

NINETY-NINE News



Magazine of
The Ninety-Nines Inc.,
International Women Pilots,
October 1992

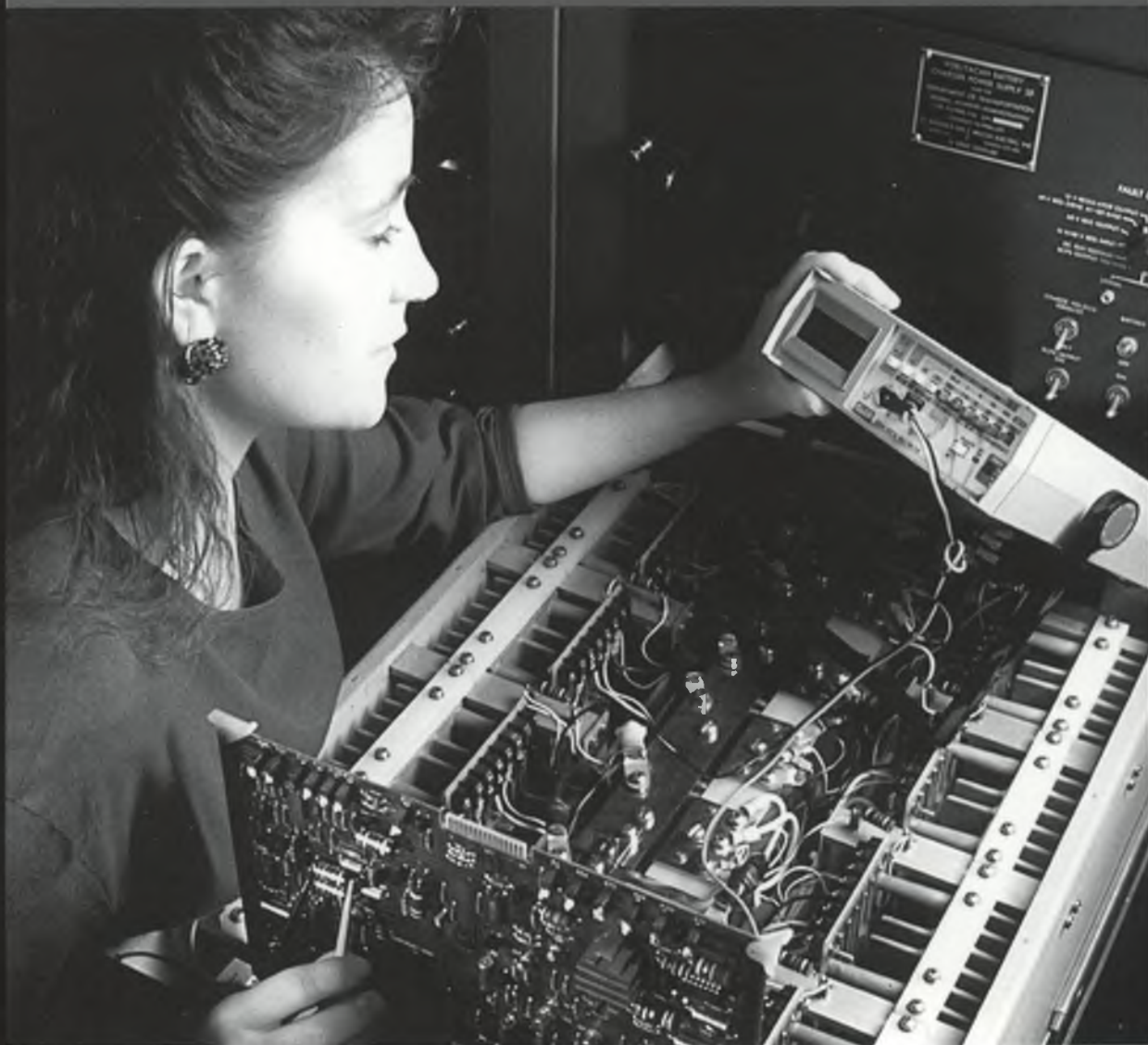
ARC-en-CIEL ADVENTURE
99s SCHOLARSHIP FORMS
WAO CONGRESS
A Dynamic 66—Sharon Fitzgerald
Grants Committee Needs YOUR Help



They raced around our WORLD!



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LETTERS

From Mary Lou Neale, Newhall, CA:
 "It has been some time since we have corresponded, but I feel in touch at least because I have been engrossed in reading every page of our *Ninety-Nine News*. Reading the letters to the editor sent by Diane "Ace" Nichols, and I must say she was right on target there, prompted me to send you a copy of this news clipping from the San Fernando Valley *Daily News*. I do not know her well, but I am impressed by her energy and ability. Thanks to your book review a couple of issues back, I had the most heart-warming reunion by mail with Ruth Hurst Jefford of Alaska. She and I flew to West Virginia to open a 99 Chapter there in 1941." The clipping was in regard to the memorial set for Arlington. Entitled, "Women Veterans To Get Due," it stated, "Ferrying planes from manufacturing plants to air bases within the U.S. from 1942 through 1944, Mary Lou Neale was considered a civilian until 1977 when the GI bill conferred veteran status on former members of WASP—Women's Airforce Service Pilots. The bill awarded WASPs honorable discharges and made them eligible for benefits. 'It's just recognition. The statute of limitations for most of the benefits had run out,' said Neale, who joined the WASPs when it was formed in 1942. Diana Nichols, of Lake View Terrace, joined the Navy in 1965, when the mechanics field was still closed to women. An air traffic controller during her three-year Navy stint, Nichols fulfilled her dream of working on fighter and reconnaissance aircraft in 1975 when the mechanics field was opened up to women and she joined the Navy reserves. 'I'm mechanically inclined and wanted to be a mechanic, and I finally did get to be one,' said Nichols, 45, who used the GI bill to get her license. 'In this day and age, women are as equal as everybody. They always have been. They just weren't treated equally.'"

NINETY-NINE News



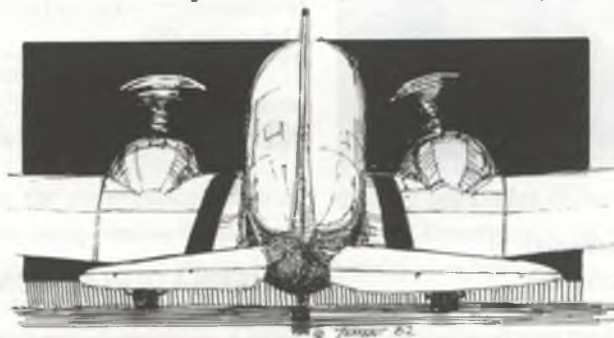
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ON THE COVER: MARION JAYNE and her daughter, NANCY PALOZOLA, upper left, and, lower right, SUE NEALEY and FAITH HILLMAN. THEY RACED AROUND OUR WORLD!

Photos and story by Sigrid Ramelli. See Page 27.

Below: Aviation Art of Bill Tomsa, P.O. Box 50175, Phoenix, AZ 85076



The Florida Suncoast Chapter held its third annual Jessie Woods Space Camp Scholarship Competition. There were many fine entries and the judges had a difficult time selecting a winner. We chose Kimberly Michelle Rice, daughter of Mr. and Mrs. James Rice, Tampa, FL. She is a fourth grader in the gifted program at Northwest Elementary and attended the Florida Space Camp during the summer. Second Row: Alice Cutrona, Suncoast Chapter Chairman; Nancy Wright, Aerospace Education Chairman and Judge; Janice McWilliams, Judge; and Cheryl Lynn Dratler, Judge. Front Row: Emily Ann Naglich, runner up, and Kimberly Michelle Rice, winner.

PRESIDENT'S MESSAGE

by Lu Hollander

Find your Niche



As 99s, we are an organization of doers, women who see something that needs to be done, and do it.

The wide variety of interests among our members is reflected in the titles of our International Committees. Listed below are those 99s who have accepted the challenge of leading us in each of these areas of interest.

Although the list is still incomplete, I felt you would like to know who these wonderful Chairmen are and what their areas of responsibility include.

Each month, I'll feature one or more of these dedicated ladies in my column and focus on their area of responsibility, so you can get to know them and look for the activities that will provide you with your special niche in the 99s.

Remember, our organization is only as strong as the level of participation of our individual members - that means you.

Your Board of Directors is looking forward to focusing on your interests for the next two years. To help us as we establish goals for ourselves, I felt a formal statement of new direction was in order, as follows:

"As your president, I propose an organization-wide commitment to displace no-win bickering with constructive communication."

"Free us, your Board of Directors, from divisive distractions and help us identify and concentrate on your concerns."

"I pledge every initiative that the Board of Directors and I can generate to restore and nourish unity, and I challenge every 99 to contribute effectively to the implementation of real solutions to real problems."

The Fall Board Meeting is October 23-25 in Oklahoma City. Please let us know what your concerns are so that we may better serve you.

International Committees and their Responsibilities:

SCRAPBOOK

Julie Messerrly needs your help. As International Scrapbook chairman, she is charged with preparing two scrapbooks recording the activities of the 99s for 1992-94.

One book is presented to Headquarters for the Archives and the other is the president's to keep as a memento of her term of office.

Please submit **two copies** of each item you send to her. If you send newspaper articles, include the newspaper name and date of issue. Send your materials to Julie at 266 Rocky Rapids Road, Stamford, CT 06903 USA.

