landings", Part II and III was shown.

A small, but responsive group, was in attendance as Safety Counselors, Jean Pickering and Sharon Peters, handled the slide presentation. Astri Jarrett gave a talk on medical facts for pilots.

New officers for 1987-88 are Ellen Albritton, Chairman; Tammy Morton, Vice-Chairman; Barbara Hintz, Secretary; and Sharon Peters, Treasurer.

SOUTHEAST SECTION

Carolinas

Members attended Armed Forces Day at the Charleston, S.C. AFB and Navy Base on May 16-17.

The June meeting was a fly-in to the Albemarle-Stanley County Airport where plans were made for convention business.

New Chapter Chairman is Reva Carpenter, and Vice chairman is Sylvia Harris.

Virginia Kurdziel is a 727 Flight Engineer for Pan Am Airlines. Mary Barker is a Flight Engineer Instructor on the C-141. Laura Jolley has completed one year as an Aviation Safety Intern with North Carolina D.O.T.

Northern Gerogia

New officers are Chairman, Joan Smith; Vice Chairman, Joyce Pittman; Secretary, Joy LaCaille; and Treasurer, Nancy Shivers.



North Georgia 99s Nancy Toon, Joan Smith and Anne Mitchell at Gurnett County Airport with T-34B in background

Florida Goldcoast

March membership meeting held at the home of Mary Ann Zduncysk where old and new members were presented.

The June meeting was a program on Search and Rescue at the Coast Guard Station at Opa Locka Airport hosted by CAP member Ann Nobles.

Connie Wilds, Ursula Davidson and Alexis

Florida Panhandle

The Chapter hosted the Angel Derby Race (from Pensacola to the Bahamas) on June 19-22. Members worked with race officials, racers, and hospitality hostesses. Men flew in the derby for the first year and were well represented in several teams.

Florida Spaceport

The June meeting was held at Deland Airport where an exciting introduction to skydiving was presented to members at Skydrive Deland. 99 Jacqueline Litzenberg completed her first jump during the day's event.

Florida Suncoast

The Florida Suncoast Chapter held their installation of officers at Page Field, Fort Myers, with Ann Roethke and Betty Simpson hosting.

Incoming Chairman, Nancy Wright, accepted the office from Mary Fletcher. Other officers installed were Alice Cutrona, Vice chairman; Doris Briggs, Secretary; and Barbara Sierchio, Treasurer.

We welcomed new members Carol Babbitt from Dunnellon and Ann Vickery from Tampa, and transfer members Donna Newkirk and Sheila Wagner.

Donna Newkirk and Barbara Sierchio attended "Operation Raincheck" at Tampa Tower, in June. This was a three night, nine-hour course on the principles of Air Traffic Control. A planning meeting for the Fall Southeast Section was held at Barbara Sierchio's house, June 28th.

Kitty Hawk

The June meeting was held at the home of Lisa Overby in Wrightsville Beach, NC. Jay Pate of the NC Dept of Aviation and Laura Jolly of the Carolinas Chapter gave us a Back to Basics program on fuel tank safety, moisture control, and using the wrong fuel. We also learned the dangers of prop spinning.

Members heard about Hazel Monroe's adventure to China with the 99s before moving on to the business meeting.

New officers for the coming year are Chairman, Hazel Monroe; Vice-Chairman, Carol Dishart; Treasurer, Sara Zug.

NORTH CENTRAL SECTION

Aux Plaines

The Third Rail in Evanston, Illinois, was the scene of our meeting on June 13th. We were honored to have as our guests, Marie Christensen, International Secretary, and Nita Fineman, North Central Section Governor. Nita presented the section Legislative Award to the chapter. We worked hard under the leadership of Dee Griesheimer, our Legislative Committee Chairman.

The chapter floating trophy for most hours in the air in the past month went to Johanne Noll.

Virginia Rabung attended the D-Day Dinner of Silver Wings at Glenview Naval Air Station on June 6th. There were about 100 present. Sally Strempel, Chicago Area 99 and president of Silver Wings, chaired the meeting. Bill Hamilton, TV personality who received his private pilot license from Sally many years ago, surprised us all (especially Sally) by removing his shirt to reveal the shirt that he had worn on the eventful day. Sally had written "YOU ARE NOW A PRIVATE PILOT" on it.

The Vintage Aircraft Association had a luncheon fly-in meeting on June 14th near Roberts, Illinois, which Virginia Rabung attended in her Cessna 140. There were about twelve vintage aircraft there.

