

NINETY-NINE News



Magazine of the
International Women Pilots,
The Ninety-Nines Inc.
June 1991

AMELIA EARHART HOME, ATCHISON, KS.
Sun 'n Fun, EAA Fly-In and Convention
Janet Davis, Another Dynamic 99
Jessie Woods Rides the Wing AGAIN!!!
First Kit-Built Pulsar Flies



GENERAL COUNSEL

by Sylvia L. Paoli

Last month we read, "Minutes are the record of all the proceedings of a deliberative assembly," by Sylvia Paoli. The following article is the second in the summary of a seminar presented to the Southwest Section Winter Board Meeting and is printed here by request.

The first paragraph of minutes shows the kind of meeting (regular, special, etc.), the name of the organization, the date, time and place of the meeting, the officers present (or absent), and whether minutes of the previous meeting were read and approved. In the body of the minutes, follow good grammatical construction and use a separate paragraph for each subject matter, including the treasurer's report. State all motions, giving the name of the person making it. The name of the person making the second is not required. In board meetings of small boards (less than a dozen) motions need not be seconded. Show the disposition of the motion, by such words as "after discussion (or debate) the motion was adopted (unanimously, if that is the case, or by majority vote, if appropriate)." If a count has been ordered, then the number of votes should be entered. Vote counts on bylaw amendments should be stated, unless unanimous.

If a matter is considered informally, and no motion is made, then use a statement that a question or action was adopted "by general consent."

The content of committee reports is

committee was received."

The name and subject of a guest speaker can be given, but there is no need to summarize his/her remarks, unless it is something particularly relevant to safety, education, or other of our charitable purposes, in which case it's well to write a short summary paragraph. Otherwise, a better place for such a summary is in the chapter newsletter.

In the last paragraph, state the next meeting date and time, if not a regularly scheduled one, and the hour of adjournment. The secretary then signs the minutes.

A motion to accept the secretary's or treasurer's report is not required. Corrections are normally done by unanimous consent, although a formal motion to approve them is not out of order. Once corrected, or if there are none, the chair simply announces that "the minutes are approved (as read) (as corrected)." By a majority vote, without discussion, the reading of the minutes can be dispensed with. However, unless they have been previously distributed, they will have to be read at the next meeting. If minutes are distributed, such as with newsletters, be sure and note on them that only the final, corrected copy lodged with the secretary, is official. Once the minutes are approved, the word "approval" should be written on the copy that becomes the final record.

An executive board or board of directors approves and corrects its own

assembly. This is because boards or committee meetings are customarily held in executive session, meaning only those members of the board or committee are entitled to attend, unless by special invitation—perhaps to give a report.

A treasurer's report is simply "accepted," unless it is to be referred to an auditing committee.

All of the above does not mean that the entire proceedings cannot be recorded and/or distributed. Years ago, the proceedings of the Annual International Business meeting were recorded by a reporter, transcribed in their entirety and placed in the archives at headquarters. However, the more traditional, briefer minutes described above, were still prepared and distributed.

Written reports received by the secretary should have written on them the date received and what further action was taken on them, if any. They should be preserved with the secretarial records.

The usual order of business is:

- Reading and Approval of Minutes,
 - Reports of Officers, Boards & Standing Committees,
 - Reports of Special Committees (Ad Hoc),
 - Special Orders (items of business assigned a specific position in the agenda, such as at a particular hour or in a particular order, and nothing else can interfere with it, or, put another way, something that has priority),
 - Unfinished Business,
 - General Orders and New Business.
- Following the general suggestions

"IF MINUTES ARE DISTRIBUTED, SUCH AS WITH NEWSLETTERS, BE SURE AND NOTE ON THEM THAT ONLY THE FINAL, CORRECTED COPY LODGED WITH THE SECRETARY, IS OFFICIAL."

not required, although if it is something of great importance, it can be recorded. Otherwise, an appropriate statement is: "The report of the _____ committee was received and placed on file." If it is an oral report, then state: "An oral report of the _____

minutes. Those minutes are accessible only to the members of the board unless the board grants permission to a member of the organization to inspect them, or unless the organization by a two-thirds vote orders the board's minutes to be produced and read to the

given in the first of these two articles and the more specific format given here, your chapters (and sections) should be able to maintain minutes that are acceptable for all purposes.

YOUR LETTERS

From Gail Allinson: "On several occasions, I've had the pleasure of seeing my name mentioned in the *Ninety-Nine News*. This month my name was included in the Awards, Honors and Recognitions section. I always appreciate the recognition for myself and my chapter. I also appreciate the recognition for glider pilots and for soaring.

"In the past two years, since I began soaring, I have had the opportunity to meet and to fly with a small but remarkable group of women, members of the Women Soaring Pilots Association. Like myself, some WSPA members are also 99s. Some women glider pilots are not WSPA members, but are 99s. It becomes difficult to fully cross reference it, but around the world there are women who work, teach, and compete in sailplanes.

"Some names from our 99s Directory that you should know are Doris Grove, Virginia Schweizer, Alice Palmer, Pat Valdata, and Sharon R. Smith. All are dedicated glider pilots. I know that Sharon and Pat were there in the early years of the annual Women's Soaring Seminar and were instrumental, with others, in founding WSPA, a division of SSA. Sharon was recently elected to the Soaring Society of America's Board of Directors. Doris is a renowned instructor and record holder. Virginia Schweizer (as in Schweizer Aircraft Corporation) is a soaring leader. Alice is the manager of the Black Forest Gliderport in Colorado.

"There are a number of other outstanding women soaring pilots throughout the world. While not a 99, the current President of SSA is Judy Lincoln. There are also women who contribute as towplane pilots. There are women who don't fly, but who crew for races and contests.

"Women have been involved in soaring for quite a long time. The first woman to get a glider license in the U.S. was Anne Morrow Lindbergh. Her first glider flight was a solo launch from a cliff in California. I also understand that, on one occasion, Amelia Earhart took a flight.

"I've only been a 99 for three years so I don't know if this story has been told in the *Ninety-Nine News* before. If it hasn't, please consider telling it.

"There are many women soaring pilots more deserving of recognition than I. Among them is Kristen Nuckolls, who recently won the New Member Award at our chapter's Achievement Awards Banquet. Each soaring pilot, in her own way, is making a contribution to aviation. Perhaps my contribution can be to lead you to them.

"I can't forget to mention how wonderful and supportive the Chicago Area 99s have been to me. How fortunate I am to be a part of such a super group of ladies! Also, this

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COVER:
After 53 years, the lithe and lovely 82-years-young Jessie Woods throws a kiss as she takes to the air AGAIN! Steve Oliver piloted the Standard, Suzanne Asbury-Oliver graced the left wing and Jessie straddled the javelin on the right. She's Incredible!

See Page 21.



YOUR LETTERS, continued

year's Women's Soaring Seminar will be held at Turf Soaring, Phoenix, AZ, June 18-22."

From Eleanor Todd came some appreciated praise for the direction that the *Ninety-Nine News* has been going. (*Thanks, Eleanor! Ed*) Her letter went on to say, "...turned it into a professional, interesting and informative news magazine. I took the March 1991 issue, with the Arabian Section on the cover, to my local high school where three of us did a Career Choices program. The students were really impressed. Hope you do a follow-up story now that Desert Storm Operation is over."

From Courtney Bargerhuff, "I'm looking forward to your review of *My God! It's a Woman* by Nancy Bird Walton. I just finished reading it and enjoyed it tremendously. Nancy writes very well and has led a life quite unlike the lives most of us live. It was fascinating learning about Nancy and about Australia!

"It was very interesting to learn about the early aviators she writes about and to learn what was happening in the world at the same time. Readers of this book are reminded that we do not live in a vacuum, that our lives are impacted by what is happening all over the

world. I believe that US citizens may tend to forget this more than people from other, smaller nations.

"It was also fascinating to learn more about 99s I have met and have a great deal of respect for. Nancy's book is truly a treasure. I wish it had an index in it, but even without that, I feel it is a wonderful addition to my library."



A NOTE FROM THE EDITOR:
PLEASE NOTE THAT SECTION NEWS, NEW RATINGS, AWARDS AND HONORS HAVE GIVEN WAY TO OTHER BUSINESS IN THIS ISSUE. THEY WILL RESUME IN THE JULY/AUGUST COMBINED ISSUE.
Ann Cooper, Editor

PRESIDENT'S MESSAGE



by Marie Christensen

The life of Amelia Earhart lasted only 39 years yet her influence has transcended more than one lifetime. Even now, 64 years after her death, she continues to inspire young women to begin careers in aviation, adventurers to find her missing aircraft, and historians and researchers to chronicle her life.

The mystique of Amelia is still the magnet that draws the world press to any place or event that carries her name. Although many other women in aviation have achieved much more, Amelia's name is the one that lends the single-most prestige to our organization of women pilots. The fact that we own her Birthplace elevates the status of the Ninety-Nines, Inc. in the eyes of many; including our peers, corporations, foundations, and the press. Everyone seems to be pleased that we are preserving a part of aviation history and establishing a permanent tribute to Amelia.

Owning her Birthplace is a source of great pride, but it carries with it a great responsibility. For the past six years the house has been given very little support by our organization. It has been kept in a state of limbo by private donations, small grants and a Gift Shop. The operation and/or restoration of the house has been

THE AMELIA EARHART BIRTHPLACE

"Owning her Birthplace is a source of great pride, but it carries with it a great responsibility. ...Amelia herself taught us the meaning of courage."

given virtually token financial help from us. We are very fortunate that so many people have continually donated their time and support to this project to date.

It will cost us nearly \$350,000 to completely restore the house and grounds plus the cost of the annual maintenance. Agreed, that is a lot of money, but we can get financial



Now is the time for us to face the responsibility of ownership or to turn the house over to the Atchison Historical Society. The decision is a FINAL one for, if we choose to let the ownership of the Birthplace slip from our hands, we will never have another opportunity to regain possession. Of course, it will take courage to



THE AMELIA EARHART BIRTHPLACE, a scale model created by William Johnson

assistance with it through grants. It was not possible to do so earlier because we needed a pre-development study to describe our restoration plan. That study has been completed. Many grants are for matching funds. The foundations or corporations investing in the project want to know that we are truly committed to completing the restoration prior to awarding us any grant money. But, ladies, finances is not what might prevent us from owning and restoring the house; lack of support and interest is the only thing that can prevent us from keeping it. I truly believe we CAN do anything we WANT to do.

assume the responsibility for the maintenance and restoration of the house, but it takes courage to begin any new venture in life. Amelia herself taught us the meaning of courage. She ended her poem about it with these words, "Each time we make a choice, we pay with courage to behold resistless day and count it fair."

How much courage do we, as an organization, have? Only you know the answer. Please read the other articles about the house in this magazine and then be prepared to make an informed decision about whether or not we should retain ownership.

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JANET DAVIS, Another Dynamic Ninety- Nine

by Ann Cooper

Janet and Richard Davis enjoy their C-182 and look forward to more fully enjoying it in upcoming retirement.



Word has it that when glider pilot, Diana Dade, met a Rutgers University student at the airport, talk got around to the Ninety-Nines because of the logo on Diana's sweatshirt. The student told Diana, "I know a person who belongs to that organization—Dean Davis."

Diana quickly assured him, "Oh no, you're mistaken. This is a *women's* organization."

The Rutgers student responded quickly, "Dean Davis is most assuredly a woman. Her name is Dean *Janet* Davis."

Diana, a good friend of Janet's, agreed with a laugh, "Of course! Janet! I don't often think of her as a Dean. She has been the secretary and treasurer of our Garden State Ninety-Nines Chapter."