INTERNATIONAL COMMITTEE CHAIRS (partial list)

Aerospace Education	Nancy Wright	Membership (cont.)	
Air Marking	Bev Romero	Airline/Professional	Terry Donner
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College Programs	Anne Black	Military	
Convention Liaison	Joyce Wells	NIFA	Jan Maxwell
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501(c)(3) Liaison	Sylvia Paoli	Operation Skywatch	
49 1/2 Membership	Nancy Hecksell	Canada	Margo McCutcheon
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Librarian	Dorothy Niekamp		Carolyn Martell
Membership	Leda Hedglon	Scrapbook	Julie Messerrly
Benefits		Standing Rules	Diane Cozzi
Student Pilots	Elaine Morrow	Twenty-first Century Fund	Anita Lewis
		USPFT	Jody McCarrell

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A DYNAMIC 66—Sharon Fitzgerald

by James Nelson Bardin

Shortly before her 13th birthday in May, Sharon Ann Fitzgerald joined the 66s, making a conscious choice of the Ninety-Nines as her role models of the future. She has been flying for the past two years and is a competent aerobatic pilot.

"I learned to do an Avalanche today!" she chattered, telling me about her latest flying lesson. "Richard had me go up to five thousand feet and dive into a loop, then at the top, do a 360 snap roll."

"Upside down?" I asked. I'd never heard of an Avalanche.

"Yes. Then on around to finish the loop."

We were in the conference room at Hart Air JG 54, Long Beach, California, where Don and Ninety-Nine Peggy Hart teach flying the old-fashioned way—spins, stalls and and everything a pilot should know. Sharon was being debriefed after her latest aerobatic lesson with instructor Richard Ardenvik. Later, after having suggested a few air-to-air photographs, Don Hart invited me to fly in his beautifully-restored T-34 Mentor. Rick Remelin, chief pilot at Hart, took me up for a formation flight with the Robin over the San Pedro Channel. After shooting two rolls of film, I asked if Sharon and Richard would demonstrate an Avalanche.

Below and to our left, the little Robin dove, built up airspeed, pulled up into a barnstormer's loop, snap rolled at the top without a loss of altitude, then finished with a near-perfect slow roll after bottoming-out.

"Sharon do all that?" I asked.

"She sure did," answered Richard. "Pretty good, huh?"

You bet. Far from an ordinary teenager, Sharon is a tightly focused young



lady who knows where she is going. Approaching her 12th year, she announced that she wanted to be a pilot. Her parents, Ed and Marilyn Fitzgerald, gave her a flying lesson at Torrance, California, for her 11th birthday present. She took to the air like a homesick eagle and hasn't looked back since.

She met famed Lockheed test pilot, Tony LeVier. He convinced her parents that the principles of his Safe Action in Flight Emergency (SAFE) program would give her tools to survive. LeVier put the Fitzgeralds in touch with Hart Air, recommending that Hart take over Sharon's training in their aerobatic program. Since then, Sharon has amassed 27 hours in Hart's Robin Sport, a two-place French-Canadian trainer designed for aerobatic training.

"She's building time slowly," Marilyn told me. "We let her fly about once a month so she won't get rusty. You know, she's still a little over three years away from her solo license. We don't want her to give up."

Give up? Not a chance! Asked about her goals, Sharon said that she intends to attend the U.S. Air Force Academy and plans to make the Air Force and flying her career. A straight A student at the Nativity School in Torrance, she is already in the midst of a writing campaign to her congressman, two senators, and several Air Force generals in search of an academy appointment.

Sharon wrote to Lieutenant General

continued on next page

Dynamic 66, *continued*

Hill at the Air Force Academy, asking if she could visit the Colorado Springs school. Invited by a return letter, Sharon and her parents spent a half hour visit with General Hill and were escorted on a tour of the academy with a staff officer. When asked if she saw everything that she wanted to see, Sharon answered, "Oh, yes, and much more."

I first met Sharon and her mom at a gathering of former WW II P-40 drivers and discovered that Sharon has met an amazing array of famous aviation personalities—General Jimmy Doolittle, WW I ace Arthur Raymond Brooks, and Marine Medal of Honor ace General Joe Foss, who signed her rare 1943 issue of *LIFE* magazine showing Foss on the cover. Invited to the Virginia Bader Art Gallery in Costa Mesa, she met astronaut Joe Engle and Engle's Boeing 747 piggy-back pilot Fitz Fulton. During the fete heralding his painting of the space shuttle *Enterprise*, aviation artist Mike Machat invited her to go soaring with him in his sailplane. Two weeks later they lifted off the Owens Valley behind a tow plane. Sharon was inducted into the American Fighter Aces Association in Mesa, AZ, their youngest associate.

Neither parent flies. Sharon's dad is an engineer with the Southern Pacific

Railroad and her mother teaches first grade in San Pedro. The Fitzgeralds live in Lomita, a short drive south of Los Angeles, CA, USA.

I asked her why she wanted to fly, to make aviation her career, especially now that so much has finally opened up to women in formerly all-male endeavors. She answered, "It's fun. It's something I can do. I love it in the air and going fast and learning so many new things."

"You know it'll be tough sledding, the Academy and all. You won't even go to flight school until you graduate."

"I know. But the U.S. Air Force is what I want to be in and the Academy is the best way to do it."

"Suppose...?" I started to say.

"I already thought about that," she said, anticipating my next question. "I'll have my commercial certificate when I'm 18 and Peggy says that I can instruct for her when I get my CFI."

I forgot what I was going to ask.

I hope that I'm able to share the event of her solo. That is an ultimate moment in any pilot's career. You might forget a lot of things, but you never forget that first flight alone in the cockpit. My own solo, so many years ago in an N2S-3 biplane over flat Kansas wheat fields is as vivid today as it was almost half a century ago. Hers will be, too.

“ OSHKOSH ”

In late July and early August, aviation enthusiasts cluster at their Mecca—the Experimental Aircraft Association's Convention and Fly-In that is generally termed simply, "Oshkosh." This year, 1992, marked the 40th Annual EAA Convention and also marked the fourteenth year The Ninety-Nines have officially participated at the event. At their *Friendship Tent*, The Ninety-Nines greeted 557 women pilots and student pilots from 42 states of the United States and 12 countries of the world.

For those unfamiliar with the presence of The Ninety-Nines at the convention, we share the *Friendship Tent* with the Women's Activities group of EAA. The tent is a place for Ninety-Nines to gather—to meet one another, to renew old friendships, make new ones, rest weary feet, and get a cool drink. We introduce The Ninety-Nines to private and student pilots, provide referrals to local Chapters and accept new memberships. On the weekend, our busiest days, we literally could not walk through the tent for all the women pilots! Though we did not this year, The Ninety-Nines has also had a booth in one of the exhibit halls. We gained much added exposure to the flying public with this second location and we look forward to staffing the booth again next year.

Veteran EAAers felt overall attendance was down this year and Ninety-Nines numbers reflected this; yet we were happy to sign 24 new members and to greet 71 Private Pilots and 116 student pilots. We were pleased that our first four new members were from Germany, Australia, Mexico and Canada. We truly enjoyed international representation from the 346 Ninety-Nines who signed in. They came from Australia, Brazil, Mexico, Canada, the Virgin Islands, France, Poland, Switzerland, Germany, Denmark, and Saudi Arabia. Ninety-Nines also arrived from 42 of the 50 United States including Alaska

NIFA SAFECON 1992-93 ANNUAL FUND

Planning for the 4/20-24/93 SAFECON to be held at Central Texas College, Killeen, TX, includes the important 99s Fundraising effort. Students and the National Intercollegiate Flying Association and NIFA Foundation sincerely appreciate your support. Please make check payable to: NIFA and mail to: The Ninety-Nines, Inc., P.O. Box 59965, 4300 Amelia Earhart Road, Will Rogers Airport, Oklahoma City, OK 73159. After your donation is entered in our Headquarters Computer, the donation is forwarded to NIFA. All donations must be entered in the computer to satisfy the 501(c)(3). NAME _____

ADDRESS _____

Amount Donated: \$25 \$50 \$75 \$100 or more

Associate Membership Dues: For Ninety-Nines: \$25 or more

Thank you, Polly Gilkison

by Cathie Mayr, EAA/99s Coordinator

and Hawaii.

One of the highlights of the week is always the annual EAA/99s Dinner hosted by members of the Wisconsin Chapter. This year, nearly 99 Ninety-Nines, 49 1/2ers, and guests enjoyed an evening of camaraderie and hangar flying. A few left with door prizes made of Wisconsin cheese in the shape of J-3 Cubs!

Besides volunteering in the *Friendship Tent*, Ninety-Nines spend hundreds of hours during the convention as EAA volunteers. Our gals helped to park and greet airplanes, registered pilots and campers, made some of the over 20,000 sandwiches needed for volunteer lunches, took tickets, gave directions, issued IFR clearances, and addressed forums.

The *Friendship Tent* could not succeed without the hardworking volunteers who come from all over to meet and greet fellow Ninety-Nines and to help with the recruitment of new and prospective members. International President Lu Hollander, International Secretary Lois Erickson, and North Central Section Governor Gini Sutherland joined these 28 members, some of whom have returned year after year and have given days of their time. The Wisconsin Chapter alone supplied 10 Ninety-Nines and three 66s! The efforts of our volunteers are worthy of much recognition. Volunteerism is the lifeblood of EAA—a remarkable gathering of aviation enthusiasts who are anxious to share the love of aviation with one another—and the volunteers in our *Friendship Tent* have our heartfelt thanks. We look forward to seeing more of you at Oshkosh next year.