The big event in which the chapter members participated was the Ill-I-Nines Air Race. Johanne and Toni Reinhard were entry 25. Members present were there to greet them on arrival and take-off. Chapter members who helped with the event were Joanne, Toni, Leanna Boehm, and 49-1/2 of Mary and

Leanne Mary and her 49-1/2 assisted Chicago Area members with impounding and preparation of race results this year. Virginia set up a 99s display highlighting the Amelia Earhart fly-over on July 2nd, the Ninety-Nines organization, and accomplishments of women in aviation. It was placed in a glass case at the Fremont Township Library in Mundelein, Illinois. The display was on exhibit for the two weeks preceding June 30th.

Chicago Area

The FAA placed our chapter in the national competition for Safety Education. The Chicago Area Chapter won the State of Illinois Award for excellence and went on to receive the Great Lakes Regional Award. The award was presented to us at our June 18th meeting. Diane Cozzi spoke on the Ninety-Nines and Aerospace Education, including our new "Air Bear" program at a seminar for teachers held at Northeastern Illinois University. Representatives from the Civil Air Patrol, the JFAS, and NASA were also there.

Congressman John Porter held a public forum about air safety on May 16th in Deerfield, Illinois. Rita Adams and Mary Panczyn represented the Chicago Area Chapter.

The first annual Biennial Pilot Proficiency Seminar-Workshop was successful. It provided an opportunity for our members to sharpen their flying skills, and get proficiency wings. Madeleine Monaco and Marge Sundmacher were able to present six biennial certificates and seven pilot proficiency wings. Sue Murray and Ruth Rockcastle prepared a very tasty lunch for students and instructors.

Flight instructors were Gail LaPook, Madeleine, Marge, Rock Rockcastle, and Clyde Erickson. Twenty-three schools were represented by over 300 students as they participated in SAFECON '87 at Carbondale, Illinois, on April 20-25. Our NIFA Chairperson, Sharon Ann Schorsh, and Polly Gilkison were there to judge.

We were pleased to have Polly Gilkison named as the 1986 recipient of the Governors Award at the North Central Section Meeting in Duluth, Minnesota. Our chapter also won other awards and acknowledgements which included: second place, 66 Membership; third place, Membership; third place Legislation; third place Public Relations; and honorable mention Aviation Activities. We also brought home the Attendance Trophy.

"Air Bear" Phase II is off and running. This phase is a tour of the airport and a chance to sit in a real airplane. The kids love the experience and many remember the aspects of Phase I.

Greater Detroit Area



The 1987 GDAC Pinch-Hitter, held May 29-31, was chaired by Dorothy Gillis and co-chaired by Lee O'Connell. Forty-three chapter members assisted. Along with 18 volunteer instructors, 3 ground instructors and 17 debriefers, GDAC trained 28 non-pilots in Ann Arbor. Our special thanks to our ground instructors: Marie Littler, Sue Siporin, and Gini Sutherland, and our own chapter instructors: June Beers, Ilene Hemingway, and Ellen Fahres.

On Memorial Day there was a two day celebration at the Yankee Air Force at Willow Run. Several GDAC members worked at our Women in Aviation Room during the weekend. Several GDAC members journeyed to Lansing, Michigan. At the Safe '87 Conference they worked at our 99s booth.

During the week of June 8th, eight DGAC members and a 99 from Beaver Island attended a fantastic course presented by AVCO Lycoming Textron in Williamsport, Pennsylvania. Besides four days of learning everything there is to know about an aircraft engine, the members enjoyed a special tour led by our engine instructor, Tom Baier, through the Lycoming plant.



Greater St. Louis

The chapter meeting on June 16th was at the Boy Scout Center in St. Louis. Rosemary Teegarden presented a program that told about the Boy Scouting's Explorer Scouting program. The leader of Explorer Post 2739, Bill Haverly, was a special guest. Post 2739 is an aviation Explorer Post.

Dorothy Haupt, Air Marking Chairman, and her dedicated crew completed a new compass rose at St. Louis Regional Airport in Alton, Illinois. There are 99s compass roses at three of the four major St. Louis airports now.

Martha Norman is celebrating. She has now received her Master of Business Administration degree from Southern Illinois University-Edwardsville.

Indiana Dunes

The members of the chapter gathered at the beautiful and unique home of Gail Schroeder for our June meeting. The meeting included introduction of our new officers and featured a program presented by Phyllis Webb on identifying and combatting stress in the cockpit.

Dee Bohman has been busy flying and making roses with her Garden Club. There are 1400 of them to hand out at the South Bend Special Olympics. She was recently named State Historian for Garden clubs of Indiana.

Chris Murdock and 49-1/2 Rawson attended the Elkhart fly-in pancake breakfast.

Charlene Falkenberg spoke to the Kiwanis in Hobart, Indiana, and the Welcome Wagon in Crown Point, Indiana, on "Women in Aviation." She also judged at the NIFA SAFECON in Carbondale, Illinois, and flew the III-I-Nines Air Derby with 49-1/2 Walter. Charlene, Linda Mattingly and 49-1/2, Lynn Rickel, Margaret Statzell, and Joy Rickel attended AE Day at Purdue University at Lafayette, Indiana. Margaret, representing Zonta, and Char spoke on the 99s and showed two films.