Janet Davis is an Associate Dean for Administration of Rutgers Graduate School of Management, New Jersey. She explained, "I had a college degree in Spanish and only secretarial skills when I decided to go back to work in the late '60s. Hired by Celanese Research, I decided that I needed an MBA. I was especially interested in business, so I enrolled in night courses at Rutgers and spent four years pursuing the program that culminated not only with my degree, but with the offer of a job. In 1970, one-third of the way through the Master's program I was hired as a business manager. I moved through the ranks, became an assistant dean, then an associate dean in 1983."

Dean Janet Davis is also a wife, mother, grandmother, Ninety-Nine, and accomplished pilot. Married to Richard Davis,

an engineer with Essex Specialty Products, Inc., Janet and Richard are parents to four grown children: Melissa, Carol, Allison and Christopher, and grandparents to seven. Owners of a C-182, they belonged until recently to an Aero Club at Morristown Airport, New Jersey in order to have a second airplane available for family expeditions.

Janet started flying at 16 in 1942. "I can't specifically say *why* I started learning to fly," said Davis, the niece of former International Ninety-Nine President, Jeannette Lempke Sovereign, who led the organization from 1945-1947. "I'm certain that it seemed an entirely possible goal, with an aunt who flew. My aunt, Jeannette, among other things, won the 20-mile Free For All Air Race in a Great Lakes at the 1934 Women's National Air Meet in Dayton, Ohio and competed at precision landing and bomb dropping. She also raced a Davis at the National Air Races of 1936 at Los Angeles. I was then ten years old and it was a year away from Amelia Earhart's fateful around the world flight."

At the time that Janet was learning to fly, 18 was the minimum age at which to obtain a license. She soloed at 16 and waited patiently for her 18th birthday. "I rode a bicycle to the airport every ten days after having scrimped to save the \$3.50 necessary for a half-hour lesson in an Aeronca. My parents didn't know that I was

continued on next page

Janet Davis, *continued*

taking flying lessons until it was time for me to solo. I had to obtain their signatures. There was no objection since my mother was fully aware of her sister Jeannette's love affair with flight."

A student at the U. of Illinois where she met her husband, Dick, Janet obtained her license in 1944 and took Dick for a flight as her first passenger. Turn about is fair play. When Dick obtained his license, naturally Janet was the first to take flight with him. They had taken a leave from aviation during the rearing of their family and by the time Dick took to the air again, 32 years had elapsed since their first flight together. Janet obtained her instrument rating and Commercial license in 1981.

The Davises are making up for their years away from flight and flying by making long cross country tours that now have taken them to almost every

Janet went to the telephone to alter her instrument flight plan and nothing seemed to be missing. It wasn't until they reached their destination in Georgia that they realized that Janet's flight case was gone. All she could think of was, "I hope it didn't fall onto someone and kill them!" Luckily, no one was hurt on the ground. Demonstrating the strength of the leather case, a Carolinian notified Janet that her flight bag, careening out of the sky from 500 feet above, had bombed through one of his trees and harmlessly come to rest in his back yard. The only damage was to a pair of dark glasses—one lens was shattered.

In 1989 their destination was Newfoundland and Prince Edward Island. Intrigued by the beautiful region, they planned a flight to Labrador in 1990.

Janet wrote, "We flew north across

completely locked up—not even an outside phone—and with a broad river between the town and the airport—no bridge! We had a few apples and some coffee, but no place to sleep away from the black flies and mosquitoes which attacked us with a vengeance. We contacted Flight Service by remote radio at Sept-Îles, several hundred miles down the river, who phoned someone in St. Augustin. He brought his fishing boat and water-taxed us to town—a pleasant adventure after all. We never did reach Blanc Sablon. It was fogged in for three days. We went over to St. Anthony's, Newfoundland, and visited the Viking ruins at L'Anse aux Meadows and finished the trip with Gaspé. Of course we went to Percé and saw the hole in the rock that is on all tourist posters. We saw a marine life demonstration at Forillon National Park where the rangers scuba-ed down and brought up living examples of animal and plant life—sea cucumbers, star fish, sea lettuce. Fascinating. We recommend that you brush up on your French before such a visit. You'll find the scenery spectacular."

As retirement looms on the horizon for this peripatetic couple, no one will wonder about the part that flying will take in the days and years to come. They have soared near Alaska's Mt. McKinley, viewed the New York City skyline from a vantage point over the Hudson River, rejoiced at the beauty of Lake Louise, toured all cardinal points of the compass, and enjoyed moonlight flights along the shoreline of the Atlantic Ocean. We wager there are many places to which N2798 Foxtrot can be lured. Janet admitted, "I'd like to fly as a charter pilot for scenic tours, if anyone would want to hire me." She would be excellent.

Another dynamic 99, Janet Davis has an attribute that recommends her—a positive attitude. Janet said, "There are a lot of things that I've wanted to do. I never felt that I couldn't do them. I simply went ahead."



Jeannette Lempke Sovereign, (1899-1966) an international president of the 99s and part of the inspiration toward flight for her niece, Janet Davis.

Jeannette learned to fly in Michigan, was an active air racer, and an avid proponent of aviation for women and the Ninety-Nines.

state of the union including Alaska, to the Canadian Rockies, and to Newfoundland. On their flight to Alaska, they flew 10,000 miles in 66 hours. 1,300 flight hours in their logs since having purchased N2798 Foxtrot equates to having flown approximately 200 hours per year since 1983.

Janet told of one flight from New Jersey to Florida in which they were rudely shocked by the slamming open of the baggage door as they climbed away from a North Carolina airport. PIC at the moment, Janet continued on around to land, listening to the loud wheeze of the airstream and feeling the yawing tug on the rudders. Dick checked the luggage compartment while

Maine into Quebec Province, crossed the St. Laurence River from Mont Joli to Baie-Comeau, up the north shore over some pretty desolate, roadless territory with gas stops at airports like Natashquan and Chevery, intending to land at Blanc Sablon (last stop in Quebec before Labrador), thence by car to attend the Bakeapple Festival in the Labrador Straits. Blanc Sablon was completely fogged in, which sent us scurrying back to the last airport we had passed, to reach it before sundown. That territory is too wild for us to go tootling around in the dark. St. Augustin is a very nice little salmon fishing town with a very nice one-runway airport—just our size. However, the airport was

THE AMELIA EARHART BIRTHPLACE,

BY BETTY HUYLER GILLIES

An important decision for 99s:

At the 1990 Annual Convention in Las Vegas, a motion was made to give the birthplace home of Amelia Earhart to the Atchison Historical Society. The motion was tabled and another motion was made to bring "the disposition of the AE Birthplace House to the floor of the 1991 Convention."

This motion was adopted. Then an amendment was passed which states (as written in the condensed minutes of the 1990 Annual Meeting) "...both the pros and cons regarding the AE Birthplace be presented in part by Betty Gillies in her own words (in the *Ninety-Nine News*)."

The purpose of this article is to follow up on that amendment—after talking with many of you and reflecting on your contrasting views.

I welcome this opportunity to share thoughts about the AE House. Its disposition is a very important decision for members to make because it affects the finances of our growing organization. We need to be as objective as possible in evaluating our priorities. Funds are difficult to obtain and many members' creative energies are divided among family, career, and aviation activities. Following are some facts which I hope will help members make up their own minds about the House before the vote next summer. **BRIEF BACKGROUND:**

In 1984, then president of the Ninety-Nines was contacted by Dr. Eugene J. Bribach regarding the possibility of The Ninety-Nines receiving a gift of \$100,000 in order to buy the Earhart home and make repairs to it. Because of

unusual time constraints at the time of the gift being offered, the International Board of Directors was polled on the telephone: whether or not to acquire the House. The Board was very enthusiastic about receiving \$100,000 in order to buy the Earhart home for \$90,000 and have \$10,000 left for needed repairs. One board member noted that decisions made in haste often prove problematic in the future, but eventually she, too, supported the project. The gift had conditions:

- The Ninety-Nines, Inc., as a non-profit corporation, must use the House as a "museum and honorarium for Amelia Earhart."
- The property shall be administered by the Amelia Earhart Board of Trustees composed of four (4) members of the Ninety-Nines, Inc., and three (3) interested citizens of Atchison. The Board shall determine the standard and use of said property.

- If the Ninety-Nines, Inc. disbands or becomes an organization *for* profit, or considers the sale of the house, then said property shall become the property of the Atchison Historical Society, a non-profit corporation, to carry out the wishes of the donor, Dr. E.J. Bribach.

- The donee (Ninety-Nines, Inc.) will be responsible to retain and maintain insurance on the premises.

The Board felt that having the house would give The Ninety-Nines a lot more stature and provide display space for original photographs and other historical materials. Our directors also thought the house would strengthen our asset base, even though Dr.

Bribach specified we could never sell the house. Further, the Board felt having the AE Birthplace would be inspiring to the membership and tie in well with The International Forest of Friendship. (The Ninety-Nines, Inc., along with the City of Atchison and Kansas State University, is one of 3 sponsors of the Forest.)

Because of the haste involved in accepting the gift, our members never had a chance to discuss this major commitment and vote on it. Yet, with typical good faith, many Ninety-Nines participated in the Sweepstakes and other fund-raising plans for raising money for the house. Some matching funds were also obtained. Many Ninety-Nines feel a deep bond with the AE Birthplace House and feel this way of honoring our first president well worth the financial responsibilities.

On the other hand, there are many members who question the wisdom, even the feasibility of the restoration and maintenance of the House by The Ninety-Nines. They point out that we have made many other commitments in need of completion and further development, for example: THE RESOURCE CENTER at our new building in Oklahoma City. It has archives of photographs, films, videotapes, oral histories, and pilots' memorabilia. These treasures show the achievements of many women in aviation and aerospace. It also has a library of documents and books for use by scholars and media people. Expenditures for the Resource Center have been

THE AMELIA EARHART BIRTHPLACE, BY BETTY HUYLER GILLIES, *continued*

declining and the staff has shrunk. We no longer have an archivist. We must raise more money to finish the second floor on which the materials of the Resource Center will be housed and organized.

Some members are apprehensive about using the AE House as a display place for original photographs and other important historical holdings. The House will not have the dust-free, temperature/humidity-controlled conditions which prevent deterioration of valuable materials. Our Resource Center is designed for such protection. Other members think the AMELIA EARHART MEMORIAL SCHOLARSHIP AND RESEARCH FUNDS need to be expanded. They question the use of funds to restore and maintain the AE House at a time when members need help in their advanced flight training, research, and chapter activities. One former president noted that some chapters are barely holding on—faced with escalating training costs, the meager supply of affordable airplanes, and the oppression of general aviation in our country.

OUR OPTIONS:

(1) **We could keep the House** and continue to raise money for restoration, maintenance, and other expenses—using the time and talents of our members and Board to do so.

(2) **We could let the Atchison Historical Society have the house.** There have been strong signals that they would be delighted to administer and improve it. This group has been excellent in developing a museum which

honors Amelia in her hometown. They have the cooperation, too, of the State of Kansas. The Society has good support and management. It is only recently that officials of that organization became aware of the stipulation in the gift which names the AHS next in line for the house, should we decide not to keep it.

Betty Gillies continued, "The AE Birthplace and the Forest of Friendship tie would be strengthened if the Atchison Historical Society had the house. The two go naturally together in the minds of Atchison residents and visitors as well as the Ninety-Nines. Our members would continue to be recognized and welcome in Atchison, as they are each year in connection with the Forest of Friendship. By agreement, the house could be opened for the viewing of the Ninety-Nines whenever they came to town. Many Ninety-Nines have been made honorary citizens of Atchison.

"If the Atchison Historical Society took over the house, none of the previous Ninety-Nines' financial efforts would have been in vain. The contributions of Ninety-Nines and others would still be reflected in the improved house honoring Amelia. Nothing would be lost. Donors gave for the house, which has its own board. The terms of the gift say we cannot sell the house. Certainly, The Atchison Historical Society also would not let the House be used for anything other than honoring Amelia. Our organization could still have the inspirational and public benefits of

the house. We could continue to help with the project—much as we do with The Forest of Friendship; but as our priorities permit. The main difference would be freedom from ongoing financial responsibilities to restore and maintain the Earhart House.