The following is a list of Ninety-Nines who volunteered time and effort in the *Friendship Tent* in 1992:

Rita Adams, Chicago Area
Jean Allen, All-Ohio
Katie Bales, Wisconsin
Courtney Bargerhuff, Three Rivers
Joy Black, Indiana Dunes

Linda Blodgett, All-Ohio
Pat Brenner, Wisconsin
Lois Erickson, International Secretary
Norma Freier, Chicago Area
Patricia Haley, Palomar
Joyce Helquist, Wisconsin
Lu Hollander, International President
DiAnn Lanke, Wisconsin
Ernestine Lynfoot, Wisconsin
Kay Maas (66), Wisconsin
Cathie Mayr, Wisconsin
Marcia Nellans, Three Rivers
Linda Neumann, Wisconsin
Mary Panczyszyn, Chicago Area
Rose Parmeter, Wisconsin
Patty Plantz, Wisconsin
Frances Schmidt, Indiana
Sharon Ann Schorsch, Chicago Area
Kathleen Sheeks, All-Ohio
Loretta Sincora, Chicago Area
Gini Sutherland, North Central Section Governor

Wilma Tomaro (66), Wisconsin
Sheree Van Berg, Western Washington
Kathy Van Rooy (66), Wisconsin
Penny Werner, Wisconsin

Loretta Sincora, Chicago Area Chapter, worked all week signing up new members.



CONGRATULATIONS! From the International Scene

by Sigrid Ramelli

Fiorenza de Bernardi of Rome, Italy, retired Captain of Aeral and a Ninety-Nine, received the award of outstanding Leadership and Support of Aerospace Education from the World Aerospace Education Organization (WAEO) in Milan on July 20th.

The daughter of Mario de Bernardi, test pilot of all Caproni aircraft since 1913 and winner of the Schneider Cup in 1926 with a Macchi Gastoldi seaplane, Fiorenza was virtually born in an airplane. She received her Private certificate in 1951, became Italy's first female airline pilot in 1967, and was promoted to Captain in 1969. Fiorenza is recognized as the sixth female commercial pilot in the world.

After flying a Twin Otter BE-80 Islander, Fiorenza took training in a YAK 40 tri-engine jet which she piloted and later instructed in for Aertirrena. When she retired, she flew DC 8 cargo for Aeral to New York and Africa. Her total airline career lasted 18 years. She con-

tinues to write aviation articles and formed a stipend to interest young women in flying careers. Fiorenza was also inducted into the Forest of Friendship. In the photograph, Fiorenza de Bernardi accepts her award from the WAEO at the Villa Caprone in Varese, near Milan, Italy.



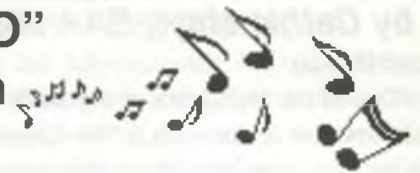
TERRIBLY TERRIFIC and TALENTED 99s

1993 TALENT SHOW "TWO"

International Convention

Portland, Oregon

Friday Evening, August 13, 1993



For those of you who attended the 1988 Convention in Shangri-La, you will remember the fantastic and popular talent show! Well, we're going to do it again, this time in Portland, with new acts, new faces, and hopefully, this time, YOU! Please encourage members of your chapter to put together an act or an individual performance for next summer in Portland. This is an opportunity to really "show off" and bring out that creative part of yourself. As soon as you have your act together, please complete the form below. We need to hear from you by January 1, 1993, so get started at your next meeting.

We want to hear from YOU and/or YOUR CHAPTER, soon!

YES! WE (I) WANT TO BE IN TALENT SHOW "TWO!"

Name _____ **Phone** _____
Address _____
City _____ **State** _____ **Zip** _____

Name of ACT: _____

Brief Description: _____

Time Needed: _____

Equipment Needed: _____

Mail to: Carolyn Carpp, Governor NW Section
6228 Lake View Drive
Kirkland, WA 98033

SECTION NEWS...What's going on in YOUR world?

NEW CERTIFICATES, RATINGS, AWARDS

Terri Brubaker	Coyote Country	1st Officer, Beech 1900 D
Gail Schroeder	Indiana Dunes	CFI&I
Lisa Lascola	Chicago Area	IFR, Commercial
Tina Thomas	Chicago Area	Multiengine

WINGS PROGRAM

Phyllis Kramer	High Country	Phase III
Mary Hermann	High Country	Phase III
Marla Stevenson	High Country	Phase III

Three young couples have recently been united in marriage ceremonies that were performed "sky high." Wally Funk climbed high above southern Florida as pilot for the first set of nuptials. Wally reported that the controllers were quite curious about the extended holding pattern of her craft when conditions were not IFR and a holding track was not an absolute necessity, only to the bride and groom. Then, Ninety-Nine Susan Bruner was married to Peter King a mile in the air over Sebring Airport with Charlie Sheldon of Lake Placid at the controls of a Chieftain. The newspaper clipping stated, "The idea of an airborne wedding was the groom's. He grew up a flying family; his father a B-26 pilot during WW II who also owned a Cessna for several years. Earl King, Jr., is a corporate jet pilot in Mississippi. The bride is also a pilot, receiving her pilot license in 1983. The Chieftain descended slowly after the vows were exchanged, flying through a heart traced in the sky with smoke by Walt Pierce of Sebring, piloting his Stearman biplane. Then, climbing to 45,000 feet of altitude, was Edward Zimmer, Jr. and his bride, Patricia Mickey, both of Orange, California. Married in the couple's Learjet over Lovelock VOR, Nevada, were the pair, both airplane and heli-

copter jet pilots. Michael Zimmer, son of the groom, and Jim Gross, piloted the craft. Also in the wedding party, enroute to Tahoe and return, were Lori Ridgeway and Laura Zimmer. The groom is the owner/CEO of Electronics & Avionics Corporations including Narco. Patricia is the owner/CEO of PMA Design Group, Inc. Our congratulations and best wishes to all.

Below: meet Mr. and Mrs. Ed Zimmer, married in their Learjet over Lovelock VOR at 45,000 feet.



Myrna Stephens, reporter for the North Central Section, announced that Lake Michigan Chapter members were treated to a report of Wendy Hofferty's Aviation Study Tour of Russia. Lake Michigan members are busy planning to fly teachers to an aerospace seminar to be held in November.

- A sunny, Sunday morning found Iowa Chapter members enjoying the thrill of an ultralight. Several members had rides while others watched and visited with North Central Section Governor Gini Sutherland, a guest at the meeting. Arrangements were made by Martha Matthews.

- Linda Mattingly, Indiana Dunes, has been hired by Associated Aviation Underwriters. Not only will she have an office in Chicago and receive training for a degree in insurance, she will have an opportunity to fly the company's Bonanza while conducting business. Linda, who holds IFR, Commercial Multiengine, CFI and CFI&I certificates and ratings, is a former Amelia Earhart Scholarship winner.

- Indiana Dunes Chapter's Gina Darnell coordinated the hospitality, food, fuel, and rest stop at Porter County Airport, Valparaiso, Indiana, for EAA Chapter 104 during the week of Oshkosh. The great number of different planes stopping during the week provided a mini-airshow.

- Six prospective members joined Chicago Area Chapter members at their July meeting at Palwaukee airport and two new members, Linda Gubhardt and Penny Reinjas, joined the Chapter. The speaker for the meeting was Julie Jennar Stoya, a WASP with Commercial, Multiengine and Instrument certificate and ratings and a former Zeigfield dancer. Chicago Area Chapter members Kirsten Jensen, Tina Thomas and Susan Sommers recently participated

continued next page

in the "Girls Math and Science Camps" sponsored by the Rockford Branch of the AAUW held at Rockford College. The women gave a presentation on ca-



*At the Friendship Tent:
Barbara Avila—new 99 from Mexico.*

reers in aviation for women including an explanation of The Ninety-Nines. Chicago Area Chapter members have been busy attending a variety of aviation related conferences. Diane Cozzi and Lisa Lascola attended the VII World Congress on Aerospace Education in Milan, Italy. Kristin Glick-Nichols and Gail Atkinson attended a Women Soaring Pilots Association in Waynesville, OH. Madeleine Monaco participated in the Civil Air Patrol Flight Encampment at Coles County Airport in Mattoon, IL. The Ninety-Nines sponsor one cadet of the 57 attending with a scholarship.

• An **All-Ohio Ninety-Nine**, Joan Mace, is to be honored by Ohio University. Joan will receive the Medal of Merit Award at a ceremony during Homecoming Weekend at Ohio University, Athens, Ohio. The award, the highest presented to an alumni of Ohio University, symbolizes the contributions of the alumni to society, the professions, and to the alma mater. Our congratulations to Joan! Joan returned to Ohio University as a flight instructor in 1963. She received her multiengine ATP when there were only 60 female ATPs in the USA. In 1985, she succeeded Francis Fuller as Chair of the

Department of Aviation and was promoted to rank of Professor of Aviation Education in May of this year. This action recognized her effectiveness as a teacher, scholar, and productive member of the academic community.

• **Kansas Chapter's** Tiana Pickle-Lumry upgraded to first officer of a 737 a year ago and is now living in Aurora, Colorado. Congratulations.