Lake Erie

Chairman Pat Baron has returned home from being a Ninety-Nine delegate to the aviation conference in China.

Annie Pryne was an observer at the National Balloon Meet in Kalamazoo, Michigan.

North Olmsted Citizen of the Year for 1986, 99 Ruth Love, competed in the Ms. Senior America Pageant in Atlantic City.

Scioto Valley

Spring has been a time for planning for our chapter. We started an activities contest which will feature two quarterly awards. One for most active member in 99s and another for the most active member in aviation.

Wisconsin

The pancake breakfast on June 14th at Watertown Airport, Wisconsin, was a great success. Some of the members of Krys Brown's Pancake Breakfast volunteers camped out at the airport overnight. They report that it was a lot of fun.

A Special Note

From Martha Norman, North Central Section 99-NEWS Reporter.

As many chapters are now changing officers, I would like to take this opportunity to thank the chapters and their 99-NEWS Reporters for their help and reports. These special people and chapters are Martha Volesky and Jeane Wolcott, All-Ohio; Virginia Rabung, Aux Plaines; Lorraine Reynolds, Central Illinois; Nancy Haraldson, Chicago Area; Elaine Evans, Greater Detroit Area; Janet Mason, Greater Kansas City; Carol Zander and Joy Rickel, Indiana Dunes; Nancy Warren, Indiana; Bernice Roseman and Martha Matthews, Iowa; Kaye Combs Moore, Kentucky Blue Grass; Margaret Juhasz, Lake Erie; Grace Lieneman, Michigan; Catherine Balazs, Minnesota; Dee Ditton, Three Rivers; Susan Windomaker, Scioto Valley; and Lois Truchinski, Wisconsin.

SOUTH CENTRAL SECTION

El Paso

Ruth Deerman installed the new officers of the El Paso Chapter June 2. The chapter will be 30 years old September 5th and we feel very fortunate to have four of the founding six members active today. They are Ruth Deerman, Lois Hailey, Ruby Hays and Lois Ziler.

Tickets are being sold for the chapter chalet at the Amigo Airshow to be held October 3-4. Chalet tickets will be \$25, which include gate and chalet admission with one meal and drinks for adults. Seating is limited to 100 persons each day.

Golden Triangle

Golden Triangle Chairman Penny White will celebrate her 66th with a fly-in picnic with chapter members at Lake Whitney.

The chapter listened intently as member Captain Beverly Bass of American Airlines told of her training experiences.

New chapter officers installed May 19th were Penny White, chairman; Betty Thomas, vice-chairman; Tracy Jeter, secretary; Barbara Bethea, treasurer.

Kansas

Benton, Kansas, was the site of a barbecue fly-in for the Kansas Chapter. Eleven airplanes competed in the balloon burst, bomb drop, and spot landing portion of the fly-in. Sid and Karen Tucker were the winners of the balloon burst. They flew a Tiger Moth. The spot landing portion was taken on grass by Janet Yoder in a Stearman and on concrete by Kay Alley in a C-172.

The chapter welcomed new member Bonnie L. Johnson.

Oklahoma

Installation of officers for the Oklahoma Chapter took place June 9th. Jan Perry installed Shirley Brown, chairman; Susie Mitchell, vice-chairman; Mindy Denham, secretary; and Helen Moulder, treasurer.

Susie Mitchell was presented the Service Award for the past year.

Members voted to offer for sale a Diana Burton designed 14kt gold ring and drop as a chapter project at the June board meeting. The items will be on display at International in Vancouver.

Edna Thompson, the chapter balloonist, presented a film and gave a talk on ballooning. Norma Vandergriff spoke to the Daedalions at Tinker AFB.

Many chapter members worked at the Aerospace America air show and auction, and some members will remember it as the day they pitched hay. Due to torrential rains, the hay was spread to prevent sinking to

INTERNATIONAL WOMEN PILOTS

your knees in mud. The five-day event is held annually.

Gina Taylor, our Pitts acrobatic specialist, finished 9th in the Advanced Category of Competition Aerobatics in Stillwater and 3rd in the same category at Denton, Texas.

San Antonio

The San Antonio Chapter has plans for a picnic in July. A Poker Run was scheduled for June 27th with stops in Kerrville, Boerne Stage and ending at New Braunfels.

South Louisiana

South Louisiana Chapter members once again marshaled transient aircraft to parking at the Hammond Balloon Fest and Air Show.

Lake Charles area members are working with the Girl Scout Council to help older scouts achieve their aviation badges.

New member Sharon Phillips was welcomed to the chapter.

