

NINETY-NINE *News*

THE INTERNATIONAL WOMEN PILOTS MAGAZINE

MAY – JUNE, 1993

- MORE DYNAMIC 99s
- AE TRUSTEES
- ELECTION FOR DIRECTORS



1993

INTERNATIONAL CONVENTION —

August 11-15

PORTLAND, OREGON, U.S.A.

IT'S THE PLACE TO BE IN '93!

by Betty Prakken

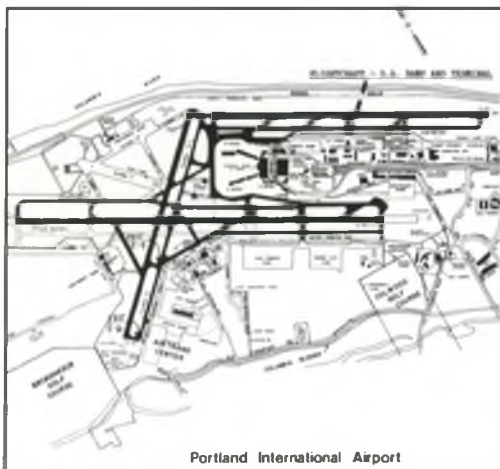
FLIGHT GUIDE



For those of you who have expressed a desire for information about flying your airplane to Oregon, here's the story. When Montana Chapter members were asked about flying across Montana from the east, a three-page missive from Christina Pomeroy arrived that contains all one needs to know. Since it has proven impossible for me to delete anything, please send a self-addressed and stamped envelope and I will mail a copy to you.

I highly recommend Sparky Imeson's book, *Mountain Flying*. Some people worry about high mountains, but you will generally be flying over lush valleys between the mountains and never have to be very high. Until you look out your window and see an awesome snow-capped peak, you haven't experienced the west—and Oregon! Talk about checkpoints!

This year you can also join a flight over The Oregon Trail, flying your plane along with pilots familiar with the route. What an opportunity! It is called "Westward Ho The Airplanes." The Oregon Flying Farmers are having an Oregon Trail flight again this year starting at Independence, Missouri's Memorial Airport. The space is limited and the deadline is June 1, 1993. For more information and a registration form, please contact Andy Anderson, Wagon Master, at 803 Cessna Street, Independence, Oregon 97351. His phone number is 503 838-4231.



The official Convention airport for both commercial and general aviation will be Portland International Airport. The general aviation facility, Flightcraft International, established in 1948, is one of Beechcraft's largest and most successful sales and service centers. Flightcraft has generously waived tie-down fees to all 99s attending the Convention and is offering 99s a 10-cent discount on fuel. We will be greeting and meeting you in their beautiful new waiting room and from there you will be provided free transportation to the hotel. For those arriving by commercial airlines, the Portland International Airport currently is served by 11 airlines with direct or non-stop service to more than 100 cities worldwide. The Red Lion will provide free transportation from the airport to the hotel every 30 minutes.

Blazing the Oregon Trail has been heralded as the greatest peacetime migration in the history of mankind. In 1843, more than 350,000 pioneers set out from Independence, Missouri, for the Oregon country. The wagon train endured six months of bitter cold, blistering heat and death to seek a better life in that western promised land—Oregon.

In 1993, we are celebrating the 150th anniversary of that great migration. For information about the celebration, write the Oregon Trail Coordinating Council at 222 NW Davis, Suite 309, Portland, Oregon 97209 or phone 503 228-7245.

Betty Prakken, Convention Co-Chairman
24401 S. Skylane Drive
Canby, OR 97013

Pireps:

Your Letters:

Barbara McKenna, San Fernando Valley:

The EMT™ article, March/April 1993 issue, was most interesting, but I was disappointed that Betty Johnson was not identified as a 99. Betty and I flew together at Santa Paula before she and her husband started the Pitts Stop. She was an active member of the Santa Paula 99s and a fine aerobatic pilot and judge. Her untimely death from cancer cost our organization a real pace-setter. New Horizons even had a picture of her if I remember correctly.

I do hope you will set the history records straight and that EMT™ will realize 99 roots in its past.

Jacqueline Bourgard, Lake Michigan Chapter:

I am a newly licensed Private Pilot (October, 1992) and a new member of The Ninety-Nines (January, 1993). Imagine my surprise when I received my first issue of *Ninety-Nine News* and realized that we have been embroiled in conflict and a multitude of internal problems. I agree with our president that we DO need to "restore and nourish unity." Ms. Logue's letter (Jan/Feb issue) was thought-provoking, honest and uplifting.

To their credit, when I attended the Lake Michigan Chapter Meeting, I was met with warmth, enthusiasm, professionalism and not a mention of any conflict within the 99s. I look forward to a long and fruitful relationship serving as an active member in an organization that fosters positive thinking and a "spirit of camaraderie."

Joyce Hilchie, Prescott, Arizona:

Judging from the smiles, it is impossible to pick out the member who is recovering from being run over by a backhoe and the other Ninety-

NINETY-NINE News

VOLUME XIX

NUMBER 3

MAY - JUNE 1993

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

International Convention 1993	2
Pireps—Your Letters	3
Message from your President	4
Emily Howell Warner, a Dynamic 99.....	5
Calendar	7
Election Update—Trustee	9
New 99s Exhibit at Oshkosh	9
Candidates for Board of Directors	10-11
Book Hangar—On Final Approach	12
Another Dynamic 99, Joan Mace	14
Women In Aviation Conference	15
Your Aviation Career	17
Section News	17
Resource Center—Museum	28
New Ratings, Certificates and Awards	30
Update, Forest of Friendship	33
Marion Barnick Scholarship Application	35

On the cover:

Dynamic 99s: Lori Griffith, Captain USAir; Terri Donner, First Officer UPS and Emily Howell Warner, first woman pilot with major jet airline. They represent all of us so admirably and so well. A tip of our hats!