"Relieved of this burden, we could refocus our energies and fund-raising on the Amelia Earhart Memorial Scholarship Funds and The Resource Center. These projects help members in two significant ways:

(1) Members receive assistance for advanced flight training to gain their rightful place in aviation and aerospace.

(2) Members are recognized through the holdings of the Resource Center which could provide more help to researchers.

"In evaluating the pros and cons of keeping the AE House, we need to keep in mind the needs of our members. What they do—day in and day out in their respective countries—is our true legacy. Having known Amelia, I sincerely believe she would not choose to have the Ninety-Nines take on the responsibility of restoring and maintaining the Earhart home. Amelia believed, first and foremost, in helping women to fly. She wanted their achievements to be recognized so they could have their rightful role in the development of aerospace. Now, keeping the House or not is our choice. We can do a lot, but are we financially able to do everything we've taken on and still keep our high standards? Good luck in your decision."

THE AMELIA EARHART BIRTHPLACE, adapted from an article in *The Kansas City Star* by Brian Burnes



THE AMELIA EARHART BIRTHPLACE.
a scale model created by William Johnson

Brian Burnes, staff writer for *The Kansas City Star*, wrote, "The Enduring Fascination With Amelia." His article affirmed that Atchison and visitors to Earhart's birthplace remain on a first-name basis with Amelia Earhart and enjoy an assumed acquaintance with the historical figure.

He told that Louise Foudray, curator of the Amelia Earhart Birthplace, showed visitors the desk that was Amelia's and the bannister down which a young Amelia and her sister, Muriel, enjoyed sliding. He wrote, "In turn, the children who tour the Earhart home in ever-increasing numbers refer to 'Amelia' without prompting and ask, 'Is this the way it was when Amelia was here?'" Foudray says, "When they find out that the desk in the north parlor was Amelia's, they want to sit by the desk and have their pictures taken."

He stated, "There are two ongoing searches for Amelia Earhart. One is the familiar inquiry into the aviator's unexplained disappearance July 2, 1937 after taking off from Lae, New Guinea. The other search, involving children and adults, is for kinship with the pioneering aviator's pluck.

"That's clear from the biographies that continue to be published, two in the last three years,

and the theatrical productions mounted, such as 'I, Amelia,' and 'Amelia Lives,' which opened recently at the Coterie Theater at Crown Center.

"It's also clear at the Earhart birthplace, where the number of visitors has doubled in the last year. 'The chamber of commerce has told me it's the No. 1 tourist attraction in Atchison,' says Marilyn Buehler, executive director of the birthplace. The regard for Earhart has become part of the city's infrastructure.

"The airport bears her name, as does a high school sports stadium and a stretch of U.S. 73. A statue of the aviator stands in the downtown pedestrian mall, as does a similar figure south of town in a nature preserve called the International Forest of Friendship. The park was developed by Atchison with the Ninety-Nines, Inc., International Organization of Women Pilots, a group of 7,000 women aviators around the world whose first president, in 1929, was Earhart. Each summer ceremonies honoring aviators are held at the forest.

"Muriel Earhart Morrissey, the younger sister of Amelia, lives in Massachusetts and often has returned to Atchison for the ceremonies. This year the events are scheduled June 21-23.

"The Atchison County Historical Society Museum, housed in the city's former Santa Fe freight depot, features Earhart photographs, scrapbooks and personal items, such as a report card and confirmation certificate, which testify to the studious and church-going girl the maverick aviator once was.

"But it is the Earhart birthplace, acquired by the Ninety-Nines in 1984 and opened to the public the next year, that may best suggest the young Amelia Earhart.

"The long bannister stretching from second floor to first would sober the most reckless child, but not, perhaps, a girl who became the first woman to cross the Atlantic by plane, as a passenger, in 1928.

"The door in the east wall of an otherwise routine second-floor bedroom—where Earhart was born in July 1897—opens out to a view of the Missouri River...

"Piloting a plane alone across the Atlantic—which Earhart, in 1932, became the first woman to do—seems almost a logical act for someone familiar with such unlimited horizons.

"The house includes two pieces of furniture that belonged to Amelia, as well as photographs and the swimming suit she wore as a child.

"Guests to the Earhart birthplace are arriving, in a sense, before invitations have been mailed, as the Ninety-Nines have yet to publicize the home in earnest. 'We're very surprised,' says Marie Christensen, president of the International Ninety-Nines. 'We are just getting started, and this is still not a restored home.' But the callers arrive regardless. 'It's fascinating. Never have I been there when there weren't visitors going through,' says Dean W. Graves, a principal with Lund/Balderson, Architects, in Overland Park. Last year Graves headed an architectural and historical study for the Amelia

AMELIA EARHART BIRTHPLACE, *continued*

Earhart Birthplace, as well as the preparation of working drawings for its exterior restoration.

"Restoration plans won't be final until after the organization's international convention this July in Orlando, FL, Christensen says. After the restoration, the Ninety-Nines hope to publicize the home to potential visitors across Kansas and in Kansas City.

"Earhart's brief Kansas City connection is authentic. As a girl, she lived with her parents on Ann Avenue in Kansas City, Kansas.

"But Amelia's father, Edwin S. Earhart, was a railroad lawyer who over the years took jobs in several cities. In 1905, when he left for work in Des Moines, Amelia and her sister, Muriel, returned to live in the Atchison home of Alfred and Amy Otis, the girls' grandparents.

"Later their father returned to Kansas City. A *Kansas City Star* article, published on the eve of Earhart's 1928 flight, names Edwin Earhart as having been a claims agent for Kansas City's Metropolitan Street Railway before leaving the city in the mid-1920s.

"The descendants of Alfred Otis sold the Atchison house in 1919. Part of the sale made the purchase of Earhart's first airplane possible.

"The plan is to restore the birthplace to its appearance during the early 1900s when the young Earhart grew up there. Plans also include turning the home into a museum devoted to the memory of Earhart and other women pilots flying at that time. 'So many of those women's lives are intertwined,' Christensen says.

"Twenty-two of the original 99 of the Ninety-Nines, in fact, are still alive. One of those, Fay Wells, visited the home last week. For students visiting that day, it was possible to gaze at a photograph depicting the original 1929 meeting of the Ninety-Nines in a Long Island hangar—Fay Gillis being the woman in the white jumpsuit on the far right—and then to encounter the actual Fay Gillis Wells. 'Fay shook each of their hands while repeating their names,' Foudray says. 'I think the students felt privileged.'"

An inset stated, "Until Memorial Day, the Amelia Earhart Birthplace, at 223 N. Terrace in Atchison, is open by appointment only. Call 913-367-4217. Admittance is \$1 for adults and 50 cents for children. Between Memorial Day and Labor Day, the home will be open from 9 AM to 4 PM Mondays through Saturdays and 1 to 4 PM on Sundays." 99

INTERIM AMELIA EARHART BIRTHPLACE AD HOC COMMITTEE REPORT, By Pam Mahonchak, Committee Member

The members of the Amelia Earhart Birthplace Ad Hoc Committee have been diligently addressing the potential of the Amelia Earhart Birthplace for the 99s. Members of the committee include: Pam Mahonchak-SW, Carole Sutton-SC, Janet Green-SE, Hilda Devereux-East Canada, Glenn Buffington-Historian/Writer and 99s Resource Center Advisory Board member, and Alexis Ewanchew-BOD Liaison.

The committee's focus has been on how our ownership of the AE

INTERIM AE BIRTHPLACE AD HOC COMMITTEE REPORT

Birthplace serves our stated organizational purpose: "To engage in strictly educational, charitable, and/or scientific activities and purposes, and particularly to promote aeronautical science..." Clearly the house serves no scientific purpose, but does it have educational and charitable value? Yes, for these reasons:

1) As a tourist attraction and historic monument, the Birthplace attracts those interested in information about a known figure in American history. Many people with only a minimal recognition of Amelia Earhart's name come away from the house with increased knowledge of her life and accomplishments. History is important to our youngest members.

2) Although it is apparently not being used in such a manner at this time, the Birthplace could become a focal point for charitable causes in the greater Kansas City area. With suitable repairs and the renovation of a "meeting space" in the house, it could be made available for special tours, meetings and group activities which could benefit other charitable organizations' causes. No, these would not benefit the 99s financially, but the purpose of charitable activities is not to reap financial benefit for ourselves, is it?

The concerns of some 99s members seem to focus on whether the operation of the Birthplace and expenditure of members' monies for that operation are consistent with our organization's goals. Since it promotes knowledge about a

INTERIM AMELIA EARHART BIRTHPLACE AD HOC COMMITTEE: REPORT, *continued*

member of the aviation community and about our group itself, it seems that our operation of the house **does** fit the bill as an "educational activity." No, we are **not** historians, but we are promoting interest in aviation by maintaining the home and making it available for public inspection.

One Section seems to be concerned about having the Birthplace "removed from day-to-day 99s issues." The **organization** owns and operates the house, and so the house is an integral part of the organization! Some disagreement is seen with their desire to "offer an optional check-off for donations to the AE House...(to) bring in funds from the AE House's ardent supporters." This is an attempt to further fragment our already fragile unity, and **must not** be considered as a viable option for the funding of the Birthplace. We either keep the house or we give it away, but we do it **together**.

Betty Gillies believes that Amelia Earhart would not support our ownership of the house for a myriad of reasons. As well-intentioned as Betty's comments may be, Amelia's inferred feelings on the subject are irrelevant and emotionally unnecessary. Amelia didn't know that her life and mysterious death would render her an historic personage, so she couldn't have known that any part of her life would become a valuable artifact. The only relevant feelings on the future disposition of the Birthplace are those of the **current** 99s membership and we should decide its fate on the basis of fact, not emotion.

To address a couple of points that Betty Gillies states:

1) "There have been strong signals that they (the Atchison Historical Society) would be delighted to administer and improve it."

Per a February 25, 1991 letter from Father Angelus Lingenfelter OSB, President of the AHS, we quote, "Again we wish to inform the 99s of the best wishes in the restoration and operation of the AE Home. However, if for any reason, the 99s were to abandon ownership of the house, the AHS would be interested in abiding by the terms of the 'agreement of gift' provision. The Society is fully supportive of your efforts to restore the Amelia Earhart Birthplace and moving ahead with restoration plans."

2) Betty's generalized contention that, by maintaining the Birthplace, we are depriving the Resource Center and the AEMSF.

From the operating statements, it is obvious the Birthplace is self-sustaining, and its operation does not impact on either of these other entities in any way. Yes, by entering into fund-raising again for the Birthplace, we might impact them—but, let's not solicit just our own members! We would focus on obtaining grants and/or matching grants. Grants require a "good faith statement" from the membership by providing funds for the house in our budget.

3) "They (other members) question the use of funds to restore and maintain the AE House at a time when members need help in their advanced flight training, research, and chapter activities."

WHOA!!! Hold on a minute ladies! The 99s is a non-profit organization, designed "to engage in strictly educational, charitable, and/or scientific activities and purposes..." It's important that we help others, but are we just in existence to raise money to help OURSELVES? If we believed that, we'd turn in our membership cards right *now*—and so, we believe would most members!

In the final report, ideas for the Birthplace will center on its importance not just to the aviation public, but to all Americans. Amelia Earhart was and continues to be a symbol for all that women have achieved in the 20th Century, and we envision the Birthplace as a center to celebrate the achievements of AE and all other women like her. For funding, we must look to ourselves and other aviation groups, certainly, but also to foundations, women's groups, historical organizations, and the local, state and federal governments. Emphasis on AE's exceptional accomplishments as a **WOMAN**—rather than *just* a pilot, should be the key in appealing to these groups. Renewed emphasis should be placed on the sale of the honorary deeds and the AE coin/medal for maintenance dollars for the house, also.