Chairman Sandra Leder, assisted by Ann Self, obtained display space at the Lake Charles Airport for a 99 exhibit.

The chapter co-sponsored a 99/Women in Aviation exhibit at the Natchitoches Folklife Fest where Pat Ward interviewed pilots with licenses dated 1937 or before for the State Aviation Museum.

Texas Dogwood

Don Maxwell and Steve Skains captured first and second place in the local USFPT competition held June 6th by the Texas Dogwood Chapter at the Henderson, Texas, Airport.

Jerry Anne Jurenka, who supervised the event, was delighted to have Hazel Jones and Kathy Long from the Dallas Redbird Chapter to assist in the undertaking. Other helpers who survived the 90 plus degree heat were Chairman Jan Maxwell, Rita Weese, Sally Coker, Bonny Feather, Cathy Massey, Joan Prosser, and Elaine White and Pud Patterson an instructor.

Tulsa

Jan Mauritsen, Denise Whitman, and Julia Clay of the Tulsa Chapter attended the Bi-Plane Fly-in June 5-6 in Bartlesville. They were able to view 176 bi-planes on one ramp.

New officers for the Tulsa Chapter are Jan Minnerath, chairman; Ruby Mayrath, vice-chairman; Phyllis Scott, secretary; and Ada Heffernan, treasurer.

Donna Gorham is our newest chapter member and hosted the May meeting.

Joanne Denney and Melissa Whitehead were involved with 34 airplane riders at the Bristow Airport Open House in May.

The chapter sponsored an Aviation Safety Seminar at Spartan Mechanic School where the subject was Aero-Medical Factors.

NORTHWEST SECTION

Columbia Gorge

Two new Ninety-Nines joined our chapter this month. They are Judy Secret, a CFI and CFI who is now instructing at The Dallas airport, and Meg Bradshaw, who recently earned her private pilot rating in her Stinson 108-3.

We had our Easter Egg Hunt luncheon in Walla Walla on May 23. After being chauffeured by the Walla Walla Antique Car Club to the country club we heard guest speaker Major George Polyak tell the very exciting story of the first "sky jacking" of a commercial plane in which he made his escape for Hungary to Germany. Congratulations to Mickey Sampson and Meg Bradshaw who are now wearing proficiency wings.

Southern Cascade Chapter

Linda Mayfield graciously agreed to serve as Chapter Chairman for the next year.

The Medford Airshow is August 8th & 9th. Our Chapter will be selling ice cream bars.

Alaska Chapter

Member Claire Dreuwatzis is a charter member of the Aviation Weather Working Group, which was formed to aid in defining terminology dealing with the availability of special weather observations when IFR operations are conducted by commercial air carriers.

The Daily News (paper) in Alaska wrote an article about flying in Alaska. 10,000 Alaskans, one in every 45 residents, are licensed pilots. Bonnie Burgoyne (Mat-Sue Chapter), Ingrid Pedersen and Barbara Bowerman (Anchorage Chapter) are all quoted in the article.

Willamette Valley

Wanda Joyner won Pilot of the Year at the Oregon Pilot's Association state convention in Ashland June 12-14.

Oregon Pines

Linda Fetsch won the Achievement Award at the Oregon Pilot's Association state convention in Ashland June 12-14.

Western Washington

Under overcast skies at two thousand feet, thirty-two Young Astronauts from Ben Franklin Elementary in Kirkland, Washington, enjoyed breakfast along with their families on Saturday, June 13, 1987, at the Jet Deck Restaurant on Paine Field in Everett. The event marked the culmination of meetings every other week throughout the 1986-1987 school year. In May, the group had successfully launched thirty-five rockets which they had constructed. Earlier in the year they had built and displayed space stations. Advisors, Carolyn Carpp and Jon Sween, had arranged the trip to Paine Field to include a tour of the Control Tower as well as the opportunity to view several planes provided by Western Washington Ninety Nines. Carolyn has



been a member of the 99s, for several years, having earned her private pilot's license in 1978.

On display was Doris Wolfstone's red, white and silver BONANZA, N2960F; Anita Hapka's maroon PIPER CUB SPECIAL, N4918M; and Jan Liberty's silver and red CESSNA 170B, N2332D. Carolyn Carpp treated three Young Astronauts to a "taxi ride" in PIPER ARCHER, N223BB, which she rents from Thunderbird Aero on Paine Field. The hit of the morning was the "fly-in" of Bill and Edweena Hartley's blue and white ROBINSON HELICOPTER, 087352. Mary Mitte, Teresa Evans and Ollie Odegaard, also members of Western Washington Ninety Nines, were available to answer questions in addition to those having planes on display. The students alternated between touring the tower and viewing the planes for about an hour and a half. Gordon Burnett, tower chief, complimented the STUDENTS on being the best behaved group ever visiting Paine Tower. Needless to say the Young Astronauts were highly motivated due to their related activities during the school year. As the weather improved, Carolyn took two first graders from her own class for rides in the ARCHER. Next year the Young Astronauts will continue their study of General Aviation and plan to visit the Museum of Flight on Boeing Field.