Nines who flew in to visit. Gloria Frost, Colorado; and Kay Roam and I, Prescott, flew to the hospital bedside of Mardel Haskins, Inland California, who was run over not just once, but *twice* by a backhoe. Mardel hoped to be out of the hospital by March. That would have been a long stay. The backhoe accident happened prior to Thanksgiving. We were happy to find her looking so cheery and on the road to recovery.

Pat Thaden Webb, Wyoming :

In reference to the article, "From the real Top" by President Lu Hollander in the January/February issue of the Ninety-Nine News.

My mother Louise Thaden was one of the founders of The Ninety-Nines.

The first time in the history of aviation that women were allowed to compete with one another was in the 1929 All Women's Air Derby from

Santa Monica to Cleveland. As one of the contestants of that race, my mother said, "We were not separate entities racing against everybody else, but a whole racing to Cleveland. Everybody helped everybody where they could. There was no bitter rivalry. We wanted to get everybody to Cleveland. We broke all kinds of race rules in letting people having motor troubles or something that got behind join the race again. We just all got together and agreed."

Louise Thaden won that race. Always giving credit to her fellow pilots, her modest acceptance speech was short. "I'm glad to be here. All the girls flew a splendid race, much better than I. Each one deserves first place because each one is a winner. Mine was a faster ship. Thank you."

After the Derby the women pilots got together under a tree in back of

Pireps are continued on page 28



SCRAPBOOK NOTAM

Don't forget to include your chapter or section activities in the pages of the 1992-94 International Scrapbook.

Send two copies of newspaper or magazine articles, photos, programs, etc., to Julie Messerrly, International Scrapbook Chairman, 23 Edgewood Ave., Greenwich, CT 06830 USA.

The President's Message

One of the most talked-about processes being studied and implemented in today's business world is total quality management, or TQM.

In fact, the company with whom I work has just recently begun this type of self-examination, self-improvement program – only our name for it is QIP, Quality Improvement Program.

Regardless of the name you give the process, it is one that can be applied to areas of life beyond the business world. For example, how would TQM (or QIP) work for the 99s? Let's take a look at some of the elements of TQM and how they might apply to our organization.

- **Everyone is responsible for continuous improvement.**

Each member must help to identify ways to enhance the activities in which we participate and improve the operation of our organization.

- **Everything is subject to change.**

Just because we have handled a project or a procedure in a particular manner doesn't mean that there isn't a better way of doing it. Change brings growth; growth creates energy and a sense of accomplishment.

- **Changes in culture and behavior are modeled from the top. TQM requires a high level of personal top management commitment.**

The responsibility for, and commitment to, positive change begins with your leaders; those positive changes can then be implemented within all levels of the organization.

- **Every system gets to be improved.**

We continue to make improvements in our operating systems by examining our governing documents, our bylaws and standing rules. Each new director, committee chairperson, governor, chapter chairman and grass roots member has the capacity to contribute improvements to her respective area of responsibility.

- **Products and/or services need to meet or exceed the expectations of the customer.**

What do our "customers," our members, expect of the organization? We offer several forms of service – camaraderie and support for women in aviation as well as many forms of active support for aviation and aerospace education. Do the services we offer meet the needs of our "customers?"

- **TQM creates a partnership and is implemented through management by principle.**

This organization is made up of countless partnerships, each contributing to the whole. Management direction must come from the grass roots member to those of us who hold the yoke and operate the throttle. Ownership, your ownership of your organization, creates a feeling of pride and generates a strong sense of responsibility.

Just as TQM takes from 3-5 years to complete, the resolution of issues takes time to develop and implement – and requires both the participation and the patience of all parties concerned. As owner-members of the 99s, together we can achieve a constant air speed and a reputation for safe landings.

NINETY-NINE News

Magazine of
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 International Women Pilots
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Emily Howell Warner—*Thanks!*

Where were you 20 years ago? Some of you were barely new, still cradled in your mother's arms. Some of you were celebrating the acceptance, at LAST, of the WASPs as the full-fledged military pilots and the recognition for which they had waited for 30 years! Twenty years ago our dynamic Ninety-Nine, Emily Howell Warner, was exulting to be among those chosen as a pilot for Frontier Airlines, a second officer. Emily was the first woman to fly for a major U.S. jet airline, acknowledging in her own quiet way the contributions of Helen Ritchey who had preceded her in the 1930s with Central Airlines when the airlines themselves were new.

Emily brings to mind the verse a friend gave to me when I was new at writing. She framed it for my desk, where it remains to this day. I regret that I don't know to whom to credit the words.

Nothing in the world can take the
 place of persistence.

Talent will not; nothing is more
 common than unsuccessful
 men with talent.

Genius will not; unrewarded
 genius is almost a proverb.
 Education alone will not; the
 world is full of educated derelicts.
 Persistence and determination
 alone are omnipotent.

Emily is living testimony to the truth about persistence and determination. What sets her above so many is the calm, cordial way in which she exercises those character traits. She is a gracious and lovely lady; competent and poised.

Emily's first flight was as a passenger in 1958 aboard a Frontier DC-3. On her return flight, she was

the sole passenger and was invited into the cockpit to ride on the jumpseat. The eighteen-year-old was enthralled. She signed up for flight instruction the next week.

She went to work as a receptionist at Clinton and aspired toward becoming an airline stewardess. Just prior to becoming a flight instructor, Emily read that a female Norwegian pilot had been hired to fly for Scandinavian Air. That news caused the spark of an idea to simmer in Emily's mind. She amassed the necessary credentials, a staggering 7,000 hours of flying time, a position as chief pilot at Clinton Aviation in Denver, but had to face the unnerving truth that her students were being hired as airline pilots when she could scarcely get an interview.