An exhibit space in the Birthplace and a meeting/social area should be considered. Renting these areas for group functions—meetings, weddings, receptions, corporate parties—can be valuable in additional fund-raising. Also, although we can appreciate

AD HOC COMMITTEE ON AE BIRTHPLACE, *continued*

Betty's desire to provide maximum protection for the artifacts, by locking them away in the Resource Center, she's missing a key point in our collection—sharing the stories of these objects and the women who made them significant! Let's face it—the Resource Center was designed, in Betty's own words, "to provide more help to researchers." But the Birthplace can become our "public face"—a lovely Victorian home showcasing the lives and accomplishments of not only Amelia Earhart, but of all "pioneering women" who blazed the trails on which all 99s...and all women...travel so successfully today!



A NINETY-NINE—2004???

The delightful child below, Alyssa Marie Gardner of De Ruyter, New York, is the lucky girl who received her own airplane (sans functioning engine) as a gift. The wooden craft was carefully built by Alyssa's doting grand-

father, Eddie Rowe, holder of OX5 membership #10153. Note that on the fuselage is painted: Pilot: Alyssa Gardner and Crew Chief: Grandpa Eddie. May Alyssa enjoy many an hour of "flying" pleasure.



UPS SERVICE GRANT TO BE AWARDED ON AN ANNUAL BASIS

On Friday night, April 19, 1991, after the Spring Meeting of the Board of Directors was adjourned for the day, the Ninety-Nines hosted a lovely reception at our headquarters in honor of UPS. It was in appreciation of their generous grant which, we were thrilled to hear, will be given to us on an *annual* basis. The check was officially presented to President Marie Christensen. Attending the reception with the Board, Governors Advisory Council, and Headquarters Staff were representatives from the FAA, the OKC Air Space Museum, the OKC Foundation, AOPA, airport personnel, and others.



REPORT, SPRING MEETING —BOARD OF DIRECTORS

by Diane Cozzi, Director

President Marie Christensen called to order a meeting of the Board of Directors at 12:30 PM on Thursday, April 18, 1991. Nine Section Governors, including the two Canadian Governors, were in attendance, representing the Governors Advisory Council.

The 3 1/2 day "marathon" meeting covered numerous topics, including a review of 70+ proposed by-law revisions, all of which will be presented at the business meeting in Orlando for the membership to vote on. The proposed revisions included those submitted by the Ad Hoc Elections/Nominations Committee, set up last fall and chaired by Bonnie Gann. Director Joyce Wells is the Board Liaison to this committee.

Reports were also submitted by the other Ad Hoc Committees formed last fall. These included the Conventions Committee report presented by Director/Chairman Diane Cozzi, the Forest of Friendship Committee report presented by Director/Chairman Mary Lou Waite, the A.E. Birthplace Committee report presented by Director/Chairman Alexis Ewanchew, the Advertising Committee report presented by Secretary/Chairman Lu Hollander, and the Product Sales and Logo Committees' reports presented by Vice President/Chairman Pat Forbes. The work of the committees is ongoing.

The Nominating Committee submitted the names of four members who will be running for Directors positions at our International Convention this summer. They are Doris Abbate, Alexis

Ewanchew, Jaye Howes and Lee Orr.

Director Ewanchew reported on the Award of Merit Recognition Program. Five persons have been chosen for the honor this year. They will be announced in Orlando and presented with their awards at the convention banquet.

General Counsel, Sylvia Paoli, reported on the status of several items which involve legal considerations. Much effort is especially going into preserving our valued 501(c)3 standing. In addition, Operation Skywatch has evoked quite an enthusiastic response, and Paoli is working on formulating agreements to protect the chapters that would like to get involved in this program.

The Board unanimously approved the A.E. Scholarship Committee's selection of Charlene Falkenberg as a Permanent Trustee of the Amelia Earhart Scholarship Fund. Falkenberg will take over for Thon Griffith who recently announced her decision to resign. Thon has worked enthusiastically for the Ninety-Nines for almost 30 years, which as she has said has "enriched (her) life immeasurably." The Board joins the Committee in saying she will be sorely missed and we wish her well.

Treasurer Louise White presented a proposed budget for 1991-1992. It was discussed at length and will be recommended to the membership to be voted on at convention. As was requested last year, a copy of the proposed budget, along with an explanation of each line item, will be sent to all chapter chairmen for review prior to convention.

A resolution was made by the Board to set up a standing committee for the 21st Century Fund. After reviewing the purpose and goals of the fund, the Board discussed desirable criteria for committee members. A committee of seven, to include four Ninety-Nines and three non-members, with managerial, fund-raising, investment and legal skills represented, will be sought.

Upon recommendation by parliamentary and legal sources, the Board also resolved to set up a Grievance Committee and chain-of-command procedure for all members. Details, including the availability of outside arbitration if necessary, are being formulated, and will be presented to the membership at convention.

Convention Coordinator, Pat Mlady, brought us up to date on plans for the Orlando convention, which promises to be one of our most exciting ever. Traditional favorites, like the Amelia Earhart Scholarship Luncheon, along with a variety of speakers, seminars, and optional events, represent something of interest for everyone. The entire Board and Governors' Council wish to encourage all members to attend.

The Spring Board of Directors meeting was adjourned at noon on Sunday, April 21, 1991.



CALENDAR

JUNE 1991

- 8 **South Jersey Regional Airport**
Garden State "300" Proficiency Contest (rain date June 9). Contact: Julie Collinge, Garden State Chapter.
- 14-17 **Grand Cayman Island** **Contact: Winston Hendriks**
FLY-IN SAFETY SEMINAR AND SYMPOSIUM, BACK TO BASICS II.
Seminars—FAA, AOPA, Air Safety Foundation, Participation by the Private Sector.
Air Show/Static Display—Personally meet airshow pilots/crews; British Royal Air Force Harriers, Tornado GR Aircraft, U.S. Military A/C: F-16, F-15E, A-10; Tour British Royal Navy Warship. Participate in the Queen's Birthday Festivities. For Reservations and Information, Call: 1-800-327-8777 or 1-800-GCAYMAN.
- 14-16 **Piseco Airport** **Speculator Seaplane Seminar**
Contact: Harriet Bregman, NY Capitol Chapter.
- 21-23 **Weld County Arpt/Greeley, CO** **Rocky Mt. Regional Fly-In**
- 25-28 **Laughlin, NV** **Sam's Town Gold River**
Air Race Classic. Race route: 2723.7 statute miles via Utah, Wyoming, South Dakota, Minnesota, Wisconsin, Iowa, Arkansas, to Alabama. Entries open Jan. 23 and close April 16. Contact Air Race Classic Ltd., International Airport, 318 International Drive, Corpus Christi, TX 78406-1801; 512-289-1101

JULY 1991

- 10-14 **Orlando, FL** **International Convention, 99s**

AUGUST 1991

- 16-17 **OKIE DERBY** **13th Annual**
- 21-25 **Nantucket Island, MA** **Harbour House Resort**
Lawyer-Pilots Bar Association Meeting. Contact David Prewitt at 215-751-0500.

SEPTEMBER 1991

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

OCTOBER 1991

- 11-12 **Kachina Doll Air Rally** **Falcon Field, AZ**
The 24th Annual Kachina Doll Air Rally sponsored by the Phoenix Chapter of the 99s is a proficiency rally with scoring based on navigational skills, estimate of fuel and time, and spot landing. For an entry kit, send \$5.00 to: KDAR, c/o Elaine Ralls, 2539 N. 35th Avenue, Suite #10, Phoenix, AZ 85009. Information: 870-0208 or 973-1181.

99

NOTAM

To all Ninety-Nines, a call for scrapbook material. Even though the 99s have subscribed to a clipping service, we all have a job to do. The service does not cover all cities and towns. Please send two copies of each item for two international scrapbooks, one for headquarters and one for our president. Future members will appreciate the history found in the scrapbooks, and you want to be represented, don't you? Be sure the source and the date are on the clippings and name the event, place, date, and persons in pictures. When you send one copy to your chapter and one to your section, don't forget to send two copies to: Dorothea Hendricks, 409 Laurel St., Pendleton, IN 46064.

A BOOK REVIEW,

***For God, Country and the Thrill of It*, by Anne Noggle. Reviewed by Pat Pateman and Kim Krampitz**

From *MINERVA*, the Quarterly Report on Women in the Military, Vol VIII, Lt. Col. (USAF Ret.) Pat Pateman's review of the book, *For God, Country and the Thrill of It*, by Anne Noggle and published by the Texas A & M University Press, College Station, TX.

Pat wrote, "It's much more than a coffee table book, much more. The cover, an intriguing color photo of Joan McKesson, a past president of the Women Airforce Service Pilots (WASP), leads you on to the names of the 38 WASP who lost their lives flying for the Army Air Forces (AAF) in World War II and to whom the book is dedicated. And rightly so.

"The introduction written by Dora Dougherty Strother reflects her definitive knowledge of WASP history which she covers from Jackie Cochran's call to women pilots in the fall of 1942 to the end of the program in December 1944. It is a concise and thoroughly complete report on the unique experiment attempted by a nation hard up for pilots in the heat of a world war. Dora, the first woman pilot to check out in the B-29 superfortress, relates the activities of the WASP in a low key manner. Not surprising when one realizes that this group of women pilots flew every type of aircraft in the wartime inventory with hardly a complaint and then waited 33 years to redress their grievance on being dismissed by the AAF as a surplus. And just because they were women.

"Separating Dora's cogent

continued on Page 16

BUSINESS MEETINGS and EVENTS CALENDAR

DATE: 1991	SECTION/EVENT:	LOCATION:	CONTACT:
06 21-23	Forest/Friendship	Atchison KS	Fay Wells
06 20-23	COPA Canadian	Edmonton Canada	Mary Oswald
07 26 to 08 2	EAA Convention	Oshkosh WI	Norma Freier
08 22-25	Northwest	Bozeman MT	Gwen Vaseden
09 4	North Central	Chicago IL	Dodie Jewett
09 12-15	South Central	Paris TX	Pat Ward
9 21-22	Western Canada	Calgary Canada	Mary Oswald
09 27-29	Southwest	Lake Tahoe	Lois Erickson
Fall	No Central	Chicago Area Chapter	Dodie Jewett
10 5-6	NY-NJ	Long Island NY	Shirley Ludington
1992			
03	Australia and New Zealand	Christchurch NZ	Pam Collins
04 24-26	South Central	Dallas TX	Pat Ward
Spring	Southwest	Palm Springs CA	Lois Erickson
Spring	No Central	Gr Cincinatti Chapter	
07 8-12	99 Convention	Kansas City KS	Pat Mlady
08 29	Northwest	Alaska	Cleo Webb
10 1-4	SW & SC Joint	Albuquerque NM	L. Erickson/P. Ward
Fall	No Central	Greater Detroit Chapter	

NOTE: 99 members are welcome to attend all business meetings for which there are no registration fees.

Elect

DORIS ABBATE



DIRECTOR



*"Address issues
Activate talents
Appreciate efforts"*

— DORIS ABBATE

Democracy with decorum

Activates non-USA constituents

Sensitive to individual 99s

Concerned, accountable, impartial

Commitment to 99s and Directorship

Long Island Chapter, New York-New Jersey Section enthusiastically endorses Charter Member Doris Abbate. Doris is for the organization, not herself. We feel confident that the majority of members will believe as we do. Doris has the extraordinary ability to lead us toward our continued worldwide growth.