SOUTHWEST SECTION

San Fernando Valley

Maison Gerard restaurant was the setting for the annual awards presentation and installation of officers. Jaye Howes was awarded Woman Pilot of the Year honors, Paula Sandling received the Trixie Ann Schubert Service Award, and new member Diana Lopez earned the Rookie of the Year Award. Newly-elected officers installed that evening are Jaye Howes, Chairman; Melinda Lyon, Vice-Chairman; Paula Sandling, Treasurer; Susan Skalla, Recording Secretary; and Liz Dinan, Corresponding Secretary.

On June 6th the chapter helped Van Nuys Airport promote general aviation on Aviation Day. Ninety-Nines sold aviation items and answered questions from the general public. Van Nuys Airport was also the site of the Kit Plane Expo where chapter members took advantage of another opportunity to share information about Ninety-Nines and their role in aviation. Jeanne Fenimore and Judith Runyon, respectively, chaired the two events.

Las Vegas Valley

Efforts to petition Clark County Commissioners against closing the North Las Vegas Air Terminal were successful with much effort on the part of chapter officers. In a special executive committee meeting chairman Linda Gagnon, vice-chairman, Nita Klahz Secretary Maria Torres, and committee chairmen Gloria Johnson and Charlotte Place formulated a plan to alert the membership and community of the impending closure of the airport. Public relations and media attention, along with members letters, created an eye opening alarm among the community. Thanks to a very responsive 99 chapter and aviation community, the vital North Las Vegas Air Terminal will continue to operate.

A birthday cake for outgoing chairman Jean-Marie Soderquist sported an airplane, what else?

The Saturday June 20th lunch and fly-in to Kingman, AZ, brought new pilot Tia Maria Millonzi out on a first cross-country as a licensed pilot. Others joining in the hot sunny skies were Linda Gagnon, Maria Torres, Connie Francis and her 49-1/2er, plus students Leigh Bowers, Virginia Malloy, and Chrissy Redfern.

We welcome new members Wanda Babcock and Tia Maria Millonzi.

Orange County

Twenty-five years of Orange County Chapter members celebrated at the waterfront home of our incoming chairman, Jan Pedersen. We had decided the evening would be "ladies only", but we did have three wonderful male cooks who prepared a fabulous BBQ for us. It was a balmy evening, and we enjoyed sitting outside and visiting with old friends or meeting members we had only heard about.

Our thanks to Chris Copeland, one of our former chapter chairmen, who led the reminiscing. She started us off and encouraged others to join in and share their experiences from an earlier day. It was a very special evening.

Sacramento Valley

Sacramento Valley 99s took their WPOY banquet to The Point restaurant in Rio Vista this year. Several 99s and guests flew in and were shuttled to the site of the festivities. Our 1987 WPOY is Kris James, who is our incoming chairman.

Recipients of our chapter scholarships were Pamela Stublaski of Antioch, who received the Aviation Scholarship, and our own chapter member Dorothy Flynn, who received the Thelma Drew Memorial Scholarship. In view of her high qualifications, Sheryl Schumacher was awarded a partial scholarship.

New officers installed that evening are Kris James, Chairman; Bonnie Neely, Vice-Chairman; Lori Brand, Recording Secretary; Sharon Ormosen, Treasurer; and Ruth Baron, Corresponding Secretary.

Lynn Hoelscher (last years WPOY) chaired the banquet in spite of intensive out-of-town training she has been incurring due to having recently been hired by Hawaiian Airlines. She put together a super banquet.

Our chapter was selected as one of the winners of the FAA Administrator's Award for Excellence in Aviation Education. The award was received in a ceremony at FAA Regional Headquarters in Hawthorne, CA.

Santa Clara Valley

A large shipment of medical supplies was flown to Direct Relief International's Santa Barbara collection point on the morning of June 2nd. Six Santa Clara Valley 99s departed San Jose Airport at 10 a.m. carrying a total of 1251 pounds collected from the Valley Medical Center in San Jose. The six were Peggy Ewert, Joey Connell, Willy Gardner, Gina Martin, Dee Blum and Mayetta Behringer.

The June 27th Poker Flight took off at 14:00 with pilots drawing their 'hands' at Palo Alto, Livermore, Tracy, Stockton, and Napa airports. The successful event ended with dinner at Jonesey's restaurant at Napa which was attended by both workers and participants.

Los Angeles

The chapter celebrated its 55th birthday in March with dinner and entertainment at the Magic Castle.