She remained at Clinton for 12 years, persevering toward her eventual goal. Ironically, between 1967 to 1969 Clinton had the contract to train newly-hired pilots for United Airlines. Emily taught instrument flight and can count numerous students that she was considered qualified to train while simultaneously being thought unqualified to take a place in the airline cockpit.

She recalls the chief pilot for Frontier as saying to her, "Emily, you're well qualified, but I don't know if an airline will ever hire a woman."

Emily Howell Warner proved him wrong, although he did give her some good advice. At his suggestion, she beefed up her multi-engine flying time and obtained her ATP, airline transport pilot rating.

She suffered through the slump in airline hiring that faced all U.S. pi-

please turn to page 6

NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION

Submitted by Nancy Jensen

The National Intercollegiate Flying Association (NIFA) has been conducting their prestigious national competition for over 60 years and has maintained the objectives of skill, safety, education and sport in college flying. The competition consists of 10 events, four of which involve flying and six of which are ground events. Of the flight events, two involve precision landings, one tests basic navigation and one is a message canister drop. The ground events include: cross country flight planning (SCAN), aircraft recognition, ground flight simulator, manual flight computer accuracy, and aircraft preflight inspection. NIFA competitions are widely recognized throughout the aviation industry as an invaluable learning experience for all who attend. The opportunity to compete is unique and can prove immensely beneficial as students later pursue their aviation careers.

Green River Community College Precision Flight Team got its opportunity in January of 1992 when members of Greater Seattle Chapter donated \$100 toward NIFA fees. Green River is the only school representing the Northwest Region XI at the competition. It has been over 15 years since a school from this region has competed in NIFA SAFECON.

To attend the NIFA competition, members of the flight team held a raffle fund raiser and took many donations from members of the community. It was a great learning experience for them. Rick Moran tied for 10th in the ground trainer event and Connie Dubbe was voted most outstanding team member for Green River's Precision Flight Team, Safecon 1992.

Safecon 1993 will be held in Killeen, Texas, hosted by Central Texas College. Again the Greater Seattle Chapter has donated \$100 toward NIFA fees and team members are conducting fundraisers to attend the event.

Members of Green River Community College thank the 99s, especially the members of the Greater Seattle Chapter. With-



Emily Howell Warner

lots, but when she heard that the airlines were hiring again and that they had hired two male pilots with considerably less time and experience than she had logged, she got angry. Fortunately, the Frontier Personnel Office was closed at that moment. By the time it opened the next morning, she had simmered down, collected her wits, rewritten her application and, with the determination and persistence that had proven to be her asset, presented herself to those in charge of hiring.

Networking was another of Emily's biggest assets. She urged friends to "put in a good word" for her, to mention her name if hiring was discussed. Networking even extended to the tower personnel at Denver's Stapleton Airport. It was on a flight into Stapleton in December of '72 that a tower operator said over the radio, "Hey, Emily, I heard you've been hired by Frontier Airlines!"

That was news to Emily, but persistence was still required. She heard nothing from the airline, just some scuttlebutt that said that a January pilot's class was starting. One of her friends said, "Your name came up and they dropped it like a hot potato. I don't think they know what to do with you."

On the advice of another friend, she managed to meet the vice president of flight operations, Captain Ed O'Neil. It was her first chance to talk to someone in a position to hire her. Although some of the questions asked of her would be considered outrageous in our "enlightened" world, the cool and competent professional pilot in Emily shone

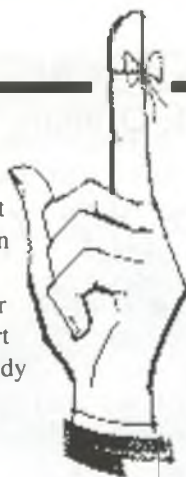
through. With very little time to prepare, she faced a grueling two-hour simulator ride in a Convair 580 sim. She must have aced it. At the end of the "ride," she told O'Neil that she could do the job required of her as a pilot. He responded that she could have it.

The rest is history. There were those who openly resented a woman in the cockpit, but there were also those that had been Emily's students who were fully supportive, aware from the start of her capabilities and experience level. One pilot tried to blackball her from ALPA, the Air Line Pilots Association, but she instead became the first female pilot to join.

The recipient of many awards, Emily is pleased that her uniform hangs in a special exhibit in the National Air & Space Museum, Smithsonian. She presently works for the Federal Aviation Administration and, though she also flew the Boeing 727 for United Parcel Service, she remains current in the Boeing 737 and considers it her favorite airplane.

A co-founder of the International Society of Women Airline Pilots (ISA +21), she is in demand as a speaker at its meetings as well as many others, like the Women In Aviation Conference at which she was a headliner. She speaks on career opportunities, aviation safety, and her experiences. She can't help but mention those two traits that have stood her in such good stead—determination and persistence. She has a message for all of us, men and women alike. Thank you, Emily.

CALENDAR



Challenge Team on Aviation Weather Services

The only green to be found in Washington, DC on St. Patrick's Day was what people were wearing. The weather was dismal; visibility was practically non-existent. Nevertheless, Bev Sharp was among thirteen intrepid souls who braved the elements and ventured to the DOT headquarters to participate in the first meeting of the FAA's Challenge Team on Aviation Weather Services. It is interesting that Bev was the only woman in the group and Dot Etheridge was the lone woman among the FAA observers.

The purpose of the project is to solicit ideas from the aviation community to help in developing the FAA's planning and implementation strategy that will drive future programs and budgets. The team's charge was to "force a critical examination of the current way of doing business, challenge basic assumptions and traditional approaches to providing aviation weather services, and to provide fresh, new perspectives and questions that may not normally evolve from a traditional FAA approach." The less-than-reticent group produced about 50 questions addressing diverse concerns such as: accessible graphics, selective DUAT, low-cost data links, improved micro-weather reporting, remote sensing, and streamlined procurement procedures.