International: 1988-1990 Secretary, Date Coordinator * Standing Rules Chair * Nominating Committee * Initiator International Section Meetings
Read & Condense Minutes Chair * USPFT National Coordinator/Council * WPFC World Precision Flight Championships Steward * USPFT Finalist
Honoree Forest of Friendship * Life Member joined 1961 * Corp. Experience * Comm/Inst ASEL
NY-NJ Section: Governor * Vice Governor * Secretary * Treasurer * Revise Bylaws Chair * AE Scholarship Chair
Member of National Association of Parliamentarians (NAP) * American Institute of Parliamentarians (AIP)

CFI OF THE YEAR—Sandra Provenzano

According to the *Flight Instructors' Safety Report*, the newsletter of the AOPA Safety Foundation, and reprinted originally from the *FAAviation News*, the Flight Instructor of the Year Award was given in 1990 to Sandra Provenzano of Houston, TX. Congratulations to pilot Provenzano.

The article stated, "Sandra Provenzano comes by her love of aviation honestly—her father was a pilot. She started her aviation career in 1968 at a fixed base operation. However, she soon outgrew her administrative posi-

FAA's safety programs for many years and was awarded FAA Accident Prevention Counselor of the Year.

"During her 18-year flight instructor career, Provenzano has made many significant contributions to aviation in the Houston area. She originated the idea for the Greater Houston Association of Flight Instructors and has served both as its past president and in other positions. Next year, she will once again serve as the president of the association which is dedicated to increasing the professionalism of its members

"As a dedicated teacher interested in aviation safety, she tries to make difficult or complex aviation material enjoyable when she teaches. She theorizes that if it is enjoyable students are going to remember it."

tion as she progressed in her flight training and eventually served as Chief Flight Instructor and Chief Pilot for the same FBO. To more effectively develop the scope of her interests in aviation safety, education, and flight training, Ms. Provenzano formed her own company, Aviation Training Consultants, Inc., in 1983.

"As an airline transport certificated pilot, Gold Seal flight instructor, ground instructor, FAA written test examiner and FAA pilot examiner with more than 7,000 flight hours including more than 3,800 instructional hours, her advice and counsel is sought by many aviation groups. She is often invited to be a guest speaker and recently formed an aviation speakers bureau to help fill the need for more aviation speakers in the Houston area.

"Ms. Provenzano has supported the aviation industry's and the

and promoting general aviation in the Houston area. She is also actively involved with the recertification of the association's flight instructors.

"Her community involvement includes being the assistant chief flight instructor for a company that works with the San Jacinto Community College Pilot Development Program. The program trains aspiring pilots with no flight experience to a level that can qualify them as copilots in a commuter operation.

"As a dedicated teacher interested in aviation safety, she tries to make difficult or complex aviation material enjoyable when she teaches. She theorizes that if it is enjoyable students are going to remember it. In this case, they remember her and she deservingly won the 1990 CFI of the Year Award."

BOOK REVIEW *continued*

history from Ann Noggle's reminiscences of her service in the WASP are 38 pages of classic pictures of women pilots taken between 1942-1944. The photos, all uncaptioned, depict the WASP as they were, on and off duty.

"Noggle's story is followed by photos taken of sixty-four WASP at the 1986 reunion at Sweetwater, TX. To the last, these portraits, individually serious, laughable, sometimes bizarre, reflect Anne Noggle's deep and continuing interest in the natural process of aging, especially as it relates to women. In her previous book of photography, *Silver Lining*, Noggle presented family and friends facing the reality of aging. The full length photos in *For God, Country, and the Thrill of It* suggest that being a WASP could have been incidental to the purpose of this volume. Yet, no one can miss the glint in the eyes and the feisty stance on the women as they appear today. Despite the passage of time, these WASP still possess the 'right stuff.' And why not? After all, Jackie Cochran hand-picked these gals from out of the 30,000 young women who applied for the program during the war.

"This is a wonderful read, not just for the WASP and aviation buffs. It stands as a monument to all liberated women of the 1940's who took part in the fray at the height of the war.

"As for the WASP collectively, the photo album will no doubt produce a lively reaction from both WASP and friends alike."

Also from *MINERVA*, Kim Krampitz reviewed Noggle's *For*

BOOK REVIEW *continued*

God, Country and the Thrill of It. She wrote, "...don't expect to do a lot of reading—the heart and soul of this book are the photographs. Noggle's thirty-nine historic photos are well-chosen, reflecting the youth and hopefulness of the WASP. Laughing, the women pose in oversized flying clothes; clad in winter flying gear they doze in the sun awaiting their chance to fly. They throw coins into a wishing well, for luck before a checkride. Two women fly a B-29 called 'Ladybird' with a picture of Fifinella stencilled on the side. Most of all, they are flying, and loving it.

"Noggle took the final set of photos at a 1986 WASP reunion in Sweetwater, Texas, forty years after the end of World War II. The pride of accomplishment is visible in every face. Whether clothed in uniforms or comfortable in civvies, these women face the camera with dignity, knowing they've done something few women anywhere can claim. This fact has shaped their lives. Through her photos, Noggle says, 'We may not be young any longer, but we are very much alive.'" 99



WASP, WWII. Avenger Field, Sweetwater, Texas—a Memorial. If you are interested in contributing to the fund that will create the monument, send a tax deductible gift to: WASP WWII Historic Monument, P.O. Box 1148, Sweetwater, TX 79556.

Artist's conception: P. Swain Lewis

NEW HORIZONS**NETA SNOOK SOUTHERN**

Aviation pioneer Neta Snook Southern, who helped teach Amelia Earhart to fly, has died in Los Gatos, CA, at the age of 95. Mrs. Southern had operated Kinner Field in Los Angeles in 1920. "A year later, she began teaching Earhart to fly," said her son, Curtiss Southern. She also tested planes at Kinner, including an Airster that Earhart wrecked. "They were girls about the same age and family background, both from the Midwest," said Curtiss Southern, who added that his mother gave up flying with his birth in 1922. "She always said if she had a healthy baby, she would quit flying. Most of her friends had been killed. She thought her luck eventually would run out." In addition to her son, Mrs. Southern's survivors include a sister, two grandchildren, nine great-grandchildren, and a great-great-grandchild.

Photo, 1984, by Verna West.

**SHIRLEY SMITH 1936-1990**

There are many different reasons that attract a woman to flying. Shirley's primary interest in flying was sparked in 1966 when her boys started flying with their dad. A family person, Shirley decided to fly, too.

Her husband, Clay, and their boys were flying from a local strip in Athens, Alabama. The field now houses the Athens High School athletic stadium. Shirley soloed in a J-5 Cub and was licensed in 1968, taking her checkride in a Maule. She is undoubtedly one of the few women pilots to have obtained a private ticket with a STOL high-performance airplane.

Shirley and Clay lived in many different areas of the country—New Jersey, Oklahoma, Bowling Green and Madisonville, KY, and Mobile, AL—prior to settling in Athens. It was in Athens that their ultimate dream developed—managing an airport. In January of 1988, Shirley and Clay took over the management of Pryor Field.

Shirley flew actively in her Warrior and Arrow as well as other single-engine airplanes. She logged 1400 to 1500 hours. An active member of the ALABAMA NINETY-NINES, she also participated in the CAF and the EAA.

Shirley will be truly missed, but now she has obtained the greatest wings of all.

*Submitted by Sandy Reeves, Alabama
Chapter Ninety-Nines.*



continued on P. 26

COMMUNICATIONS IS THE KEY, by Barbara Meredith—from *Canadian Flight*

Organizations communicate in a variety of ways and, without an effective means of communication, an organization loses its ability to function effectively as a unit. However, the communications effort does not necessarily have to be a large-scale operation; the required level of communication will vary from member to member. How a group communi-

FIRE—AERIAL SURVEY



cates, why and with whom, tells a great deal about the nature of an organization.

On the basic level, members of the Ninety-Nines communicate with their organization through an exchange. The members pay dues and in return receive a newsmagazine, a membership roster and a membership pin. For many this is not enough involvement; for others it is quite adequate. Some members are happy to know they are part of an international organization and have the option to participate more actively if they so desire; others want to participate fully in meetings and organized events on a year-round basis.

The Ninety-Nines is set up to operate on three distinct levels: the local chapter; the section, consisting of several chapters; and the international body which comprises all the sections. On each level there are four officers, including a secretary and treasurer. At the chapter level there is

a chairman and vice-chairman; at the section level a governor and vice-governor; and at the international level there is a president and vice president along with a board of directors.

All of the foregoing positions are elective and the usual term of office is two years. It is a general rule that a person will not fill a particular office for consecutive

FLOOD—AERIAL SURVEY



terms, a provision that ensures that one person does not get "stuck" in a specific job and that there are openings for new people to come in with new ideas. It will be seen that this whole structure is part of the communications network of the Ninety-Nines organization.

The elected officers have the duty of running the organization and are responsible to the members. It is therefore essential that they communicate with the members in a variety of ways. At all three levels there are regular meetings. Chapters usually meet once a month and sections twice a year. There are regular board meetings at the international level plus a prestigious international gathering of all members hosted by a different country each year. At all levels, members exchange ideas, socialize and plan events. Often members from other parts of the organization attend these meetings as guests, speakers or to provide "technical" assistance. For example, at the U.S. Northwest

Section meeting in August, 1990, the local American members were joined by members from Canada and Australia. Canadians were speakers at two events and a member from the New York-New Jersey Section served as parliamentarian.

Many chapters and sections also produce their own newsletters which facilitate communication

FERRY MEDICAL SUPPLIES



between meetings and provide a forum for information not exchanged at meetings. International Headquarters in Oklahoma City publishes a magazine which goes to all members. As well, information is exchanged by means of letters and notices circulated among the various levels of the organization. We also endeavor to have articles published in other aviation and non-aviation journals to familiarize non-members with the 99s.

Ninety-Nines communicate with non-members, both pilots and non-pilots, through a variety of programs and public events. Programs designed for pilots include such activities as safety and proficiency seminars, both designed to encourage safe flying. Information booths are set up and presentations made at airshows and other aviation events which familiarize pilots and non-pilots alike with the work of our organization. Some chapters hold "Flying Companion" Seminars

Communications, continued

Photos courtesy of Verna West

designed to teach the non-pilot about flying. The result is a more knowledgeable passenger who can be more helpful to the pilot.

The Chicago Area Chapter has developed a program called Air Bears which teaches children about flying. Canadian Ninety-Nines present awards at Science Fairs in connection with aviation-related projects. New programs

FLYING COMPANION SEM



are continually being developed and to encourage broader participation, the international body presents yearly awards for the best projects which are submitted for consideration.

In summary, Ninety-Nines communicate with members, pilots and those members of the public-at-large who have contact with aviation. The objective is to promote women in aviation and to provide safety education for all members of the flying public. We facilitate these goals by exchanging information within the organization through meetings, newsletters and shared activities. We attend aviation events and provide programs for pilots and non-pilots alike, beginning with school children of all age groups. Through these activities we hope to enhance our public profile and, ultimately, increase our membership.

Ninety-Nines also have a lot of fun and learn a lot from each other. We give support to our members

by encouraging aviation careers, flight proficiency and currency—but we also realize that all members have something to offer even if they are not flying regularly or are not interested in an aviation career. All members participate by paying dues, attending meetings or helping to organize special events. They are therefore a part of an international communications network that

SCOUTS AIRPORT TOUR



began when the organization was founded in 1929.

All Ninety-Nines share a history of aviation involvement going back over 60 years. The communication began with a group of women who shared a love of flying and who gathered to support each other and, in fact, all women who had a desire to fly. That communication continues today and is one of the primary reasons for the ongoing success of the Ninety-Nines. 99



TV HELICOPTER, Sausalito

AIR EDUCATION FOR YOUTH



USPFT HELICOPTER, TO PLACE NAV TARGETS.

Below: X-Wind Landing, Crop Duster, Twin, and Floatplane.