• From Bonnie Tassa, **South Central Section**, comes word that Jo Allison, a charter member of the **Dallas Chapter**, was the first subject in a new "Member Profiles" being published in the Dallas Chapter monthly newsletter. On March 4th of this year, Jo had her Private Certificate for 50 years! Our Congratulations, Jo! She will be moving to Longview in the near future to be with her daughter and will be missed by all. Dallas is pleased to have two new members, Catherine Crowder and Amy Holloway—Welcome!

• **Golden Triangle Chapter** members report that Shirley Roberts attended the Oshkosh convention and fly-in and the Ninety-Nines dinner. Joyce Smith, an Air Safety Investigator with the NTSB, attended the NTSB training in Washington, DC, and a Total Quality Management training in Seattle. She made an NTSB presentation at Texas State Technical College in Waco, TX. Joyce has an M.S., holds a Texas teaching certificate, is a Ground Instructor, a Gold Seal Flight Instructor, an FAA Designated Pilot Examiner and holds Commercial-ASEL and ATP-AMEL. While in Washington, Joyce visited Arlington National Cemetery. She expressed concern that the grave of Marie Rossi, the helicopter pilot killed in Operation Desert Storm, is so far off the "beaten path" and not listed in the literature that not many visitors will be aware of it.

• A barbecue hosted by 99 Jody Chapple at Crawford Air Park was attended by **High Country Chapter** members Mary Hermann, Marla Stevenson, Barry

Cook, Phyllis Kramer, Judy Humphries, April Barber and her 49 1/2 and seven guests. Welcome the newest members of High Country—Sharon Ziegler and



*At the Friendship Tent:
Kalina Cox—99 and first
woman airline pilot in Brazil.*

Betty Costa.

• **Oklahoma Chapter** members are still on "Cloud Nine" after learning of the International election results. It is an honor to have the new International President as an active member of the Oklahoma Chapter. Even though Lu Hollander is very busy with International 99 affairs, she still found time to be the chief judge and race route chairman for the 14th annual Okie Derby. Members of the Oklahoma Chapter recently completed an airmarking at Wiley Post Airport, helped out at the Young Astronaut Space Camp at the Air & Space Museum, had a fly-away to Enid Airport for lunch, and helped with the Oklahoma Pilots Association Cessna 150 giveaway night in which their own Poochie Rotzinger was in the seven finalists.

• **Pikes Peak Chapter's** Chairman, Pam Mahonchak, and charter member, Joan Boyd, were the Pikes Peak 99s delegates to the annual business meeting in Kansas City. The 99s have new bylaws for the first time in 40 years!

• Members of the **San Antonio Chapter** enjoyed a tour of the helicopters based with Army National Guard, Martindale, TX, by invitation of member, Faye Makarsky, recently featured

in the *Ninety-Nine News*. It was exciting to watch the pilots practice for the National Competitions.

• **South Louisiana Chapter members**



*At the Friendship Tent:
Karen Monteith—Quad Cities Area and Wisconsin Chapters, works clearance delivery during the EAA Convention*

sponsored the fourth in a series of "Second Sunday Seminars" for the aviation community at the Wedell-Williams Memorial Aviation Museum in Patterson, LA. Featured speaker was the Curator, Tex Palmer, who did a demonstration on interview techniques for oral histories and talked about artifacts worthy of preservation for aviation history. Edna Gardner Whyte was named the 1992 First Lady of Women in Louisiana Aviation at the Museum. South Louisiana Chapter members contributed to the Baton Rouge Air Traffic Control and the Louisiana DOT for their week-long Aviation Career Education Week for high school students and to the Louisiana Young Astronauts for their educational programs; they also gave a scholarship for Aerospace Education Day Camp in Lake Charles, LA, for a female student. The Day Camp is operated by Dr. Sandra Leder, Lake Charles 99. Steps are being taken to divide the South Louisiana Chapter and sponsor a Southwest Louisiana Chapter in the Lake Charles-Sulphur area. Some members are now having to travel 500 miles round trip to meetings. Charter is being applied for and new members recruited. Delegates to International Convention

were Dr. Sandra Leder, Lisa Cotham and Pat Ward. Lisa Cotham won the AE Scholarship for Multiengine Instructor Certificate. Township of Sulphur celebrated "Cathie Miller Day." Cathie is a 99 and manager of the Southland Airport in Sulphur. Pat Ward went to Oshkosh and hosted President Lu Holander as her "house guest" in the Ward motor home. Pat finished her term as SCS Governor, has accepted the appointment as Chairman of the International Bylaws Committee, and was inducted into the Forest of Friendship in Atchison. Congratulations, Pat!

• **Space City 99s** are proud to have member and Astronaut, Linda Godwin, a part of the Forest of Friendship this June. Linda took her first shuttle flight in April of 1991. While doing an airmarking at Polly Ranch, members were able to get a close-up inspection of their wing-walking member Teresa Stokes' "showcat" airplane. (*Ed. note: Teresa was shown with wing-walker Jessie Woods in the last issue of our magazine.*) Space City Chapter members also took a tour of the Houston Police Department Hangar to get a better view of what the police helicopters and Husky are doing. Debby Rihn tells that the World Aerobatic Championship was virtually weathered out in LeHavre, France. Unfortunately, after all the work and expense of many excellent pilots, no medals were awarded. Dave Buzan gave an excellent talk on Operation Skywatch. Hopefully, many chapters are becoming involved on how to detect and report environmental problems from the air while doing their daily flying. Space City 99s were able to do some advertisement and aeronautical education at Houston's "Do-It-Yourself" Expo, where they had a booth. Some members plan to do some hiking and camping the week prior to the fall Sectional in Bandolier National Park—any other 99s want to join them?

• The June meeting of the **Tulsa Chapter** was held in the home/saloon of

Kathy Knott. Kathy's brother spoke about his flying experiences in Australia. It was interesting to hear about the different regulations. Members of Tulsa



*At the Friendship Tent:
Fran West—Australian Section, flew to Oshkosh on the special Qantas flight.*

Chapter planned to have a concessions booth at the Pogue Airport, Sand Springs, in August.

• Congratulations to Terri Brubaker, **Coyote Country Chapter**, who is now a First Officer, Beech 1900 D, Mesa Airlines, Farmington, New Mexico. Our best!

• Meta Politi sent word that the **Connecticut Chapter** had one member inducted into the Forest of Friendship—Evelyn Kropp. Evelyn's list of flying activities and awards are many and members of Connecticut Chapter are proud of her. She first flew in 1967 and has since earned her ATP multiengine, commercial, single- and multiengine and all ground instructor ratings, as well as more than 4500 hours. A flight instructor at Waterford Flight School and assistant chief flight instructor for Cross Country Aviation at Brainard Airport, she also worked as a charter pilot for Yankee Airways. Evelyn has flown in many races in her Piper Arrow and has won the Hammond trophy for the highest placing woman pilot. She won the Amelia Earhart Scholarship for multiengine instructor and, as she did not need all of the money for this, she returned the remainder to the fund.

continued next page

Evelyn joined the 99s in 1968 in Connecticut and has been an active member since then. She has been on many committees, held various offices and has been a delegate to convention. Active on the section level, she has been governor and is now on the board of directors. Appointed an Accident Prevention Counselor by the FAA, she serves as chairman of the Merit Award Committee. Evelyn is a charming person to know and we in our Connecticut Chapter are honored to have her as a member and friend.

Below: Evelyn Kropp.



At WAEO Congress, Marilyn Burysz with "gyrocopter."



REPORT ON THE WAEO CONGRESS

by Diane Cozzi

The 7th World Congress on Aerospace Education was held recently in Milan, Italy, and delegates in attendance, including several Ninety-Nines, represented countries around the world. Milan is located in one of Italy's most scenic regions and, appropriately, is home to its aerospace industry.

The year 1992 is the 500th anniversary of Christopher Columbus' discovery of the New World. It was chosen by the United Nations General Assembly to be the *International Space Year*. Organizations and space agencies worldwide are celebrating the spirit of discovery, exploration, and humanity's future and are working together to promote a new era of global cooperation and knowledge of our home planet. Nowhere were these concepts more evident than at the WAEO Congress which had as its theme this year, *Aviation and Space Concerns in the Nineties*.

The keynote address at the opening reception was given by Dr. Gunter Eser, Director General of the International Air Transport Association (IATA), representing over 200 airline companies. Dr. Eser commented that aviation was the one rare industry where competitors and representatives of competing nations sit side by side to discuss policies for the good of all.

WAEO Chairman, Kamal Naguib of Egypt, in his opening address to the Congress, welcomed all the delegates to Milan and briefly highlighted Europe's significant role in the advancement of aviation and space since the time of Leonardo DaVinci.

A particular highlight of the Congress was a reception for the delegates and many local aviation and community dignitaries at the Villa Caproni hosted by Contessa Maria Fede Caproni. The Contessa, a warm and gracious hostess and daughter of one of Italy's most famous aircraft designers, Gianni Caproni, is a member of the Federation Aeronautique Internationale (FAI) and is an avid aviation enthusiast. The Caproni Museum, a private collection of aviation memorabilia located on the estate, is a treasure trove for aviation history buffs and various new aircraft, helicopters, and gliders were displayed on the grounds. There was time to stroll through the gardens or swim in the pool before dinner was served. The extravagant menu featured a combination of Italian and American foods to commemorate the theme of *New World Contributions to Old World Cuisine*.