Other participants represented the U.S. Air Force, Northwest Airlines, Helicopter Association International, USAir, University of North Dakota, National Business Aircraft Association, Air Line Pilots Association International, Air Transport Association, Comprehensive Technologies International, Inc., Aerospace Environment Associates, and the FAA. Thwarted by the weather were representatives from AOPA, Aircraft Electronics Association, National Agricultural Aviation Association, BWI and NASA Langley.

Bev will keep us posted on progress. □

May

1-7	Great Southern Air Race	Columbus, GA	FL Spaceport
7-8	New England Section	Bradley Field, CT	Peg Davidson
7-9	MN Seaplane Seminar	Gulf Lake, MN	
11-13	ISA + 21	Atlanta, GA	Terry Donner
14-16	South Central Section	El Paso, TX	Judy Reinhart
14-16	Southwest Section	Sacramento, CA	Susan Kennedy
15	Spot Landing Contest	Owosso, MI	
28-30	E. Canada Section	Halifax, Nova Scotia	Cathy Fraser

June

4-6	Ill-I-Nines Air Derby	Sterling-Rock Falls, IL	Arta Henson
5-6	NY-NJ Section	Rochester, NY	Barbara Mead
11-13	Midwest Fly-In	Gaylord, MI	
13-14	Garden State 300 Race	Millville, NJ	Julie Collinge
17-20	Forest of Friendship	Atchison, KS	Fay Gillis Wells
18	NY Seaplane Seminar	Speculator, NY	Harriet Bregman
18	Air Fair	Sacramento, CA	Dorothy Flynn
22-25	Air Race Classic	Corpus Christi, TX	Pauline Glasson

July

1-4	Northwest Section	Fairbanks, AK	Judith Foster
10-18	Soaring Seminar	Colorado	Arleen Coleson
29-8/4	EAA Fly-In/Convention	Oshkosh, WI	Cathie Mayr

August

4-7	Palms to Pines Race	Santa Monica, CA	Claire Walters
7	Abbotsford Air Show	Abbotsford, Canada	
4-8	Canadian Women/Aviation	Abbotsford, Canada	Sue Ehrlander
11-14	International Convention Portland, OR		Betty Prakken
28	Okie Derby	Rolling Green, OK	Phyllis Miller

October

1-10	Balloon Fiesta	Albuquerque, NM	
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November

19-21	Wash. DC 60 Anniv	Washington, DC	Bev Sharp
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1994

July	5-10	International Convention	Norfolk, Virginia, USA
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Dates are perpetual until expired or cancelled. Members are encouraged to use, clip and save this list of aviation activities. There are no registration fees for meetings. If you would like your event listed in this calendar, please send written additions, corrections, cancellations and the name of the information contact to 2 Exeter Place, Glen Head, NY 11545 USA. FAX 516 676-7971 or PHONE 516 676-7852. International Date Coordinator Doris Abbate.

NIFA, continued

out help, they would have been unable to attend the competition. They hope that other chapter members will help future teams attend this prestigious event.

For information, write to: The National Intercollegiate Flying Association, Box 3204, Delta State University, Cleveland, MS 38722.

ATTENTION NEW NINETY-NINES

Calendar entry: Portland, Oregon, August 11, 1993

It's the Place To Be!

by Gene Nora Jessen

Not-so-new Ninety-Nines already know that the annual meeting is the time to address the business of the corporation. But other HAPPENINGS happen to happen at the same time.

EDUCATIONAL SEMINARS. Does that sound dull? Not so. Nancy Nurse will address the hot topic of women and their hearts. That's not heart throbs or heart breakers but heart health. For pilots of the female persuasion. Patty Pilot who hired on at United at the ripe old age of \$%^&% (I'm not telling 'cause I don't want to get in trouble—you ask her) tells her inspiring story with humor and vivacity. Seattle Scott's topic is "An Introduction to Aviation or How My Airplane Had To Make Room for My Hot Air Balloon." Makes sense to me. Learn to interview for a job, in aviation or even in the real and mundane world. Hear about aeromedical concerns of female pilots (do we have to declare an extra passenger when pregnant?). Grab racing tips from Airplane Jayne, the winningest cross country racer.

SCHOLARSHIPS, lots of them. When Amelia Earhart was lost, her pilot friends set up a scholarship program in her name. It has grown to a dozen or more flight scholarships each year, a high point of the convention. It's a kick to also hear the previous winners announce their year of award, the rating achieved and what they've done since. Bring a Kleenex 'cause it's pretty sentimental.

COMMUNICATION SESSION where you can learn of the issues of the day and become an informed voter—the opportunity to hear the pros, cons and maybes. The organization grows and evolves, which is expected, our only constant being change.

NEW FRIENDS. The lady seated on your right may be an airline pilot, on the left a wing walker. I promise they'll both be there. Strike up a conversation with an astronaut, a helicopter cowgirl, an air racer or an Australian pioneer. Inspiration reigns and rains. Make a chapter place that you'll split up and sit with strangers-soon-to-be-friends.

PORTLAND. Important bulletin. The hotel is right in the middle of a terrific shopping mall. A somewhat confusing chairman's memo seemed to direct that "committee reports will be handed out at Nordstrom's in the mall." That may not be exactly accurate, but I for one will go by Nordstrom's just in case. Oh, yes, there are a couple of other things to see and do before and after the convention—Mt. Hood, the Columbia River Gorge, roses-my, my, roses everywhere, the noble wine grapes, the brand new Oregon Museum of Science and Industry, fascinating Pittock Mansion atop the hill, Japanese Garden, the port, theater, an art gallery stroll and a HUGE book store. There's even an extinct volcano within the city limits. Those who venture out after the sun sets will find lively night clubs and toe-tapping music.