Thanks to Pat Olson who arranged a wonderful fly-in/drive-in to Furnace Creek Ranch in Death Valley. Ten members and 49-1/2ers made it. It was nice to see Georgia and John Lambert who drove in from Las Vegas to join us. We toured Rhyolite, Titus Canyon, and Old Stovepipe Wells, and we attended the one woman show performed by Marta Becket at the Amorgosa Opera.

The chapter toured TRACON which was most interesting. The tour began with a movie about the FAA and traffic control, after which we spent over an hour in the radar room watching the traffic being controlled in and out of LAX. The controllers were able to show us their traffic control procedures and answer questions. It was a VFR night so it was not as busy as it can be. We subsequently dined at the Jolly Roger and held a business meeting.

Mary Haizlip has donated husband Jimmy's papers to the Smithsonian Air and Space Museum. They will be available for those researching the early days of flying and air racing. This was a very generous gift from Mary.

Phoenix

The chapter was a recipient of the FAA Administrator's Award for Excellence in Aviation Education and has a handsome certificate signed by FAA Administrator Engen to prove it. Notification came in a letter from H.C. McClur, Director, Western-Pacific Region.

Members re-elected Betty Pluckard to serve a second term as Chairman. She will be supported by a good slate of officers.

Kitty Pope arranged a jimdandy western barbecue dinner at Rustler's Roost on South Mountain for the annual June Awards Night. Comic awards were given in sincere appreciation for special contributions by 99s and 49-1/2ers.

Re-runs are the norm at this time of year. The second time around for the Arizona Instructor of the Year Award is a bit more unusual. June Bonesteel did it again, and now we're betting on her to garner the title at Regional and National levels. Also, congratulations to Nancy Rogers on her brand new multi engine ATP rating.

Temperatures ranging up to 110 degrees did not sway Curt Tinsler's resolve to take the SW Section airmarking trophy. Stellar Air Park was marked on June 20th.

Cameron Park

Cameron Park continues to attract women. This month's newcomer is Esther DeYoung who, along with her aviation accomplishments, is a voice and music teacher.

June's Fly-Away got weathered out of two stops along the California coast, and instead flew inland to Willows in the Sacramento Valley for breakfast.

Six members in three planes participated in the Amelia Earhart commemoration flight. Mary Bovee and Linda Swan, Misty Flaspohler and Betty Kohler, and Nancy Martino and friend. As we sent out our message, we heard sister pilots from Grass Valley, Sacramento Valley, Placer gold, and Fresno. It was a good feeling to know so many of us were united in this tribute.

NEW RATINGS

Southwest Section

Jaye Howes — San Fernando Valley — Commercial
Nancy Rogers — Phoenix — Multi-engine ATP

New England Section

Shelia Murchan — Connecticut — Citation — Lear Jet
Sandra McDonough — Connecticut — Check rides (Part 135) PA-31 & PA-34
Jane McCaffrey — Connecticut — Sabreliner
Nan Jackson — Connecticut — Glider Instructor reinstatement