During the reception at Villa Caproni, WAEO presented its Order of Merit awards for excellence in the field of aerospace. The recipients were: The Young Falcons Club of GulfAir (Bahrain), Astronaut Patrick Baudry (France), Aviation Sans Frontieres (France), Captain Satish Sharma (India), Madeleine Rourke (Ireland), Contessa Maria Fede Caproni (Italy), Fiorenza de Bernardi (Italy—see article elsewhere in this issue), Dr. John Parker (UK), Dr. Curtis Graves (USA), and General Clifton Von Kann (USA).

Another highlight was a special invitation from Dott. Fabrizio Foresio, President of AerMacchi, for Congress delegates to tour the AerMacchi facility in Venegono. AerMacchi has a long and distinguished history and manufactures the aerobatic jet used by the Frece Tricolori Precision Flight Team. The Italian team is visiting the USA during 1992 to commemorate the 500th anniversary of Columbus' voyage.

A day's sightseeing at Lake Como, including a boat ride to Bellagio and Cadenabbia, started with a visit to the Aero Club of Como/Italy Hydroport to see

the newly-restored Caproni CA-100 aquaplane. This aircraft was built by Macchi in 1934 and was flown by members of the Italian Air Force until 1940. Many Italian pilots had their baptism of flight in the CA-100 and it is affectionately known as Caproncino (Little Caproni).

There was time for sightseeing in Milan as well. Congress delegates were most impressed by the beautiful and striking Duomo, a cathedral second in size only to St. Peter's in Rome. The Castello, Galleria Vittorio Emanuele II and LaScala were other favorites. Several delegates also found time one evening to attend a performance at LaScala.

Before the close of the Congress, delegates elected the new WAE0 Board of Directors. Results were announced by Chairman Naguib: President, Prof. William Shea (USA); Vice President, Dr. Ossama El-Kholy (Egypt); Secretary General, Ms. Jule Zumwalt (USA); Treasurer, Mr. Louis Cole (USA); VP, Africa & Arab World, Eng. Mohamed Fahim Rayan (Egypt); VP, Americas, Dr. Ernest Riggsby (USA); VP, Asia, Ms. Chanda Budhabhatti (India); VP, Europe, Contessa Maria Fede Caproni (Italy); and Board Members: Ms. Diane Cozzi (USA), Dr. Farouk El-Baz (USA), Ms. Mary Feik (USA), Mr. Teizaburo Ono (Japan), Dr. John Parker (UK), Mr. Jean Pinet (France), and General Clifton Von Kann (USA).

Overall, the participation of Ninety-Nines in the Congress was well recognized. Mary Feik was one of the distinguished speakers; Fiorenza de Bernardi, member-at-large and Italy's first woman airline pilot, received a WAE0 Order of Merit Award; and three Ninety-Nines, Chanda Budhabhatti, Diane Cozzi, and Mary Feik, were elected to the WAE0 Board of Directors.

Previous WAE0 Congresses, generally held every two years, have been in Cairo, Washington, DC, Amsterdam, Nairobi, Singapore and Amman, Jordan. WAE0 holds an annual meeting at the National Aerospace Education Congress which will be in Orlando next March. One of the topics for discussion will be the location of the next World Congress—Toulouse, France? Birmingham, England? or Cairo, Egypt? Wherever it is held, the WAE0 Congress always provides an open forum on aviation issues and an unparalleled opportunity to meet with aviation and space leaders from around the world.



WOMEN AND FLIGHT 1978-1989—
an annotated bibliography by Dorothy R. Niekamp. A few copies are available from The Ninety-Nines Headquarters for a \$15 donation to the AEMSf plus \$1.50 for postage. The research for this book was sponsored by the Amelia Earhart Research Scholar Grant Program.



Above: Kneeling: Chanda Budhabhatti. Front Row: Mary Feik, Potomac Chapter; Irene Wirtschaffer, Florida Spaceport Chapter; Hisae Matsubara, Far East Section; Rikako Carpenter, Far East Section; Diane Cozzi, Chicago Area Chapter. Back Row: Sally Laforge, Los Angeles Chapter; Bernadine Stevenson, Los Angeles Chapter; Sigrid Ramelli, Long Beach Chapter; and Lisa LaScola, Chicago Area. Not available for photo: Aileen Anderson, Northern New England; Marilyn Burysz, Eastern New England; Fiorenza De Bernardi, Member-at-Large, Italy.

Left: Diane Cozzi, Chanda Budhabhatti and Fiorenza De Bernardi at the Villa Caproni reception.



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1993 Application Form

Application must be typewritten and complete in every respect.

Any item not completed may result in disqualification.

READ FACT SHEET CAREFULLY.

THE NINETY-NINES, INC.

Amelia Earhart Memorial Scholarship

CONTACT THE NINETY-NINES' OKLAHOMA CITY HEADQUARTERS FOR RESEARCH SCHOLAR GRANT GUIDELINES.

APPLICANT MAY APPLY FOR ONLY ONE
CERTIFICATE OR RATING

Scholarship would be used for completion of

Applicant **MUST** write a concise letter which includes short and long term goals and employment opportunities. Attach four photographs. *See Fact Sheet*

Name		Chapter		Section	
Address		City		State	ZIP
Phone		Birthdate	# Children	Ages	
# Other Dependents	Date Joined 99s	Date Last Medical		Class	
Date of Private Cert.	Airman Cert. No.		Date Last BFR (US Only)		

	HOURS	NIGHT	ACTUAL INSTRUMENT	SIMULATED INST. IN AIRCRAFT	SIMULATOR	TOTAL PIC XC TIME		HRS AS CFI*
						XC	Since Pvt.	
Total SEL:								
Total MEL:								
Other**:								
TOTALS:								

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

** DEFINE OTHER: _____

CERTIFICATES AND RATINGS NOW HELD:

AIRPLANE		GROUND INSTRUCTOR	FLIGHT INSTRUCTOR	OTHER
<input type="checkbox"/> Private	<input type="checkbox"/> ASEL	<input type="checkbox"/> Basic	AIRPLANE	_____
<input type="checkbox"/> Commercial	<input type="checkbox"/> AMEL	<input type="checkbox"/> Advanced	<input type="checkbox"/> SE <input type="checkbox"/> ME	_____
<input type="checkbox"/> A.T.P.	<input type="checkbox"/> ASES	<input type="checkbox"/> Instrument	<input type="checkbox"/> INSTRUMENT	_____
<input type="checkbox"/> Instrument	<input type="checkbox"/> AMES			

Writtens passed for Certificates or Ratings not now held: _____

Certificates or Ratings in progress & expected completion date(s): _____

Ultimate career goal: _____

Highest academic degree and where obtained: _____

Present position, employer & date employed: _____

Previous employment (give dates): _____

Marital Status: _____ Husband's name: _____

Husband's position and employer: _____

Have you applied for another aviation scholarship this year for this rating or certificate? If so, identify? _____

EXPERIENCE (list longest cross country flight)

Date From (city, state) To (city, state) Nautical miles Pilot Hours

Other aeronautical experience or training: _____

THE NINETY-NINES, Inc.
1993 A. E. Scholarship Eligibility Form

THIS FORM MUST BE NOTARIZED AND SUBMITTED TO THE CHAPTER CHAIRMAN PRIOR TO DEADLINE: DEC. 31, 1992

DATE: _____

CREDENTIALS:

I have examined the credentials of (NAME of APPLICANT) _____
and find her to be eligible and deemed fully qualified to accomplish the one course entitled: _____

(U.S. flight training should be under FAR Part 61. Applicants for non-US certificates or ratings must furnish qualifications required for requested training.)

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

#1 Make _____ Model _____ #2 Make _____ Model _____

AIRCRAFT #1			AIRCRAFT #2		
DUAL FLIGHT TIME	Aircraft Rental	hrs @ /Hr +	hrs @ /Hr +	= \$	
	Instructor Time	hrs @ /Hr +	hrs @ /Hr +	= \$	
SOLO FLIGHT TIME	Aircraft Rental	hrs @ /Hr +	hrs @ /Hr +	= \$	
GROUND SCHOOL (# required) flat rate or			hrs @ /Hr +	= \$	
FLT SIMULATOR	Rental	hrs @ /Hr +	hrs @ /Hr +	= \$	
	Instructor Time	hrs @ /Hr +	hrs @ /Hr +	= \$	
EXAMINER FOR FLIGHT CHECK (show aircraft expense above under Solo Flight Time)				\$	
OTHER (describe)				\$	
NOTE: Upon receipt of properly executed AEMSf forms, check will be made jointly to applicant and school (or instructor)				TOTAL OF ABOVE	\$
				Less employee discount (if applicable)	\$
				If outside USA, show Non-US Currency amount	\$
				TOTAL NET COST, U.S. DOLLARS	\$

[NO PAYMENT WILL BE MADE FOR TRAINING TAKEN BEFORE NOTICE OF WINNING HAS BEEN ISSUED AND ACCEPTED]

Name of school or qualified instructor: _____

I certify that the above information is true and correct.
Print or type Name, Title and Certificate Number.

Address: _____

Title: _____

Signature _____

Telephone () _____ Date: _____

The following is to be completed by Chapter or Section Scholarship Chairman, Chapter Chairman or Governor, as applicable.
I verify the accuracy of this application. My letter of recommendation accompanies this form.

Signature _____ Title _____ Date _____

NOTE: Original and six exact copies of all material furnished must be signed and sent to the SECTION SCHOLARSHIP CHAIRMAN, postmarked no later than January 10, 1993

- I have been a member of The Ninety-Nines, Inc. continuously since December 31, 1990.
- I have logged at least 150 hours of pilot time.
- If I receive this Career Scholarship, I will complete the project for which this application is submitted by Dec. 31, 1994.
- I agree to retain my membership in The Ninety-Nines, Inc. continuously through December 31, 1994.
- I understand that the funds are to be used ONLY for the purpose for which I am applying.
- I will communicate, at least quarterly, with the Chairman of the Amelia Earhart Memorial Scholarship Fund (AEMSf) and inform her of my progress.
- I attest to the fact that my application reflects an honest appraisal of my ability to complete the goal requested herein.