TALENT SHOW. I don't want to brag or anything, but the talent in this group is a spectacle. Yes, they do make a spectacle of themselves. Next stop, Broadway. Broadway, Utah. The 99 talent show metamorphoses serious and responsible pilots into flaky exhibitionists. Don't miss this. Recording devices are not permitted. I think it has something to do with blackmail.

My motto is to arrive in Portland early and then make up for it by staying late. Take some good advice from an old pro. □

OPERATION SKYWATCH

*Excerpted from an article by Marilyn Kamp,
International Skywatch Co-Chairman*

Operation Skywatch is a volunteer environmental aerial surveillance program developed by The Ninety-Nines, Inc. Operation Skywatch Chairmen in many chapters have presented informational programs...they have put up posters and recruited other pilots and pilot groups. Juanita Hamblin, North Central Section Chairman, awarded a trophy to Illiana Cardinals Chapter's Kathy Rubin who personally handed a poster and spoke to each pilot she registered at a safety seminar. Honorable mention goes to State Chairman Joan Spector from Wisconsin. Her volunteers help radio-track wild animals such as wildcats, wolves and bears for University biologists. There have been many success stories. My thanks to all of you.

Operation Skywatch has received two awards. In October I flew to Washington where the National Aviation Club honored Women In Aviation. I was one of ten women honored at a luncheon and received a plaque for Skywatch. Daniel Peterson, Regional Administrator of the FAA, Eastern Region, presented us with a beautiful plaque. These will be at Skywatch display at International Convention in Portland, Oregon.

Please send your Skywatch reports to me. I would like to include them in the International Report. Sally Smith, Skywatch Chairman for the All-Ohio Chapter, owns SS Smith & Associates, Public Relations. Sally has sent drafts of Operation Skywatch articles that will soon appear in most of the major aviation publications. □

ELECTION UPDATE

At the 1993 Business Meeting, one Amelia Earhart Memorial Scholarship Fund Trustee will be elected from the floor. Your candidates are:

NANCY MILLER

Southeast Section

A Ninety-Nine since earning my license in 1970, I've been a member of the Dallas, Memphis (twice), Michigan and Alabama Chapters where I am currently Chairman. I served on the Southeast Section Nominating Committee and am currently Southeast Membership Chairman. I served on the Mary Von Mach Scholarship Committee (Michigan Chapter) and helped originate the current Memphis student pilot scholarship. In my position as Postal Inspector (federal law enforcement agent) for 18 years, my duties include investigating and evaluating information which I feel adds to my qualifications for Trustee. I have attended a majority of Sectionals and Most Internationals since my first in Puerto Rico.



CAROL RAYBURN

New England Section

Carol Rayburn, the incumbent AEMS F Trustee, joined the 99s in 1963 and has belonged to SD, Santa Rosa, Utah, Fresno, and Washington, D.C. chapters. Current membership is with the Eastern New England Chapter. Carol has held numerous offices/committee chairmanships and has served as Treasurer for the AEMS F the past two years. She received an AE Scholarship in 1965.

Carol began flying in high school and flew in industry for 10 years prior to being hired by the FAA. She progressed through Inspector and management ranks to her present position as Manager, FAA New England Region, Flight Standards Division.

NEW 99s EXHIBIT AT EAA

by Cathie Mayr

We have wonderful news to share with you about this year's EAA Fly-In Convention in Oshkosh, Wisconsin. **The Ninety-Nines will have our very own exhibit!!**

We will be devoting all of our energies to pitching our new exhibit tent that, tentatively, will be located in the North outdoor aircraft display area. I cannot stress enough how gracious and helpful EAA's Women's Activities volunteers have been to us over the past fifteen years and how much we appreciate EAA's years of generous donation of space for us, but I can't help but feel we've finally arrived!

We're working feverishly on a host of ideas for our 20-foot square exhibit space and can't wait to have YOU see the results! We will, of course, still have our famous "Message Board." It serves a wonderful networking purpose—literally plastered with notes and greetings be-

tween 99s from all over the world. This year, in addition to putting a pin in our U.S. and World maps for your hometown, we're creating a bulletin board for you and your aircraft, so **bring a photograph of you and the aircraft you fly for us to post.** We'll also have merchandise from International Headquarters available for sale at the exhibit. (Broad Hint: In addition to that photograph, be sure to bring your wallet!)

WE NEED YOUR HELP! Each year 30 to 40 Ninety-Nines graciously volunteer to give some of their Convention time to help staff our exhibit—always a beehive of activity for women in aviation. Please consider

volunteering an hour or two of your time to meet and greet some of the nearly 600 women who come to our exhibit. Many are already Ninety-Nines and many stop by to join or to obtain information about our organization.

Last year we had the opportunity to meet Ninety-Nines from 42 states of the United States and 12 foreign countries. You can also expect to see many of our International Officers and Directors as well as many Section Governors who join us for parts of the Convention. If you can spend time with us, even just to relieve us for a break, **Please Stop By!** YOU would be very welcome!

“The Convention begins on Thursday, July 29th and ends Wednesday, August 4th, 1993. If you should happen to arrive at our new 99s exhibit on Wednesday, July 28th, be prepared—we'll put you to work.”

Candidates for Board of Directors



Two International Directors will be elected from the floor during the 1993 Business Meeting in Portland, Oregon.

Five candidates approved by the Nominating Committee are running for these two-year terms of office; their photos and written information appear on these pages of the magazine.

Please take the time to get acquainted with these 99s at various Spring section meetings and during Convention so that you may make your selection in an informed manner. And thank each of them for their willingness to seek higher office and their dedication to the 99s.