NY/NJ Section

Mary Lou Falco — New York Capital District — Instrument

Northwest Section

Linda Fetsch — Oregon Pines — CFI-1

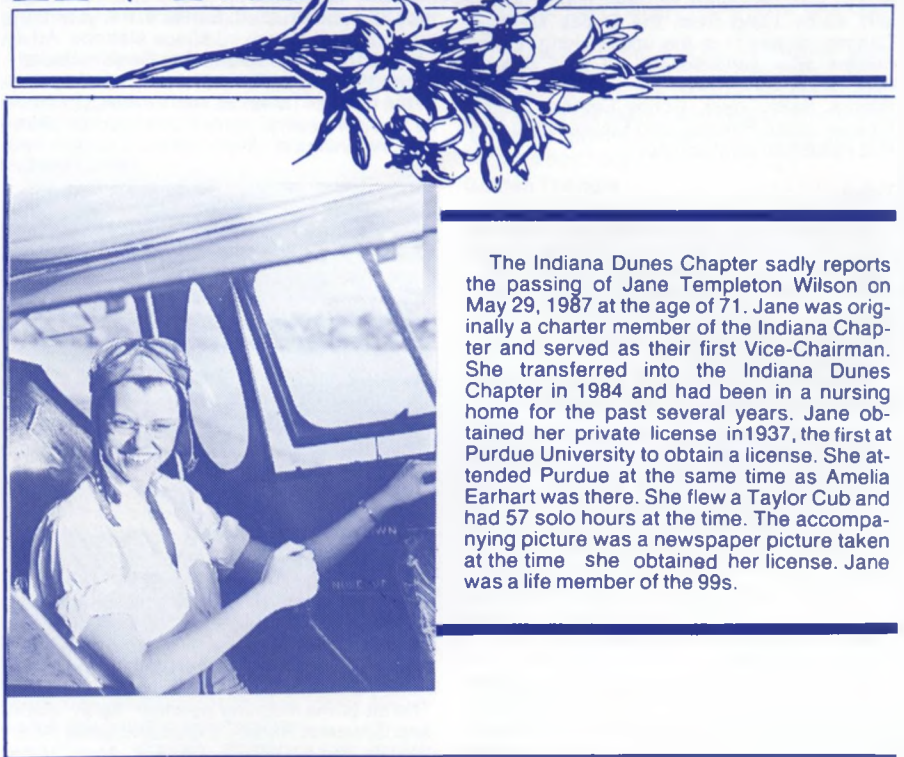
Southeast Section

Linda Shand — Instrument & Commercial — Florida Goldcoast
Joan Calabrese — Multi-engine Instructor — Florida Goldcoast

North Central Section

Carol Landefeld — Instrument — Greater Detroit Area
Mary Jo Myers — Commercial — Scioto Valley

IN MEMORIAM



The Indiana Dunes Chapter sadly reports the passing of Jane Templeton Wilson on May 29, 1987 at the age of 71. Jane was originally a charter member of the Indiana Chapter and served as their first Vice-Chairman. She transferred into the Indiana Dunes Chapter in 1984 and had been in a nursing home for the past several years. Jane obtained her private license in 1937, the first at Purdue University to obtain a license. She attended Purdue at the same time as Amelia Earhart was there. She flew a Taylor Cub and had 57 solo hours at the time. The accompanying picture was a newspaper picture taken at the time she obtained her license. Jane was a life member of the 99s.



**DataBase Flight Planning
Becomes More Convenient
... Now It's Portable!**

Now you can tuck the powerful flight planning capability of your panel mounted Loran-C or RNAV into your shirt pocket! The ONS-1262 is a compact, high quality flight computer that stores 15 waypoints and performs like an on-board navigation system (ONS). This full-function computer not only plots your Great Circle route but also defines your route as a series of intermediate waypoints that you can load directly into your cockpit radio(s). The ONS-1262 displays complete "flight following" data for each leg of your trip, and is so accurate and easy to use that it is the official computer of the United States Precision Flight Team! Order your ONS-1262 today and help support the USPT. Send \$295.00 postpaid (for optional yoke mount add \$49.95) to: Carole Sue Wheeler, Treas., USPT, 3824 Branch Road, Fort Worth, Texas 76109.

1988 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:

- has been a member of The Ninety-Nines, Inc. since January, 1986, and has reviewed current guidelines obtainable from Chapter or Section Scholarship Chairman;
 - holds a current medical certificate;
 - has a current BFR (Biennial Flight Review) for USA 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, 1989.
- Only winners will be required to furnish two clear head-and-shoulders photos taken within the past two years. (2½x2½)

THIS APPLICATION CONSISTS OF the original and 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 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 local aviation community who would have a non-biased interest in furthering aviation. Chapter chairmen may serve as scholarship chairmen. Application must be received by Chapter Chairman no later than December 31, 1987.

THE CHAPTER SCHOLARSHIP CHAIRMAN (with her committee if one is needed) will screen the Career Scholarship applications. 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 5 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?
- 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.

THE 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 postmarked no later than FEBRUARY 5. The section scholarship chairman will notify all applicants of the status of their applications by FEBRUARY 10.

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

1988 AE 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:

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.
 _____ Signed: _____
 Address _____ Title: _____
 _____ Telephone: () _____ Date: _____

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

Make: _____ Model: _____ Make: _____ Model: _____

	AIRCRAFT #1	AIRCRAFT #2
DUAL FLIGHT TIME	..... Aircraft Rental _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____	..... hours @ _____ /hour = \$ _____
	..... Instructor Time _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____	..... hours @ _____ /hour = \$ _____
SOLO FLIGHT TIME	..... Aircraft Rental _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____	..... hours @ _____ /hour = \$ _____
GROUND SCHOOL (or show flat rate amount for the course)	..... hours @ _____ /hour = \$ _____	..... hours @ _____ /hour = \$ _____
FLIGHT SIMULATOR	..... Rental _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____	..... hours @ _____ /hour = \$ _____
	..... Instructor _____ hours @ _____ /hour + _____ 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 (in 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.

Signed _____ OR Signed _____
 Chapter Scholarship Chairman (date) Chapter Chairman (date)

NOTE: Original and six exact copies (seven total) of all material furnished must be sent to the SECTION SCHOLARSHIP CHAIRMAN postmarked no later than JANUARY 10.