I CERTIFY THAT THE ABOVE STATEMENTS AND ALL INFORMATION IN THIS APPLICATION ARE TRUE AND CORRECT

Signature _____

NOTARIZATION MUST BE ON THIS FORM (NOT ATTACHED)

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

Notary Public: _____ My commission expires: _____

1993 Fact Sheet

PERTAINING TO APPLICATIONS FOR AMELIA EARHART SCHOLARSHIPS

ANY NINETY-NINE WISHING TO APPLY FOR A SCHOLARSHIP IS REQUIRED TO READ THIS PAGE.
IT IS RECOMMENDED THAT APPLICANTS READ THE GUIDELINES CAREFULLY.
(CONTACT YOUR CHAPTER CHAIRMAN FOR A COPY)

THE CRITERIA FOR AN APPLICANT INCLUDES THE FOLLOWING:

- * has been a member of The Ninety-Nines, Inc., continuously since December 31, 1990 and has reviewed the current Guidelines obtainable from Chapter or Section Scholarship Chairman;
 - * holds a current medical certificate;
 - * has a current biennial flight review (BFR) for U.S. only;
 - * has a minimum of 150 hours of total pilot time (does not apply to Research Scholar applicants);
 - has financial need of the award;
 - agrees to complete the course and/or training by December 31, 1994;
 - required ratings/certificates, including medical, needed to be eligible for the scholarship being requested must be completed and verified to A.E. Trustees by February 28, 1993.
- * *Disqualification will result from not meeting these criteria.*

THE APPLICATION CONSISTS OF - the original and six (6) exact copies.

1. Application Form (which includes experience record);
2. Eligibility Form (only the original need be notarized in the place provided);
3. Letter written by applicant plus copies of pilot certificate and medical;
4. Letter of recommendation from the Chapter Scholarship Chairman (or Chapter Chairman);
5. Letter of recommendation from an individual who is not a Ninety-Nine.
6. Four (4) clear, head-and-shoulders photos taken within the past two years: approximately 3" X 5" of good reproduction quality and with NAME attached to each photo.

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

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

Original and six (6) exact copies (seven total) of all material must be submitted to Chapter AE Chairman.

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

Regardless of size, each chapter is allowed at least one applicant. The Chapter Scholarship Chairman may select a committee to assist her in screening applicants. This will be composed of two or three Ninety-Nines or other members of the aviation community. Chapter Chairmen may serve as Scholarship Chairmen. Application **MUST** be received by Chapter Chairman no later than December 31, 1992.

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

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

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

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

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

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

NO PAYMENT WILL BE MADE FOR TRAINING TAKEN BEFORE NOTICE OF WINNING HAS BEEN ISSUED AND ACCEPTED

HOW DO I APPLY FOR THE NINETY-NINES' SCHOLARSHIP AWARD ??

This is the question most frequently asked by aspiring pilots. There is a very short and simple answer. "Fill out the application and eligibility forms which are published in the 99 NEWS each year in a Fall issue.

The next most frequently question asked is, "What is the AE Scholarship?" The Ninety-Nine Scholarship Award, also know as the Amelia Earhart (AE) Memorial Scholarship is given as a memorial to Amelia Earhart and all eligible may apply for the scholarships which are given annually.

SO--the next question is, "How do I prepare for applying for the scholarship?"

You should first determine that you are eligible by having been a 99 member CONTINUOUSLY since December 31, two years prior to submitting the application. If you have allowed your membership to lapse for even just a short while, and have been reinstated, it is considered a bread in membership.

Why do you want the particular certificate or rating? You must be aiming for a goal! This does not necessarily mean your goal is to be an airline pilot. There may be a need for a flight instructor at your airport which is what you would like to do. There are many opportunities in aviation and your goal or goals, which should be realistic, is one item that is important in evaluating your application.

If you are considering applying for a scholarship, it is IMPORTANT that you study the GUIDELINES carefully. They Chapter Chairman, or your They are sent to all Chapters in a monthly mailing. They AE Trustee or requested from Also, every Governor and AE has received a copy. Forms Sheet are published in a Fall in October. The Fact Sheet You should meet all criteria rating/certificate for which you must begin your training are notified of winning a in a situation to do this, ship.

Items B through G of the 1993 Fact Sheet are to be used as GUIDELINES in evaluating the applicants. They are not to be considered mandatory criteria, but to serve as areas for determining the better qualified candidate if more candidates are eligible than the Chapter/Section Quota. However, the Chapter Chairman or Scholarship Chairman must address these areas in her letter of recommendation.

are available from your Chapter Scholarship Chairman. from International Headquarters are also available from any headquarters in Oklahoma City. Section Scholarship Chairman for applying and the Fact issue of the 99 News, usually should be studied carefully. and be qualified for the you plan to apply. Also note, within three months after you scholarship. If you are not you could forfeit the scholar-

Assuming you have met all of the criteria outlined above, it is time to complete the Application Form. After completing the application give it to your Chapter AE Scholarship Chairman. It is recommended that the chairman select a committee to assist her in screening the applications if more applications are received than the chapter's quota.

There are two very important deadlines to be met. Failure to meet a deadline results in disqualification. December 31st is the deadline for applications to be in the hands of the Chapter AE Chairman. (IMPORTANT: The Chapter Chairman or the AE Chairman must sign the application so it should be in her hands well before the deadline.) Chapter's applications must be postmarked and on their way to the Section AE Chairman no later than January 10th. The Section AE Chairman, along with her committee, screens all the applications from chapters. She then sends the section's quota to the Amelia Earhart Scholarship Trustees, postmarked no later than February 10th. The Trustees evaluate the applications during their spring meeting and forward the finalists' applications to the outside judges who determine the final winners.

In conclusion, if you are applying for a scholarship, you should read all of the information in the Guidelines and Fact Sheet VERY CAREFULLY! You must meet all the deadlines. The application MUST be TYPEWRITTEN and it should be NEAT. If you follow all the requirements, you should not have a problem. However, if there are questions or problems do not hesitate to contact your Section Scholarship Chairman or the Chairman of the Trustees for help. GOOD LUCK TO ALL!!!

THE "ARC-en-CIEL" ADVENTURE

Story and photos by Sigrid Ramelli

Competitors from 13 countries and personnel in four support planes started their engines just before sunrise on June 20th at Geneva Airport, Switzerland, for the first air race that was to circle the globe—the *Arc-en-Ciel*, "Rainbow," in English. There were 11 crews representing the US; three from France; two each from Sweden, Switzerland and the United Kingdom; and one each from Austria, Belgium, Canada, Finland, Germany, Guatemala, Hong Kong

required 950 gallons at a cost of \$12 per gallon in that part of the world. Nealey and Hillman named their Cessna in honor of their sponsor, "The Spirit of Paul Mitchell." Both looked outstanding and became known to the other racers as "The Hairdressers."

Jayne and Palozola love competition and enjoy the camaraderie (see May issue, *Ninety-Nine News*), they admitted. Experience had taught them to use weather forecasts, aircraft performance, and routing possibilities to their advantage. This time they were facing an elite group of pilots, some of the best in the world. The mother and daughter pair named their Comanche "Tailwinds World Flyers" for that little bit of luck racers seek (and for their aviation-oriented mail order business. *See their advertisement in this issue.*) The *tailwinds* didn't fail them as, based on their handicap of 170 knots, they immediately led the first portion of the race, a 1,237-mile leg from Geneva to Helsinki, Finland.

In handicapping, the judges compared the actual flight time of each aircraft with the theoretical handicap time, calculated the percentage of faster or slower and converted it into hours, minutes and seconds, then added it to the time accomplished by the fastest aircraft. In the same leg, Nealey and Hillman spent under seven hours of time enroute, but their handicap of 192 knots put them into fifth place. They faced their first problem in Helsinki, a broken ignition harness. Their spare was in Geneva where they had left many parts in order to carry an additional 295 gallons of fuel. A competitor from California, Jeff Moir, repaired their harness and laid the ground work for the camaraderie that would last throughout the next 23 days.

The first leg over Europe surprised controllers more than racers. "Where are all the aircraft flying and why?" a controller from Frankfurt Center finally asked the crew of one of the last planes. When told about the first "Around the World Air Race," they were given shorter headings. One crew took names and addresses of controllers to send them postcards and T-shirts.

Helsinki to Moscow, the shortest leg of the race, became the practice ground for things to come. Never before had so many foreign aircraft crossed into Russian airspace in such a short period of time. In

addition, Russian controllers assign corridors for civilian traffic and prefer to use metric measurements for altitude and kilometers for ground speed. If someone flew two miles or more off course, they could have been forced down. To simplify the task, the Russian controllers re-identified each airplane with two letters and a number. Jayne and Palozola were BC 3. Many pilots needed heading changes to avoid the lines of thunderstorms in their paths. Jayne



Nancy Palozola and Marion Jayne—placed second in the race around the world. Congratulations!

and Norway.

Among the competitors were two all-female crews: Sue Nealey and Faith Hillman in Sue's Cessna 310 and Marion Jayne with daughter, Nancy Palozola, in Marion's Twin Comanche. The racers were out to conquer unforeseen weather, aircraft performances, language difficulties—to race 16,500 miles!