Carolyn C. Carpp
Northwest Section

Often known as C.C.C., Carolyn Carpp interprets these initials to mean **commitment, caring, and communication:** goals she would set as INTERNATIONAL DIRECTOR. As a Union Negotiator for the American Guild of Musical Artists, Carolyn has developed the ability to reach peaceful solutions to problems while using aggressive organizational skills. She has learned to listen to all sides of an issue and concentrate on the facts while eliminating emotional and narrow view points. She has developed skills in patience and communication to the whole without forgetting the individual. As a teacher, Carolyn has been heavily involved in Aerospace Education, as sponsor of one of her state's largest Young Astronaut Clubs and a recipient of many aerospace education awards for her efforts. An enthusiastic Ninety-Nine since 1979, Carolyn Carpp flies a Cessna Cardinal out of Boeing Field in Seattle and is Governor of the NORTHWEST SECTION, 1991-1993. She has served as the spokesperson for the Council of Governors and on the International Grievance Committee for the past two years; the International Banquet Chairman for the Sixtieth Anniversary of the 99s in New York City; and is currently chairman of the 1993 Talent Show.



Jaye Howes
Southwest Section

I seek re-election to the Board of Directors. In a democracy, if you disagree with the elected representatives, you have the right to change those representatives in the next election. This orderly change of government is the fundamental strength of a successful democracy. In a democracy, everyone has the right to disagree, but not to destroy the organization. Many of the problems we face are the result of lack of trust in the Board of Directors. Some claim that practically whatever the Board does is against the will and good of the membership. They cry "foul" and "conspiracy" at every turn and the results of their actions are evident—they have brought this noble organization to its knees. Members continually ask, "Why can't we get rid of the troublemakers?" *I believe that the Board of Directors should be empowered to govern effectively. I believe that proper revisions should be made to the Bylaws to allow the Board of Directors to remove or censure troublemakers on the extremely rare occasions when such action is justified and warranted.* We are an organization with a clear and respected history, but unless we take action now, our future is in peril.



Anita Lewis
Northwest Section

Learning to fly was the first chapter; and joining the 99s was the second chapter in my "second life" biography. A mid-life crisis prompted my flying lessons and Gene Nora Jesson prompted my entry into the 99s. She knocked on the door my second day in Idaho and said, "Come to a Chapter Meeting on Saturday." I did and my life hasn't been the same. Since 1981, I acquired an instrument rating, commercial license, multi-engine, advanced and instrument ground instructor ratings, and CFI. I owned and operated a 135 Charter business for five years and presently I am a free-lance Flight Instructor.

I spearheaded the Sweepstakes several years ago and successfully acquired the Avid Flyer and other prizes we gave away. After that I was asked to start up the 21st Century Fund. This is a continuing project that I hope will assure the survival of all our 99s projects into the next century. Friends say I'm a visionary; and I hope to bring that vision to the International Board.



Rosella J (R.J.) McGlasson
Mid-Atlantic Section

Goals: As a member of the Board of Directors, utilize my business and management expertise, interpersonal skills and knowledge of The Organization, to: (1) represent the wishes of the membership; (2) ensure the continued growth of The Organization both at home and abroad; and (3) assist in developing a vision that will lead The Ninety-Nines into the year 2000 and beyond.

Experience Summary: Thirty-one years of Government service involving Business and Financial Management, Personnel Management and Administration, ADP Systems Development, and Weapon System Acquisition • extensive experience in the Recruitment, Evaluation, and Selection of Personnel for a wide range of Civil Service positions • Licensed, Instrument Rated Pilot • Air Race Classic Participant • Past-Governor of the Middle East Section • Past-Chairman, Washington, DC Chapter • Past-Chairman, International Bylaws Committee • Chairman, Middle East Section AE Scholarship Committee • Member, Standing Rules Committee • Chairman, Middle East Section 1994 International Convention Planning Committee



Constance Wilds
Southeast Section

My reasons for offering myself as a candidate for the Board of Directors are simple:

- To be responsive to the concerns and needs of the membership and
- To use my experience as a negotiator and that gleaned from working in the field of psychology to reunite the members with the Board of Directors and to help bridge the "great divide" which appears to have occurred in recent years.



Getting to Know Us

Getting To Know Us is devoted to membership strength and growth. Through this column we share with each other ideas about commitment to the 99s; constructive communication with one another and consideration of our diversified backgrounds, our talents and our expectations of benefits from membership in The Ninety-Nines.

In the March/April issue of *Ninety-Nine News* you learned what really was happening in terms of our growth. Ever mindful that the numbers represent a financial impact on our organization's ability to carry out our purpose, we are even more concerned with strengthening and developing our human potential.

So, congratulations, you, our valuable members! The 99s are growing again. We increased our membership in March. Thank you for your strong commitment. We now have three **new** chapters with several more holding for take off. Welcome to Katahdin Wings Chapter, New England Section; Lake Charles Chapter, South Central Section; and Yavapai Chapter, Southwest Section. We hope our new chapter members will share ideas with all of us.

In the last issue we explored effective communication. Hopefully you are responding constructively to the questions presented for your consideration in the January-February issue. Send your comments to Council of Governors, 11021 N.E. 123rd Lane, #C-114, Kirkland, Washington 98034. In consideration of the purposes for the 99s, please put principles above personalities and soar to ever greater heights.

The Florida Spaceport 99s would like your consideration of a proposal for a standing rule to encourage and retain young women pilots. Kathy Koshan, Vice-Chairman, writes that each Chapter Chairman has received a copy of this proposal. Please familiarize yourself with it and send your chapter members' thoughts and questions to her well before our International meeting. This is a challenge we need to address. We need their talents and, in a mutually beneficial relationship, want to be supportive of young women as they begin aviation careers.