PERSPECTIVE**Governors' Advisory Council**

by Pat Ward, (SCS Governor) Correspondent

Ninety-Nines of the '90s enjoy privileges of advanced education and increased independence in both our professional and person lives. We are more aware of finances and management. We are intricately involved in the work place and in our communities. Employing technological advances of mobility and communications, we contribute our expertise and experience to fulfill our objective of engaging in meaningful and productive community service. The Ninety-Nines is our "volun-

corporate or parliamentary law.

To debate the question of when, how, why, and, inevitably, under whose administration our policies evolved to the current operation of The Ninety-Nines is an exercise in futility. Neither can we know with any finality agreeable to all, the goals for the organization of the colorful and unique individuals who have emerged from our membership over the years to bring their distinct styles of leadership to our corporate offices. They are joined by hundreds—

The Council is engaged in a lateral exchange of information regarding the interests and concerns of our members and to encourage member participation in this evaluative process. We have established a meaningful relationship with the Board and are in a position to offer advice based on the suggestions and recommendations from our Sections. All revisions ultimately adopted by the members will be the result of many months—perhaps years—of consideration.

"The Council is engaged in a lateral exchange of information regarding the interests and concerns of our members and to encourage member participation in this evaluative process. We have established a meaningful relationship with the Board and are in a position to offer advice based on the suggestions and recommendations from our Sections."

teer activity of choice."

After more than 60 years, it is appropriate that Ninety-Nines engage in critical self-analysis of who and what we are; to reevaluate the efficiency of our operating policies and governing documents. Evaluation inspires change and, inevitably, a passionate cacophony of opinions of almost crusade proportion amidst our diverse perceptions of and commitment to our organization.

While change is exciting and challenging, it is inherently met with a measure of fear, resistance and, sometimes, frenetic interpretation of the current language of intent in our By-Laws and operational documents. Those documents, rules and procedures span six decades and reflect the ever changing social, economic, and technological advances of world history. They have been developed by volunteers who were, admittedly, not always versed in

now thousands—more 99s who devotedly contribute their talents, creativity and personal funds to carry out the real purposes and philosophy of our organization in local communities around the world. They do so without the recognition of title or position.

Solidly instituted through the wisdom of those members and elected volunteer administrators, our documents provide both the protocols and processes to approach progressive and timely changes in our organization—an orderly system for debate and critical evaluation of all phases of our operation. To facilitate that process, the Governors' Advisory Council was approved by the delegates at our 1990 Annual Meeting to enhance input and communication between our Section members and the International Board of Directors who are vested with the responsibility of managing our corporation.

Ninety-Nines are fiercely protective of our image of dignity and prestige in the world of aviation. We invest ourselves with tenacious devotion to this organization whose principles we believe in and endorse. We are equally dedicated to each other, an honorable bastion of support from within—a dynamic network of nearly 7000 leaders, each one as capable as the one next to her.

This is a stimulating time in our historical organization, and will reflect the integrity, dedication and perseverance of the total membership to bring our organization into the contemporary world of aviation. It won't happen overnight. It may not be completed to the total satisfaction of all members this year or next year. With cooperation and the dignity of good will, orderly process is effective and the results will be positive and productive. 99

ARE YOUR FLY-BYS LEGAL?**by Karen Maish, Arizona Sundance 99s**

In March we conducted our Eighth Annual Shamrock Air Derby. We received many complaints from citizens of low flying aircraft as did the FAA and local police departments. When we got a call from the FAA, we braced ourselves for the worst. But what a surprise!

The FAA offered to meet with us and discuss the problem. In return for our cooperative efforts and out of a respect for the good reputation of the Ninety-Nines, the FAA worked WITH us and not against us. With the help of the FAA, we now understand the FARs and have devised a plan to be sure that all future Shamrocks comply.

We found the FAA attempting to "educate, not violate." This is evidence of a change of attitude within the FAA which seems to have started at the top and is now working its way down to the local offices. The next time you encounter the FAA, consider that this may be the beginning of a new era of mutual respect and cooperation with the FAA. We hope any encounter you might have can be as constructive and helpful as ours has been.

IF YOU FLY IN OR PLAN EVENTS WHICH INCLUDE FLYBYS, CHECK YOUR UNDERSTANDING OF THE FARs BY THIS QUIZ:

1. Is it legal to conduct a flyby on or near an airport at 500 feet AGL?
2. Is it legal to do a 100 foot flyby in a sparsely populated area?
3. If a checkpoint was at 1500 ft MSL, near a 200 foot tower, is it legal to flyby at 2600 ft MSL (1100 AGL)?

THE ANSWERS ARE FOUND IN FAR 91.119. LET'S CHECK ON HOW WELL YOU DID.

1. **NO.** In general terms, it is **ILLEGAL** to conduct a flyby at an airport at 500'. Except for the purposes of take off and landing, which a flyby is neither, minimum safe altitudes are 1000' AGL over congested areas and 500' AGL over most other areas. Therefore, a 500' flyby, even one arranged with the FBO, is forbidden.

2. **YES.** In sparsely populated areas or over open water, you may operate your aircraft at low altitudes providing you:

a) maintain an altitude sufficient to pose no undue hazard to persons or property on the surface in case of engine failure and b) come no closer than 500' horizontally to any person, vessel, vehicle or structure.

3. **NO.** Although the general rule is 1000' AGL over congested or 500' over most non-congested areas, and the 2600' MSL here meets that rule, you must fly 1000' above the obstacle, in this case, the tower—a minimum of 2700' MSL.

If your event needs or wants to fly lower, the FAA has form 7711-2, Application for Certificate of Waiver of Authorization, the completion of which requests a one-time permission for non-standard flybys. Filed at least 45 days prior to your event, the FAA may approve, may occasionally deny your request, or may begin a dialogue with event organizers. During discussion, the FAA may make suggestions for improvement toward enhancing safety. Once approved, the waiver gives permission for your flybys.

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THE WOMEN OF SUN 'N FUN 1991—A PHOTO ESSAY

By Ann Cooper

It seems fair to say that women were primarily the "spouses" at most gatherings of those involved with the EAA, the Experimental Aircraft Association, in the past.



Above: Lockheed 12A, waiting for the Sunset. Owned/flown by Steve and Suzanne Asbury-Oliver, this plane starred in *The Amelia Earhart Story*. Below: Steve and Suz at controls and chart. When not in this twin, Suzanne, right, is the Pepsi Skywriter.



But, times have changed! Many women are taking to the center stage of the events that are designed for the various sections of the enormous aviation organization (homebuilt aircraft, warbird, antique and classic, ultralight, rotorcraft, aerobatics) and were quite prevalent at Lakeland, Florida's Sun 'n Fun Convention in April. Let me introduce you to a talented sampling.

By far the most outstanding, to this writer, was the return to the wing of the **Grande Dame of Wingwalking**, **Jessie Woods**, (to right). You can see that on the cover of this issue of the *Ninety-Nine News* and read about it in another article. But, it bears repeating when a spirited octoge-

narian takes to the air—inside or outside of the cockpit. More power to your joie de vivre, Jessie! A photograph in this article, shows Suzanne Asbury-



Jessie Woods, barefoot on the wing, after a hiatus of 53 years. Steve Oliver coaxed her into a practice trip around the Lakeland Airport on Thursday evening and a few more circuits for the media cameras on Friday. She puts the sun and fun into Sun 'n Fun!



Oliver balancing the Standard with Jessie and, on the wing of Gene Littlefield's red and white Stearman, Jessie is joined by a bevy of other wingwalkers: Myrt Strong, Judy Cole, and Cheryl Rae Littlefield. (Did you all get to see the shirt that Cheryl Rae used to wear? It had the answers to the questions most asked of her listed one after another. From her shoulders to her belt you could read, "Yes, it's windy. Yes, I trust my pilot. Yes, my mother knows that I do this. No, I'm not crazy, and so forth." Evidently Cheryl wore that shirt to threads. It was a clever idea.)



L to r: Myrt Strong, Jessie Woods, Judy Cole and Cheryl Rae Littlefield.

To those interested in women in aviation history, **Arlene Beard** attended Sun 'n Fun and brought more than just dry history. She is a delightful aspiring pilot, training toward soloing **HER MOTHER'S BIPLANE!** Arlene is the daughter of Melba Beard who learned to fly with the famous Milo Burcham and soloed (all 95 pounds of her) in an International. When Melba went to take her commercial flight

test, she was told, "I won't give you the test. Women have no place in aviation." Undaunted, she returned the next day and demanded that she be tested. Melba was still flying in her seventies. She had owned several Bird aircraft and now Arlene is the lucky owner of her mother's Kinner-powered Bird.

Arlene explained, "I always thought that my father was the famous one. He was Charles A. Beard, the writer and historian who headed the history department at Columbia University and who published the *History of Civilization*. Now, as I get a chance to meet those who knew of my mother, I am astounded at her fame and popularity among pilots. I told my mother that I was going to learn to fly her Bird, but she didn't live to see me fly it."

The photograph of Arlene, (below) dressed in her mother's goggles, scarf and helmet and standing alongside her mother's own biplane, was taken on the set of the Walt Disney movie, *The Rocketeer*, in which her mother's Bird is featured.



Linda Meyers and her CAP 231. She's looking toward world competition in France in '92.

On the aerobatic side of the field, three lovely women were among those who entertained the fans:

Patti Wagstaff, Montaine Mallet and Linda Meyers.

Patti Wagstaff put her Extra 260 through its usual faultless display of precision aerobatics. She further distinguished herself the morning of the media breakfast which had a M.A.S.H. theme. How many can boast of having been served eggs and bacon by Patti, alias *Hot Lips Houlihan*? **Linda Meyers** strapped on a Cap 231. Cap 10 pilots, Montaine and Daniel Heligoin were intrigued to

watch her performance, as they have the dealership for Mudry Avions, builders of Cap aircraft. A marvelous pilot, when Linda isn't wringing IAC precision aerobatics out of her French-built craft, she manages the Kermit



Bill "Hawkeye Pierce" Eickoff and Patti "Hot Lips Houlihan" Wagstaff sling hash. Below, Patti taxis to parking after an incredible aerobatic display.



Weeks Museum at Tamiami Airport, FL. In the *Weeks Special*, she qualified in 1981 for the U.S. Aerobatic Team. In the same craft, she attended the World Contest in Austria in 1982 and, in 1984, in Hungary at which she claimed top prize. Linda said, "I won the Gold on my 30th birthday."

Two years later, Linda flew the *Abernathy Streaker* to another Gold, this time at the World Contest in England. In 1988, the same craft under Linda's control, took the Gold medal in Canada. In 1990, she was second in the world in Switzerland and she has also flown in Australia, South Africa, Germany, Spain and France. Linda hones her skills in the Cap 231 in anticipation of the World Contest '92 which will be held in France.



THE WOMEN OF SUN 'N FUN, *continued*

In the "Flying is Pure Pleasure" department, Mildred Albert Koen (below) was lured to Sun 'n Fun.



She lived in Macon, GA, in the late thirties when the Civilian Pilot Training Program (CPTP) was offered to college students. Mildred and one other female joined twenty-five males in the program and both earned their private licenses. Mildred, whose license is numbered 10707-40 and was issued by the CAA in 1939, is recently widowed and currently living in Ann Arbor, MI. She continues to fly, enjoying every adventure that life has to offer. She celebrated her 70th birthday flying aerobatics with the Red Barons airshow team.

Although she received attention for being "the other woman" on the wings of the Standard when Jessie Woods also rode the wing, Suzanne Asbury-Oliver has to be one of the hardest workers of the Sun 'n Fun scene. Selling tickets for her husband's barnstorming rides, Suz lures biplane riders from the first light of morning until the airshow begins and

Lakeland is closed to traffic. This year, the Olivers added a new airplane to their hangar—the Lockheed 12A that has been featured in several movies, including: *The Amelia Earhart Story*. Suzanne and Steve share the cockpit duties in the twin-engined craft that has a unique history prior to its show biz career. It was the first spy plane to take aerial photography of the buildup of Nazi Germany and Mussolini's Italy. At Sun 'n Fun, the Lockheed was available for Champagne Sunset Cruises. Nancy Lansburgh (known on the airshow circuit as the Duck Lady in the Acme Duck and Airshow Company) is also an outstanding gourmet cook. With Nancy's artistically arranged platters of hors d'oeuvres and Steve and Suzanne's smooth flying, the fortunate six passengers were treated and feted to sunset flights over central Florida.