Nealey and Hillman search for adventure (see June issue, *Ninety-Nine News*) and like to explore the unknown. Unfortunately, their third pilot, Aileen Egan, could not join them. Over 30 sponsors, the largest group of supporters, supplied them with Northstar Avionics Global Navigation equipment, Nelson Oxygen, Mobil Oil, Michelin tires, even sunglasses and Caray Limousine service, among others. Their major sponsor, Paul Mitchell Systems, was the hairstyling supply company and they covered most of the cost of the 4,500 gallons of fuel needed for the race. The flight over Russia alone



With Sigrid Ramelli, center, fourth-place crewmembers, Faith Hillman and Sue Nealey. Congratulations!

heard one frustrated controller order, "Everyone stop! Stay where you are!" Fortunately, all reached Moscow's Ramenskoe Military Base as cleared.

"When we arrived in Moscow, Red Square had its first rock concert," revealed Nealey. In Moscow, she met with Kay Roam, Prescott Chapter, (AZ, USA), whose son is a Moscow journalist and businessman (*See Roam's article in the next issue.*). With Hillman, who speaks some Russian, Nealey had notified Galina, the 1968 world aerobatic champion, and female WWII Russian combat pilots of their planned arrival. An introduction to their aviation library and a luncheon waited for the two. Waiting, also, was a taxi driver, to drive Nealey and Hillman to the Aero Sports Club for permission to set records as foreigners in Russia, then back to their plane, one hour from the city.

Normally, there is no piston engine fuel

OVER THE RACE COURSE

by H. Glenn Buffington

A high number of 63 aircraft entries from seven states added to the festivities of the 23rd Annual Palms to Pines Air Race, flown August 7-9, 1992. Although two crews had to scratch before takeoff time, two planes carried four aboard, another three aboard, three pilots flew solo and the remainder were piloted by two. The 124 pilots were flagged away by Honorary Starter Justine Bateman, star of TV's *Family Ties*. As in years past, the race was efficiently handled by Claire Walters and her crew.

The 752 s.m. race started at Santa Monica, CA, and called for a fly-by or landing at Modesto. Redding was the RON and the terminus deadline was noon the 8th. The awards Breakfast was held at the River House and the following winners were announced:

1 Delores Pynes/Dorothy Walker	Beech Debonair	+27.56
2 Margaret Mead/Jan Sekas	PA24-260	26.45
3 Susan Prigmore/Lois Van Zelf	Grumman Tiger	25.74
4 Madeline Kurrasch/Tracy Paredes	Grumman Tiger	25.19
5 Tookie Hensley/Debbie Hopper	C-172	25.10
6 June McCormack	C-172	24.33
7 Gail Ann Swain/Debby Porter	C-172	24.21
8 Martie Pearce	C-172	23.86
9 Peggy Ewert/Janet Ewert	C-172	23.17
10 Donna Taylor/Jane LeMar	PA28R-200	22.79



Among other awards: Best Under 500 Hours Among 12 Entries went to Madeline Kurrasch/Tracy Paredes; Best Among 16 First Time Racers went to Christine Emmons /Susan Chapple; Best Among four Turbo Powered aircraft went to Shari Meyer/ Wray Robertson; Best Score among 10 Outside-California Crews went to Tookie Hensley/Debbie Hopper; Best Representation of 99 Chapters went to San Fernando Valley Chapter; and the Scenic Route Award went to Cecilia Weldon/Andrea Englander.

“ARC-en-CIEL”—the *RAINBOW*, continued

available in Russia. The race organizers had 513 fuel drums, each containing 43 gallons (164 liters) shipped from Scotland to Helsinki, then trucked across the border to Moscow where they were loaded onto Ilyushin 76 airplanes, flying ahead of the race planes. Many racers stopped at Omsk to refuel out of those barrels with hand pumps. Nealey explained, “We called a friend in Omsk to bring us help to refuel faster on the clock. It backfired! All of her relatives showed up with her and culinary masterpieces of the region were waiting in their home for us. We had planned on only a short fuel stop!”

Their departure delayed, they faced the longest leg of the race, the 2,850 miles from Moscow to Irkutsk, which was to become the most dangerous route portion for Nealey and Hillman. They headed eastward into the night, where clouds and thunderstorms were waiting. The C-310 picked up ice and the pilots had to drop to 9,000 feet with further clearance to 8,000 feet. The “Spirit of Paul Mitchell” lost its communication radio transmission and the controller could not hear them when the pilots tried to negotiate the shortest route to Irkutsk.

They could hear the dramatic, “Turn left immediately or you will hit the mountains!” It sounded frightening, but loud and clear.

“In daylight, it would have been a different ball game,” admitted Nealey.

Low altitudes, communication loss in unfamiliar terrain, clouds and darkness combined to make this their slowest leg. They landed in 11th place and were reprimanded by controllers of Irkutsk Tower. They were christened “Women Girls” by all controllers through the rest of Russian airspace.

Jayne and Palozola had been luckier. When they landed on the shores of Lake Baikal in the midst of Siberia after 13 hours of flying time, they had demonstrated their navigational capabilities, made good times, consumed their “power bars” for energy, and had stayed out of trouble with the Russian airforce controllers.

With great surprise, the crews discovered a tremendous pride in the people living in Siberia. They would not live anywhere else in the world. A five-man Chamber Ensemble in black tie and tails greeted the visitors with a waltz out of Tchaikovsky's *Sleeping Beauty*. The Siberian people played with vigor and expressed themselves musically—people in

local costumes were dancing and took the visitors into their dance. Ilse de Vries, who piloted her own A-36 Bonanza with co-pilot, Jeff Moir, said, “Up to this point, I thought you went to Siberia to die. This was a very fascinating experience. I'll never look at it the same way again.”

The Siberian wilderness between Irkutsk and Yakutsk awaited the teams. Their clearances would take them over the Stanovoy Mountain range into strong headwinds, “and the *Women Girls* shall not go that way,” concluded the Russian briefers on the night prior to the flight. Everyone laughed. The *Women Girls* were now Jayne, Palozola, and Ilse de Vries. All were vectored north to lower altitudes, against their requests. “Nyet! You must go this way,” they were told. It turned out to be good luck, with no headwinds and no icing on the longer routing.

Flying primarily under cloud ceilings, Jayne will always remember the wild beauty of Siberia's untouched eastern terrain below her wings, views the other teams never did see. Only air-to-air connected the teams; no other human traces were anywhere in sight. The sun came through 200 miles

continued next page

"ARC-en-CIEL"—the *RAINBOW*, continued

southwest of Yakutsk and tailwinds once again helped to push the mother/daughter team into first position with six hours and 27 minutes of flying time. Nealey and Hillman scored fourth with only a nine minute, 45 second interval behind the Twin Comanche.

California Dreamer, a Cessna 421 from Fresno, California, USA, reported the failure of a vacuum pump, a Glasair III from Canada had problems with water in two tanks and the *Welsh Dragon*, a Cessna 340 from the United Kingdom, lost its Global Positioning System (GPS).

In Yakutsk the racers were treated to a floating hotel that took them down the Lena River to a grassy slip for a picnic with enchanting dance music played by Mongolian natives. What had lifted the racing spirits of the "Tailwinds World Flyer" crew, discouraged them on the flight from Yakutsk to Anadyr—severe icing! It slowed the aircraft to 12th place, forcing the crew to descend. The challenger for first place was a Turbo Beech 33 which was able to climb to 20,000 feet. It brought up a question—if turbocharged engines have more choices, are they advantaged?

By now the *California Dreamer* had lost its cabin heat and the crew needed body deicing once on the ground. The *Welsh Dragon* lost its second CPS and returned to dead reckoning and celestial navigation for the lack of other nav aids. Strong headwinds forced one aircraft to fly back to Magadan, a refueling stop.

Children brandished presents and crowds gathered to encircle the racers as they fired up to cross the Bering Strait. The race clock stopped until everyone reached Nome. The group had crossed the international date line and jumped back from GMT +9 to GMT -8. June 28th became "the longest day." The teams were relieved and proud to have completed the Russian stage and its

corridor restrictions. Now they could choose the routes for their best advantages from Nome to Victoria. The fun began for Belgium's *Credit Communal*, a Bonanza, and France's *Aero Pyrenees*, a Twin Comanche. They approached Victoria together and raced for touch down clearance. Patrick Saille's tactics won for Belgium, but he became an object of concern for the tower controller when his gear didn't come down until seconds before flare. Our "Women Girls" were treated like normal crewmembers again and stayed in the top 10 for the remaining legs.

Fresno, California, USA, offered three days of rest for the weary and jet-lagging PICs. It was time for the 50 hour engine checks. Jayne replaced a cracked left spinner. There were family reunions for most US racers and a Fourth of July celebration for everyone.

The beginning of the second half of the race was the takeoff run for the 2,302 miles across the US to Frederick, Maryland, and a grand reception at AOPA headquarters. Guatemala's *Maya One* discontinued racing at this point because of too many recurring engine problems. The other crews departed to fly to Godthab, Greenland. For some it was dark when they began the over-water-approach to the 3,117-foot strip with an obstruction at the end. This mandatory stop was too much for the crew of *Spirit of Sweden*, a Beech 36 Bonanza. They landed at Goose Bay, Labrador, and circumnavigated Godthab totally, which disqualified the crew as competitors.