Student members frequently let memberships lapse because of financial pressures, thus losing the two-year membership continuity required for applica-

ON FINAL APPROACH, The Women Airforce Service Pilots of WW II by Byrd Howell Granger

Reviewed by Louise Sacchi

"On August 9, 1977, the Air Force released a news item:

FEMALE PILOTS: For the first time the Air Force is allowing women to fly its aircraft, saying ten women did as well in training schools as successful males. Although the law bars women from combat aircraft, the ten will receive other flying assignments in the fall.

Reaction of women pilots who flew for the Army Air Force in WW II was immediate and indignant...

I began accomplishing research 11 years ago... In 1944, young WASP pilots were dismissed under dismal circumstances. So painful were the closing months of their service ...that many deliberately blocked out mentioning their war-time flying."

These words from Dr. Granger's *Author's Note* set the tone for this definitive history of the WAFS and successor WASP. It is not biographical or auto-biographical in any sense. Her tremendous amount of research in military archives, libraries, museums and among former WASPs has resulted in a very complete delineation of events leading up to the employment of women as pilots for the Army Air Force, as well as the continuing obstacles to be overcome during their almost three years of active service.

Dates and subject matter of conferences between military personnel, various government officials, WAFS Director Nancy Love and WASP Director Jacqueline Cochran tell a fascinating story of the 25 women who comprised the original WAFS and the 1,976 who entered WASP training. Of these, 38 died either in training or on active duty and 916 were actively flying when the deactivation occurred on December 20, 1944.

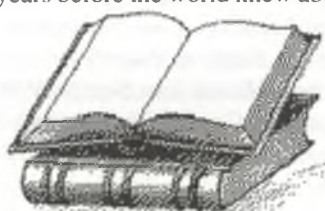
They flew every airplane in Air Force inventory, from Piper Cubs to Boeing B-17s and Republic P-47s. They were based all over the United States at more than 65 airfields. Their duties included ferrying, target towing, utility flying, engineering test flying, transport flying, instructional flying, weather flying and more.

Whatever the Air Force needed, they did—and did so well that at the end General Arnold told them, "If ever there was any doubt in anyone's mind that women can be skillful pilots, the WASP have dispelled that doubt."

Readers of all generations will find this an inspiring true story of what determined women accomplished in the face of the tremendous obstacles of 50 years ago. How the military mind works, as documented here, also makes fascinating reading.

Here is information, factual and anecdotal, about each WAFS/WASP girl. When she entered, what she flew, from which base, what type of flying, et al. The 481 pages of text, 122 pages of appendices, 27 pages of footnotes and bibliography constitute a definitive, detailed history of women in the Army Air Force 35 years before the world knew about it.

(See EAA's tribute to the WASP on page 15.)



Byrd Granger's Book is available through
Falconer Publishing Co., P.O. 5034, Scottsdale, AZ 85261, 1991.

by Leda Hedglon

How's Your Blood Pressure?

tion for our Amelia Earhart scholarships. Many cite cost as a very real consideration of membership in the 99s. In our mobile society all of our chapters will benefit from our organization formulating a supportive role to address the financial concern of these women pilots.

Our fluctuating world economy has left some members unemployed and struggling to remain active and contributing. Please respond to this issue. Send your comments to Kathryn E. Koshan, 1275 Julianna Place, Orlando, Florida 32807.

Also, Nancy Sliwa, 317 Ocean Shore Blvd., Ormond Beach, Florida 32176, is our Under-35 Membership Chairman. Members who are under 35, please share your thoughts and concerns with Nancy.

Let us affirm our commitment to the 99s, communicate with one another effectively and, with consideration of our diversity, go to Portland as unified and friendly 99s. □

High blood pressure is the most commonly identified abnormality in the pilot medical examination for all classes of certificates.

Most of the time, the elevated blood pressure is a new finding about which the airman had no prior knowledge. At times it is related to the fact that the individual is in a doctor's office (thought by some to be a stressful situation) and in this instance, after a few minutes, the pressure comes down to its normal level. But frequently, the high reading is an accurate one and it is the first time the airman hears that he had high blood pressure. Most young otherwise healthy people who have this finding can control their pressure by eliminating excess salt from their diet. If the pressure, even though it is high, falls within the normal range allowed by the RFAA, then medication need not be used.

So, where is this excess salt in the diet? Most individuals, when asked, are not aware of the sources of excess salt in the average American diet. Excess use of the salt shaker during cooking or at the table is obvious.

Foods Extremely High In Salt Include:

Processed foods, especially cold cuts

Canned foods, especially soups

Fast food, i.e.: Hamburger, fries, etc.

Snack foods, i.e., potato chips, candy, etc.

Doesn't this sound like the standard daily diet of many of our young pilots and instructors?

For the record, below are listed the maximal allowable blood pressures that comply with the FAA Standard First Class Certificate:

Age: 20-29=140/88, 30-39=145/92, 40-49=155/96, over 50=160/98

Second and Third Class Certificates, all ages: 170/100

From an article by Dr. James Labagnara, Aviation Medical Examiner

Kristine Kopecky — On Aviation, Time Management And Other Matters Of Importance To Today's College Women.

We started our conversation at what I believed was the logical place,

"Why aviation?"

"Why not? It's challenging, exciting and wide open." she responded, her answer reflecting a quiet self-confidence.

"Tell me more. Specifics?"

She paused, rather than hesitated, before answering. "I'm studying both engineering theory and applied technology, learning about the differing requirements of the designer and the manufacturer; what it takes to turn theory into practical application."

"Why Embry-Riddle?"

"My guidance counselor recommended the University. I have strong math and science skills — and a fascination with flight."

"Has the experience lived up to your expectations?"

"It's great! Small classes where I learn theory, good labs where I can apply what I've learned and can see the results, excellent faculty, the latest course materials and an outstanding library."

More importantly, I feel as though I really belong here; it's hard to describe, but it's a great feeling."