TO BE NOTARIZED:

BE IT KNOWN THAT:

- I have been a member of The Ninety-Nines, Inc. since January 1986.
- 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, 1989.
- 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. SIGNED _____

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

Notary Public: _____ My commission expires: _____

1988 Application Form

*Application must be complete in every respect.
Any item not completed in application may result in disqualification.
Use additional sheets for any items as necessary.*

Amelia Earhart Career Scholarship

CONTACT HEADQUARTERS FOR RESEARCH SCHOLAR GRANT

APPLICANT MAY APPLY FOR
ONLY ONE CERTIFICATE OR RATING

Scholarship would be used for completion of:

APPLICANT MUST write a one page letter
which includes short & long term goals and
employment opportunities.

Current guidelines for career and scholarship applications MUST be obtained from headquarters

Name _____			
Address _____		City _____	State _____ Zip _____
Phone () _____		Birthdate _____	Number of Children _____ Ages _____
Other Dependents _____		BFR Date (USA only) _____	
Date Private Certificate Received _____		Airman's Certificate # _____	Date Last Medical _____ Class _____
Chapter _____		Section _____	Date Joined The Ninety-Nines, Inc. _____

HOURS:	P.I.C.	DUAL	TOTAL	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT	NIGHT	XC SINCE PVT. TOTAL	SIMULATOR *FLIGHT	*FLIGHT INSTRUCTION GIVEN
SINGLE ENGINE									
MULTIENGINE									
OTHER (explain & show hours)									

CERTIFICATES & RATINGS NOW HELD:

Type of License ☐ Private ☐ Commercial ☐ ATP Ground Instructor Basic Advanced Instrument
Ratings & Limitations ☐ ASEL ☐ ASES ☐ AMEL ☐ Instrument ☐ Glider ☐ Balloon ☐ Helicopter
Flight Instructor ☐ Airplane ☐ Instrument ☐ Rotor ☐ Glider
FAA Flight Examiner ☐ Private ☐ Commercial ☐ Helicopter ☐ Glider ☐ ASEL ☐ ASES ☐ AMEL ☐ AMES ☐ Instrument

If this application requires flight training, applicants should anticipate completion of same under FAR Part 61.

Ultimate aviation career goal: _____

Highest academic degree and where obtained: _____

Present position, employer and date employed: _____

Previous employment (give dates): _____

Marital Status: _____ Husband's name: _____

Husband's position and employer: _____

Have you applied for another aviation scholarship this year? If so, identify: _____

EXPERIENCE (list longest cross-country flight)

DATE	FROM (City and State)	TO (City and State)	Nautical Miles	Pilot Hours
------	-----------------------	---------------------	----------------	-------------

Writtens passed for Certificates/Ratings not now held: _____

*Instructing (Year, place and duration of job): _____

Other aeronautical experience or training: _____

132/150

OFFICIAL 99 FIRST DAY COVER

Amelia Earhart Memorial Scholarship Fund

1897 - 1937



Honoring Amelia Earhart
on the 50th Anniversary of
her disappearance over the
Pacific Ocean July 2, 1937



FIRST DAY OF ISSUE

Amelia Earhart

FIRST PRESIDENT OF THE NINETY NINES, INC.



New Amelia Earhart Cover

If you did not make the ceremonies at Atchison in July, or Convention in August, you may still be able to obtain the unique Amelia Earhart Airmail Cover commemorating the 50th Anniversary of her disappearance over the Pacific July 2, 1937.

Only 150 of these were made, using the original 1963 Amelia Earhart 8¢ Airmail First Day Covers. An additional Amelia Earhart 8¢ Airmail Stamp together with a 14¢ Julia Ward Howe stamp were added

and cancelled May 21, 1987 at Oakland, CA, 50 years after Amelia took off from there on the start of her Round the World Flight. This cancellation was accomplished through the efforts of Ruth Rueckert of the Bay Cities Chapter. They were then cancelled at Lae, New Guinea, July 2, 1987, through the courtesy of the U.S. Ambassador there, with the guidance of Charter Member Fay Wells. A Beautiful New Guinea stamp is added. Each one is autographed by Ninety-Nine

Jeanna Yeager, co-pilot of the non-stop, non-refueled Voyager, our most recent Round the World Ninety-Nine. In addition to all this, they are back stamped July 24, 1987 at Atchison, KS, Amelia's birthplace, on her 90th Birthday!

These are available for a tax deductible donation of \$25.00 to the Amelia Earhart Memorial Scholarship Fund of the 99s. Send your check and a self-addressed business-size envelope, with a 22¢ stamp, to Alice H. Hammond, 15 Oakdale Drive, Millville, NJ 08332.

THE 99 NEWS

International Women Pilots
Will Rogers World Airport
P.O. Box 59965
Oklahoma City, Oklahoma 73159

NON-PROFIT ORG.
U.S. POSTAGE
PAID
St. Petersburg, Fla.
PERMIT #436

13 053 545569663 R 03
BONITA JOAN ADES
5441 S BLUE SAGE DR
LITTLETON CO 80123

Address correction requested