Leg 10, the last and second longest, took the group over Greenland's ice cap, 9,000 feet in depth. Sky and earth turned into one, sometimes described as a *whiteout* condition.

When the *Spirit of Paul Mitchell* crossed the finish line in Cannes, it was Nealey and Hillman's grand finale. On the morning of

July 12th, after more than 13 hours of flying time, the pair landed to be met by a luxury limousine. John Paul DeJoria, the driving force behind Paul Mitchell Systems, a supply emporium for hair stylists, personally greeted the successful around-the-world racers and carried them to the Hotel Martinique in Cannes.

Jayne and Palozola touched down with a bit less glamour, but a score that placed them second. Their right spinner had torn off 30 minutes out. Cannes was the nearest airport, so they decided to continue to the final destination. Their windshield had been shattered, but luckily, debris had not injured them. "We need lots of sleep before we can think about the award ceremony tonight," was Jayne's last comment at the Cannes' Mandelieu Airport.

A sparkling evening at Villa Dumerque brought teams and organizers together once more. The calculated times were announced in French and English: Marion Jayne and Nancy Palozola placed second behind the Turbocharged Bonanza. Sue Nealey and Faith Hillman placed fourth of 19 piston engined aircraft that crossed the finish line in France.

Bernard Lamy, head of the *Arc-en-Ciel* adventure, was asked by a Russian reporter if it was difficult to fly in the skies of Russia. Bernard responded, "The skies over Russia are the same skies over all the world. As we fly, we see no borders."

Everyone applauded in agreement that the race will show their message of international cooperation at a time when Russia found its freedom. Everyone who flew the *Arc-en-Ciel* saw the beauty of our planet and was prepared to meet its dangers. When I listened to our Ninety-Nines, I felt so proud to be a 99. Thanks, Sue, Faith, Marion, and Nancy, for sharing it with us!

Congratulations to you all!

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Remind Yourself: "I'd rudder be in Portland!"

HEADING TOWARD AN AVIATION CAREER

by Karen Kahn

Hello. I've been a Ninety-Nine since 1970 when I joined the Bay Cities Chapter after earning my Private, Commercial and Instrument rating in the San Francisco Bay area. After a short stint as a corporate pilot, I instructed at Sierra Academy in Oakland, CA, and also founded the Marin County Chapter of the 99s. Subsequently, I ran my own weekend ground school and, after accumulating the required flight time, was hired by Continental Airlines in July, 1977. I am currently flying left seat on a McDonnell Douglas MD-80 (two engines, 144 passengers) based in Denver. I am an active member of the Santa Barbara Ninety-Nines, an FAA Accident Prevention Counselor, ATP with DC 9 and Lockheed JetStar type ratings, a CFI&I (Gold Seal), and a newly-licensed Whirly-Girl, currently working on my Commercial and Instrument Helicopter certificate and rating.

Aviation has a magical draw for all of us. Whether you do it for business or pleasure, its allure is hard to escape once you get started. If I asked each of you to tell me what one thing thrilled you about flying, I suppose I'd get as many different answers as there are those of you reading the column.

I've always been attracted to aviation for the freedom, the precision and instant feedback. You know immediately when you've completed a task correctly. There's no waiting for next week's results! I'm sure that you have a special reason for flying and I hope in future columns to address some of them.

In our counseling business, we try to do a bit of probing for the reasons that "hook" someone on flying. We discuss the interests, the motivations, and how persons perceive themselves in the world of flying. (Those of us in aviation are selfish about sharing our love of flying with someone who doesn't appreciate our passion. It is too good to waste on someone who considers it "ho-hum.") Once we've established what excites you, we try to look closely at your goals and the realities of accomplishing them. Frequently we can suggest combining some of your current skills with flying to make an aviation career path not only possible, but probable.

In the coming months, through this column, I hope to share with you some of my insights as an aviation career counselor, particularly as they relate to your future in aviation. Some topics will include: Should I quit my job and try aviation full time? How do I choose the right flight school for me? How to find a good instructor. In what order should I get my certificates and ratings? Building flight time and maturing as a pilot. The Ab Initio track—is it really that quick? Are there jobs available? How much time do I really need for the job I want? How important is my work record? Violations or other career glitches—how to handle them at an interview. Completing a job application—the do's and don'ts.

I look to your questions, comments and feedback. If you have special concerns that you'd like to see discussed in upcoming columns, please let me know by dropping me a note: KAREN KAHN, 799 N. Ontare Road, Santa Barbara, CA 93105; or Compuserve #76147, 135; or Prodigy #NRTV42B.



NEW HORIZONS

In the last issue of *Ninety-Nine News*, we regretfully reported the passing of Clara Johansen. Please note that memorials may be sent to the Minnesota Chapter Ninety-Nines, C/O Elaine Morrow, Route 2, Box 88-A, Delano, MN 55328. The Funds will be used for a scholarship in memory of Clara.

SACHA PEGGY HALL MARTIN

Sacha Peggy Hall Martin, License #2500 and a Charter Member of The Ninety-Nines, passed away June 30, 1990. She followed her husband, Eddie Martin, in death (March 27, 1990). *Submitted by Gloria Steffen Sullivan, Margaret Martin Schools, and Glenn Buffington.*

BEAT WACKERNAGEL

Beat Wackernagel, 49 1/2 or Irene, Pikes Peak Chapter, has gone to new horizons after being hospitalized in late July with a serious illness. Beat was a balloon, glider and airplane pilot and had recently retired. Beat and Irene were fixtures at South Central Section Ninety-Nines meetings. He will be sadly missed.

GRANTS COMMITTEE NEEDS YOUR HELP

President Lu Hollander has asked me to head a new Grants Committee. The mission for this committee is to assist the Ninety-Nines, Inc. in the quest for grants and contributions. The group will function as a clearinghouse and work with Committee Chairmen and others who are preparing grant applications. The goals for this fiscal year are: 1) to gather information on foundations and other organizations that offer grants in pertinent areas, 2) to compile information on our extensive programs at the chapter and section levels, and 3) to match potential grantors with our programs.

The committee needs your help to accomplish Goal #2. Chapters and sections conduct most of our program activities, ranging from Air Bears to Operation Skywatch. How many people do we reach through these projects? Would you wager a guess? If we wanted to apply for a grant to support the Air Bears work, for example, could we document the number of sessions conducted, or the number of youngsters affected? With your help, we will be able to provide comprehensive descriptions of these grass roots efforts. The committee is asking each chapter and each section to

complete the questionnaire below (one sheet per project) for each activity completed during the period June 1, 1991, to May 31, 1992, and send them in by December 15, 1992. Chapters participating in section activities should not list these as separate projects. We need unduplicated data.

We'll report the results in The Ninety-Nine News and expect them to reveal a staggering amount of public service on our part.

Thanks for your help,
Bev Sharp

Chapter or Section Name: _____

Project Name: _____

Project Description: _____

Program Category:

- | | | |
|---|---|---|
| <input type="checkbox"/> Aerospace Education | <input type="checkbox"/> Airmarking | <input type="checkbox"/> Environmental Assistance |
| <input type="checkbox"/> Airport/Airspace Support | <input type="checkbox"/> Aviation Competition | <input type="checkbox"/> Medical Assistance |
| <input type="checkbox"/> Aerospace History | <input type="checkbox"/> Aviation Safety | <input type="checkbox"/> Other (explain) _____ |

Numbers of Helpers: 99s _____
 66s _____
 49 1/2s _____
 Others _____

Number of Sessions: _____
Total Service Hours: _____
Number of People Affected: _____
Total Cost of Project: \$ _____

Group(s) Affected:

- | | | |
|---|--|--|
| <input type="checkbox"/> Preschoolers | <input type="checkbox"/> High School Age | <input type="checkbox"/> Student Pilots |
| <input type="checkbox"/> Elementary School Age | <input type="checkbox"/> College Age | <input type="checkbox"/> Licensed Pilots |
| <input type="checkbox"/> Junior High School Age | <input type="checkbox"/> Adults | <input type="checkbox"/> Non-Pilots |
| | | <input type="checkbox"/> General Public |

Contact Person:

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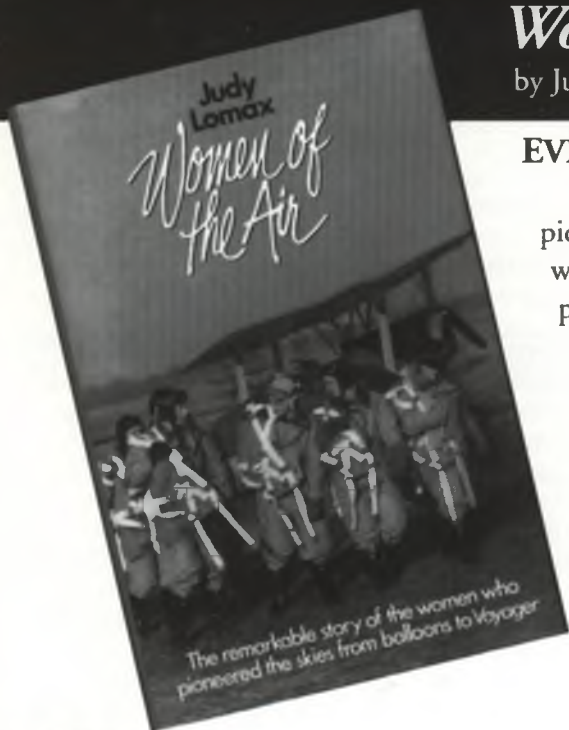
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