No mention of hard-working and gregarious women of Sun 'n Fun would be complete without kudos to our Nancy Wright and Barbara Sierchio, Florida's Suncoast Chapter members. Talk about tireless efforts! Never did this writer walk past the Ninety-Nines tent without a cheerful greeting and a hearty hello from the two (and those with whom they share the pleasure and work). See Nancy Wright and Barbara Sierchio below. The duo totes a hefty load of information and



Lucky participants in the maiden cruise of Sidney, the luscious Lockheed 12A, (for Steve Oliver and Suzanne Asbury-Oliver) l to r: Sam Lyons Jr. (aviation artist) and his wife, Vickie; Brian Lansburgh (alias Krashburn T. Throttlebottom), Suz, Jessie Woods, Steve, Nancy Lansburgh (gourmet when not a Duck Lady) and Professor Emeritus, Dean Edmonds.

continued on next page

THE WOMEN OF SUN 'N FUN, cont.

fund-raising wares about the Ninety-Nines to and from Sun 'n Fun. They spend their hours as volunteers to greet female pilots, those hoping to be pilots, those wishing to return to previous piloting—*everyone*. They take the prize in the constant-smile-of-welcome department!

No Sun 'n Fun is complete without an afternoon devoted to Jessie Woods in the Women's Craft Tent. Evelyn Blink and others see that she is feted (and that she speaks!) Although she complains that she has told her stories, Jessie continues to enthrall those who have heard her as much as those who hear her for the first time. She is a delight. I have the privilege and joy of being Jessie's biographer and am hard at work writing her book. However, I am not alone in acknowledging that she puts the sun and the fun into the entire week. If you are lucky, you'll see and hear Jessie at the Convention 1991, Orlando. You will be luckier still to hear her at Sun 'n Fun '92. If you haven't yet tried Lakeland, Florida, in early April, put it on your list! 99

**THE FIRST KIT BUILT PULSAR FLIES**

by Ann Cooper

Lavern Lawrence built a Pulsar, an experimental homebuilt designed by Mark Brown. In fact, it was the first kit-built Pulsar to make its debut.

About 80% of the work was done by Lavern who calls Loco, Oklahoma home. Loco? Like crazy? Lavern laughed and admitted, "Yes, loco like crazy. That's what all my friends say to me, 'You're crazy!' But my son-in-law, Jim Brewer, is quite a pilot and I got into flying because of him."

Lavern passed her Private Pilot checkride in 1983. That license was quickly followed with added multi-engine and instrument ratings. She explained, "I got the multiengine rating because we owned a Cessna 310. We have since sold that and purchased a Beech 18. I obtained the instrument rating because I thought that the time might come that I would need it. As far as building an airplane is concerned, my son-in-law suggested that the fiberglass Pulsar would be an easy project for me. It turned out that way."

Lavern and Brewer spent six months involved with the building of her airplane. Brewer was no stranger to experimentals, having rebuilt a VP-2 and a Starduster II. He said, "Lavern said that she'd like to build an airplane—something simple. She didn't want a long-term project. She started mentioning it at about the time that Mark Brown was introducing his Starlite. I suggested that design to Lavern, but she didn't want to end up with a single-place aircraft. We waited and, in 1988, Brown introduced the Pulsar. I found an article written about it, bought the magazine, brought it home and put it down in front of her. 'Here's your airplane,' I told her."

Lavern took delivery of the Pulsar kit in January of 1989. She and Brewer towed a stock trailer to San Antonio to obtain it. Lavern said, "It was my project, but Jim helped me with the hard parts like the technical stuff and the engine—a watercooled,



Aircraft designer, Mark Brown (left), greets the first builder to complete a Pulsar, Lavern Lawrence, who was aided by her son-in-law, (right) Jim Brewer.

65-horsepower Rotax 532."

Brown delineated most of the required steps in his builder's manual. Lavern added, "It is written up real well. It's self-explanatory like sewing or knitting. You just follow the step-by-step directions. If you concentrate on one page at a time, get that piece done and don't worry about anything else, then it is logical to see where the next piece goes. It really has been pretty easy."

Did Lavern read the entire manual before starting the project? "Well," she said, "there are four books. I opened up the first and discovered that the initial project is to build the scales for weighing the glue. Jim was at work. I called him and said, 'You'd better get home. I don't think that I'm going to be able to build the scales.' But I kept reading and finally decided that I would cut one board and then another board and see what happened. By the time that Jim got home, I had the neatest little scale built that you ever saw. That gave me all the confidence in the world. I figured that if I could get the scales built, I had it made."

Slings made from two-by-fours and some looped belting had to be built for rolling the fuselage. Lavern said, "The Pulsar is so light that a woman can roll it and do anything that she wants with it. The basic

Lavern Lawrence Builds and Flies a Pulsar

part of the airplane is composite material and the wings are of a lightweight plywood. The flaps and ailerons are aluminum."

The main spar of the Pulsar crosses



through the fuselage. "The wings pin together on the outside edge," said Lavern. "The spars are wooden, the ribs are foam, and all are precut as part of the kit. The plywood, in big sheets, has to be cut to fit. All of the inside bulkheads come from a piece of composite material. I used a utility knife to cut those pieces, although a small jigsaw could be used. I steadied the knife alongside a ruler and took several thrusts to cut through—the material is tough.

"Then, if you've never glassed, you

come to a point when you wonder how you are going to ever get all of the air bubbles out of there. I used a squeegee, my hands, and later I heard that I could have used a paintbrush to

stipple them out. That helped. I didn't realize that air bubbles over a large area would come up through the top of the glass fabric. I'd never done fiberglassing before and it would have been helpful to know that ahead of time. For the most part, it went together just great."

The Rotax engine was part of the kit. Lavern ran the new engine for its break-in, a process started just before remembering that church was in session right across the street. "The break-in cycle is precise," reported

Lavern. "You are supposed to run it up so many cycles for so long, then throttle back for a length of time before you run it up again. Once started, it was important to continue for an hour and 6 minutes for the total cycle. I sent someone over to apologize to the church members about the noise. 'Tell them we're sorry but we've started something we can't quit,' I said. I found out later that the members of the Assembly of God church just hollered a little louder that day."

Lavern intended to be the first to solo the craft when it was completed. But she got to thinking. She said, "With all of that effort, all the sanding we had done. I didn't want to take a chance on tearing it up. I asked Jim to be the first to fly it. It was a good thing, too. I'm used to heavier controls. The Pulsar is so sensitive! It seemed that if you move the controls an eighth of an inch, you go somewhere. Even during taxi, the controls seem to behave differently. I got the taxi down but suddenly reporters from the local newspaper showed up and that didn't help a bit. I thought I could have done better out in the pasture alone. I think it took about 5 hours to feel as if I'd gotten the hang of flying it."

A complimentary son-in-law chimed in, "I don't think it was that

NEW HORIZONS, Continued

MARILYN T. SCHAEFER, member of the Wisconsin Chapter, will be sorely missed.

MELBA SMITH died after a three and one half year bout with a liver metastasis of her colon cancer.

JANE HASELDEN died at age 87 in Lancaster, KY. In addition to becoming a pilot, Miss Haselden traveled around the world at least twice, became a college French teacher, was a dean and historian and was also an accomplished swimmer. Born in 1903, Jane Haselden first took an airplane ride in Lexington, KY, in 1936, the year that she received a bachelor's degree from Transylvania College. In 1932, she received a master's degree from Columbia University and followed that with study at the Sorbonne and the University of Michigan. In 1941, she received her doctoral degree from the University of Kentucky and her private pilot's license. She became part-owner of a Piper Cub and spent her lunch hours flying over the Lexington countryside. A past president of the Kentucky Association of Deans of Women, member of the American Association of Teachers of French, AAUW, and a member of the CAP during WWII, she will be missed by a sister-in-law, Virginia Haselden of Louisville, two nieces, a nephew, and all those who knew this remarkable woman.

long. I rode with you about an hour and a half and you were doing great." Then he smiled and added, "I bet I'm the only pilot in the world who owns and flies an airplane with his mother-in-law."



Lavern couldn't resist "trying on the cockpit for size" as soon as she had the Pulsar built.

Lavern appreciated following Jim in the Beech 18 as she entered the traffic pattern for Oshkosh '89. Having a flight leader to guide you into the world's busiest airport (for a

week) is a help.

Lavern's husband, H.D., enjoys watching the family members and their flying machines. Lavern said, "He figures that he should receive honorable mention for the money that he spent on me."

Mark Brown, the Texan who designed the Pulsar, said, "Lavern has been one of the most exciting builders that we've had—not because she is a lady, but because she is obviously qualified. She has built one of the finest airplanes that I've ever seen. It is impressive. It is exciting. The team effort and the relationship of these two people is neat. They set fine examples for the rest of us.

"She has built this airplane with real care and quality. She and Jim have gone through everything, have asked me the right questions so that I know that the details are correct. They've been quite professional.

"They were the first to fly and were actually ahead of us at some stages. Their input helped me with kit details as well as information for the builder manuals. They came up with new ideas on their own: the baggage compartment, the radios and antennas. They showed initiative, yet they spoke with me on every detail throughout the building process. They called me often to ensure that all of their planned changes were acceptable aerodynamically and structurally. That is very important."

Lavern Lawrence offered some advice for other prospective airplane homebuilders. She said, "My suggestion for other women is for them to leave the knitting and sewing until they get a little older. Fly airplanes while they are young, like me."

99

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JESSIE WOODS RIDES THE WING AGAIN!!

BY ANN COOPER

Elsewhere in this issue you can read about the wonderful women of Lakeland, Florida's Sun 'n Fun Convention in April. I wrote, "By far the most outstanding, to this writer, was the return to the wing



John E. Thomson and his wife, Dorothy, previous owners of the Standard, with Jessie.

of the Grande Dame of Wingwalking, Jessie Woods." That bears more exhaustive treatment. After all, most of us wouldn't dream of wingwalking. Many of us know that the reason that Jessie wingwalked in the late '20s and during the '30s was because she and her barnstorming husband were hungry!

Arthur Schrieber wrote, in Dade and Vecsey's *Getting Off the Ground*, "You can't imagine what it was like unless you lived in that era. Prohibition had just come in, bootlegging was colorful, it was a glamour era incomperable to anything else in the world—the age of flagpole sitting, human flies walking up the sides of buildings, guys standing on their heads in the lobby of the Metropolitan Opera, people in raccoon coats, bathtub gin, eating goldfish live. It wasn't any more licentious, if we're

speaking of sexual freedom, than it is today. But, there was a great manifestation of offbeat things and they were all acceptable."

Yes! At Sun 'n Fun 1991, Jessie Woods was willing to bring back the frivolous fun. Here she was, an agile 82-years-young, willing to do it *again*, by *choice*!

It was in 1938—**53 years ago**—that Jessie last walked on the wing of a Travel Air or a Stearman. That was the year that the Civil Aeronautics Authority (forerunner to the FAA) forced the closure of the highly successful Flying Aces Air Circus that was spearheaded and run by Jimmie and Jessie Woods. Their exciting aerial circus was the longest running of any of the early air circuses. They performed for nine consecutive



Steve Oliver and Suzanne Asbury Oliver join Jessie after Jessie's **FIRST WINGWALK IN 53 YEARS** (and Suzanne's 2nd ever!!).

years: a show a week, 52-weeks per year. Jessie wingwalked, parachute jumped, did acrobatics on a ladder suspended beneath biplanes. A pilot, she occasionally flew aerobatics during an airshow and she logged lots of miles, delivering a craft from one airshow site to another.

By 1938, however, the sounds of war were rumbling from Europe and our U.S. government was alert to the probability of involvement which turned the attention of aviation to military build-up. That was part of the impetus to shut down the Flying Aces. But closure of the aerial circus was more predicated on the attempt of the CAA to encourage "good, safe, reliable" aerial transportation than on military build-up. They



Did Jessie enjoy riding the wing again? Does her expression speak for itself? She's Incredible!!



THE SCENE IS LAKELAND, FLORIDA'S SUN 'N FUN, THE PILOT IS STEVE OLIVER, THE LADIES ARE SUZANNE ASBURY-OLIVER, LEFT WING, AND JESSIE WOODS, RIGHT WING.

wanted people to buy tickets to fly in airliners and wanted to see the demise of the "daredevil" barnstorming antics that had been typical of the rollicking, unregulated flying of the 1920s and 1930s.

This year, modern barnstormer, Steve Oliver, airshow pilot (the Pepsi Skydancer) and owner/pilot of the 1928 Standard that previously belonged for 34 years to retired TWA pilot Johnny Thomson, planned Jessie's return to the wing carefully. He enlisted the help of his wife, the talented Pepsi Skywriter pilot, Suzanne Asbury-Oliver, who agreed to balance the act by riding on the left wing. Before coaxing a barefoot Jessie onto the wing,

Steve, Suzanne and Nancy Lansburgh (a balloon pilot and member of the Acme Duck and Airshow Company act) made an unheralded trip around the pattern. Only when they were taxiing in, the two women laughing, did we catch sight of the, back from the practice run. Then, prior to alerting the media to the excitement, Steve, Suzanne, and Jessie took another practice ride on Thursday evening in preparation for the big media event on Friday morning.

Johnny Thomson and his wife, Dorothy, were there to grab Jessie's hand and to wish her well. It was Johnny's first chance to see the Standard in its resplendent new paint job complete with *Touring America, Beagle Air Tours* in gold

and red letters on the side of the highly reflective green fuselage.

Suzanne thoroughly enjoyed herself in her wing riding premier, although she admitted with a grin, "My legs grew very tired. Do you suppose it could have been due to tension?"

Jessie was radiant. "Oh, what fun that was. I could smell the air, look down and see those beautiful pine trees. I was hungry when I walked the wings in the '30s. Jimmie made me do it and, the very first time, I was never more terrified in my life. This time it was a lark."

That sweetheart, Jessie Woods—she's incredible!



AMELIA EARHART MEMORIAL SCHOLARSHIP FUND—A NINETY-NINES SCHOLARSHIP PROGRAM**A SILENT AUCTION for RARE AE COMMEMORATIVE AIR MAIL COVER,**

by Alice Hammond

The AE Memorial Scholarship Trustees are offering the remaining 1983 Commemorative Cover for sealed bids at the Convention in Orlando in July. Bids will be opened Saturday, July 13 at 4 PM. The winner will be announced at the banquet that evening. **This cover is a 1963 Amelia Earhart 8-cent Airmail First Day Cover recancelled July 24, 1983 at Atchison, Kansas, with an additional 8-cent AE Airmail and a 13-cent Tree Stamp added. It is signed by Muriel Earhart Morrissey, and Charter Ninety-Nines: Melba Beard, Betty Huyler Gillies, Nancy Hopkins Tier, and Fay Gillis Wells.** The following anniversaries are observed: 1783 MAN'S FIRST FLIGHT—MONGOLFIER; 1963 AMELIA EARHART AIRMAIL STAMP; 1963 AE HOWLAND ISLAND BEACON RELIT; 1973 FOREST OF FRIENDSHIP INITIATED. A minimum bid is \$75.00.

Mail your tax deductible bid by check payable to AEMSF, with a Stamped, Addressed Envelope to: Alice Hammond, 15 Oakdale Drive, Millville, NJ 08332-2438. The bid must be received prior to July 6, 1991. Checks for unsuccessful bids will be returned. 99

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INTERNATIONAL CONVENTION

Orlando, Florida

by Nancy Wright, Convention Chairman

Plan to go **"Up, Up and Away with the Ninety-Nines"** to Orlando, Florida for the 1991 International Convention, July 10-14, 1991.

What is more refreshing than a group of young people thriving on every bit of knowledge they can get in the field of aviation and space? A bunch of rowdy, ambitious children are OUR FUTURE PILOTS AND ASTRONAUTS!

In a small cluttered classroom in Oldsmar, Florida, a group of young astronauts, under the direction of the leaders, Jeri Antozzi and 99 Marie Grien, are making decorations for the Banquet at the 99 Convention in Orlando.

Needless to say, they are thrilled to be a part of our Convention.

Covered with dripping paste covered paper, paint, water and other sundry, globby things that go into the making of shuttles, they sing, talk, work, and ask a zillion questions. *"What are the Ninety-Nines? Gee, you ladies fly? My dad flies! My grandma flies! You're having a real astronaut at this banquet where the decorations are going to be?"*

Gosh, are we lucky to be a part of this!"

I think WE are the fortunate ones to have such enthusiasm for a project for a group of people they don't even know!

These kids give of themselves with a sense of pride knowing they are providing a service to the 99s.

PROVIDING A SERVICE THEY ARE!

THANK YOU, OLDSMAR AND BELLAIRE YOUNG ASTRONAUTS!

Special THANKS, too, to the Florida Goldcoast Chapter and New England Section for donations to the Convention!

UP, UP AND AWAY TO THE ORLANDO CONVENTION!



THE OKLAHOMA AIR SPACE MUSEUM RECEIVES GIFTS

Two foundations have made the Oklahoma Air Space Museum richer by \$2 million. The first million, awarded by the Clarence E. Page Foundation, Inc., was given to the Kirkpatrick Center and the gift was matched by John E. Kirkpatrick, a well-known philanthropist for whom the Kirkpatrick Center was named and who serves on the board of the Page Foundation, according to writer Joan Gilmore of the *Journal Record*. The funds were placed in the Oklahoma City Community Foundation.

Gilmore wrote, "The Page Foundation, named for the aviation pioneer who initiated the Oklahoma Air Space Museum, was established in 1981, but was not activated until after Page's

death early in 1989. Rex Madeira, president of the Page Foundation, said its goal is to award grants and donations to aviation-related organizations, including scholarships for students of aviation education. The earnings generated by this \$2 million fund will yield approximately \$120,000 annually to support the operating budget of the museum.

The Oklahoma Air Space Museum Affiliated Fund at the Oklahoma City Community Foundation becomes the sixth major non-profit endowment fund held by the Oklahoma City Community Foundation.

The museum director, Don Finch, was quoted as having said, "We can look forward to new and improved programs, quality

exhibits and a rating of the museum as one of the top 10 air space museums in the nation."

In an article in *The Daily Oklahoman*, Finch reportedly said, "We are thrilled with the awards. We will have money from income to really expand our educational program, one of our most important efforts. You need to reach children early and even if it is a non-profit program, it still costs money to put it on."

The matching gifts offer an enormous boost for the museum in its quest toward financial stability. Of import to the Ninety-Nines, this is an example of some of the monies that are available to aviation organizations such as ours.

99



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DRUG SMUGGLERS!

by Claire Drenowatz

It was a lovely spring morning in 1974. The pilot of the Cherokee Six landed at *Really Big* Airport in California, on a flight plan from *Medium Small* about fifty miles north. Her passenger was in the FBO's waiting area, along with two big garbage sacks which they tossed in the back of the plane. Off they went, on a flight plan to *Medium Big* Airport across the Bay.

The three were on their way to visit the granny lady of a friend of the pilot, a lady who was going to teach them how to make patchwork quilts. The first two bags contained scraps gleaned from a muu-muu factory. The second three held batting sufficient for three quilts.

When last seen, the sheriff was apologizing profusely, prodded by the finger-shaking of the

protect the over-zealous.

I never did find out who turned us in, but the person apparently didn't know that dope runners don't file flight plans, pull up to FBOs or the bases of control towers in broad daylight. They don't talk to air traffic control during the entire flight.

In remote areas, where airplanes are basic transportation,

there are perfectly legitimate reasons for most of the suspicion-arousers listed in the article: no radio contact, seats missing, many containers, waiting vehicles, remote strips, refueling from drums, evidence of operation from dirt strips, refueling from drums, over-inflated shocks

and oversized tires, new paint, added doors, and extra fuel tanks.

If the original article prompted you to start thinking like a junior G-man, think a little harder for a second before you pick up the phone.

99

(Thank you, Claire, for another viewpoint. Ed.)

"In remote areas, where airplanes are basic transportation, there are perfectly legitimate reasons for most of the suspicion-arousers listed in the article: no radio contact, seats missing, many containers, waiting vehicles, remote strips, refueling from drums, evidence of operation from dirt strips, refueling from drums, over-inflated shocks and oversized tires, new paint, added doors, and extra fuel tanks."

Landing at *Medium Big*, the pilot pulled up to the base of the tower, where she picked up another passenger and three more big sacks. Off they went to *Really Tiny*, about an hour's flight up the valley. They were on a flight plan and were talking to either

Approach Control or Center the entire way.

When they landed at *Really Tiny*, they were met by the local sheriff and three deputies, with drawn weapons and hostile attitudes. The law officers demanded to see the contents of the five large sacks. After a couple of tense moments, the pilot and her passengers were more than a little amused when examination of the sacks revealed batting and fabric scraps.

granny lady who was currently his kids' baby-sitter and formerly his high-school English teacher.

The story is true. I was piloting the airplane and I was reminded of the incident by the article, "How to Spot a Drug Smuggler," in the April *Ninety-Nine News*. The names of the passengers and the granny lady aren't given because I don't have their permission. The rest of the names are concealed to

UPS GRANT



UPS Representative, Bill Beem, presented a check for \$5000 to International President Marie Christensen at a reception during the Spring Board of Directors Meeting. Beem made the surprise announcement that the grant would be awarded annually.

JESSIE WOODS, AT SUN 'N FUN with other female pilots and airshow stars



Above: Jessie with Susan Dusenberry and, to the right, with Myrt Strong (l) and Cheryl Rae Littlefield.



THE 17TH ANNUAL SUN 'N FUN FLY-IN REPORT

The 17th Annual Sun 'n Fun EAA Fly-In was held April 7 to 13, 1991, at the Lakeland Linder Regional Airport. As the second largest aviation fly-in in the nation, Sun 'n Fun has grown to world-wide proportions. This year's record attendance of 280,414 contributed to an economic impact of \$20,681,600. Over 300 media representatives from 15 countries covered the Fly-In. The tremendous state, national and international media coverage received during Sun 'n Fun cannot be effectively measured but definitely impacts the area's economy by providing extensive coverage on Lakeland to prospective business interests and visitors.

The 1991 Sun 'n Fun Fly-In set new records in almost every category:

- 154 forums were conducted by aviation experts during the week, drawing an attendance of 5,647 participants.
- Four workshops held throughout the week registered 25,734 attendees.
- Over 3,038 Polk County students and their teachers/chaperones participated in educational tours of Sun 'n Fun, coordinated by the Chamber Foundations's Polk Economic Education Council.
- 1,170 international visitors representing 47 countries registered at the International Visitor Center.
- 30,117 air traffic movements were recorded by Sun 'n Fun air traffic controllers during the week.

Contributing to the overall success and record attendance of this year's Sun 'n Fun were the over 1,300 volunteers led by Sun 'n Fun Executive Director Billy Henderson, and Sun 'n Fun President Bill Eichoff, and all the staff at Sun 'n Fun.

The date for the 18th Annual Sun 'n Fun EAA Fly-In has been set for April 5-11, 1992. The people who gather in Lakeland at Sun 'n Fun would love to have you there.

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