"Extracurricular activities?"

"I'm a Student Ambassador and just getting active in the Student/Alumni Association. I wish I had time for more. There are a lot of support services for women, both personal and academic, on campus."

"Off campus activities?"

"I volunteer as a guide for the Florida Blind Rehab, for field trips and try to help out there whenever I can."

"Biggest challenge?"

She laughs, "Passing! I have three tests next week. Oh, and time management — there's just so much to do here!"

"Graduation?"

"Spring of '94."

There was no need to ask if she thought she'd make it.

Looking for your challenge? Write to us, today!

Look at us now.

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Director of University Admissions
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(Industry Seminars)

Locations:

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☐ College of Continuing Education
☐ Department of Independent Studies

Name _____

Address _____

City _____ State _____ Zip _____

Phone () _____

M2

Another Dynamic 99—Joan Mace

by Ann Cooper

When Joan Rodrian graduated from Caldwell, Ohio, High School in 1942, neither she nor her fellow graduates knew the heights to which she would rise. Joan is currently seated as the first woman to Chair the Aviation Department at Ohio University, Athens, Ohio. A member of the All-Ohio Chapter of The Ninety-Nines, she began her flying career in 1944 when she was an inspector for final assembly at a WWII dive bomber plant in Columbus. After joining a local flying club, she earned her Private certificate and has been involved with aviation ever since.

Joan enrolled in Ohio University in 1946 and she soon thereafter received her commercial and instructor certificates. In 1960 her flight instructing career began at Ohio University where she gave flight training to university students under the G.I. Bill. Marriage to Nolan Mace took Joan away from a career outside of the home and refocused her considerable energies toward raising her family.

In 1970, she returned to the college for more advanced degrees. She had the proud distinction of graduating with her oldest son. Both not only graduated with honors, but with the highest honors—summa cum laude. Also in 1970, she received her Airline Transport Pilot certificate when there were only 60 multi-engine qualified female pilots in the country with this certificate and became a designated examiner for the Federal Aviation Administration.

Combining flying with her second love of education, Joan has found a lucrative niche that has offered her the best of both of her favored worlds. Continuing with a position of leadership in the Aviation Association of Ohio University, she was elected to the Board of Trustees. She has been active with the National Intercollegiate Flying Association, UAA Scholarship and Simulation Committees and has served as a judge at many NIFA events. Each year on behalf of the All-Ohio Ninety-Nines she presents the Arlene Davis Award to the top female pilot at NIFA National Safecon. She looks forward to continuing the precedent by presenting the award at NIFA Safecon in

Killeen, Texas this year.

Joan has been voted the National Association of Flight Instructors' Flight Instructor of the Year and All-Ohio Top Woman Pilot for The Ninety-Nines. She is also Chief Check Pilot for the Ohio State Wing of the Civil Air Patrol. She has flown competitively in the Powder Puff and the Angel Derbies, achieving one second place.



In 1985, Joan became chairman of the Aviation Department, the first woman to head a department in the College of Engineering and Technology. During her tenure, the bachelor's degree program in Airway Science was established and the Francis B. Fuller Aviation Training Center was completed. She also organized the first aviators' reunion and is active in the Ohio University Athens County Alumni Chapter.

Recently promoted to full professor, Joan was the recipient of the V.L. Laursen Award from the University Aviation Association. Named in honor of the Trans World Airlines (TWA) Captain Laursen, the award is presented annually to a person who has demonstrated "significant contributions over the past five years." The plaque received reads in part, "for the achievement of teaching excellence in collegiate aviation education."

Professor Mace also received the Medal of Merit Award from the Ohio University Alumni Association for "achievement in aviation and education." She is among those persons featured in *Ladybirds II: The Continued Story of Women Pilots in America*, the sequel to an earlier edition by Henry M. Holden with Captain Lori Griffith.

With her late husband, Joan raised three sons. Mark is now an accountant in Columbus, OH. Patrick is with Kroger Management in Athens and Michael is a program analyst with Paper Magic in Scranton, Pennsylvania.

In the article for the prestigious 1992 National Alumni Award, the Medal of Merit, Joan is quoted as having said, "Thanks to Ohio University, my work and hobby are the same. I've been able to fulfill a lifelong ambition while enjoying my favorite hobby. Many many people cannot make this statement."

Our admiration is boundless for this dynamic Ninety-Nine. Congratulations, Joan!

A large *THANKS* appeared in the January issue of *CONTACT*, the magazine of the National Intercollegiate Flying Association. Directed to the Ninety-Nines Chapters and the Section that have made donations to NIFA for 1992, the list contains: All-Ohio, Arkansas, Bakersfield, Carolinas, Central Oregon, Dallas, Delaware, Florida Gulf Stream, Florida Panhandle, Fort Worth, Fullerton, Golden West, Greater Kansas City, Hampton Roads, Hi-Desert, Illiana Cardinals, Indiana Dunes, Intermountain, Lake Michigan, Monterey Bay, Mount Diablo, Omaha, Quad Cities Area, Santa Clara Valley, Tennessee, Three Rivers and Wichita Falls Chapters and North Central Section. Congratulations. Can we make the list longer? With the same dynamic spirit of Joan Mace, let's support tomorrow's outstanding aviators.

WOMEN IN THE BUSINESS OF AVIATION

St. Louis is once again a gateway

by Sigrid Ramelli



Wasp President, Ethel Finley, accepts the plaque naming WASPs as members of the Aviation Pioneer Hall of Fame

WASPs HONORED AT WIA and to be HONORED at EAA

The years between 1991 and 1995 mark the 50th anniversary of many significant individuals, groups, activities and engagements that took place during World War II. During each of the next three years, EAA and the EAA Aviation Foundation will recognize one or more of these—and the people who made them possible—during the EAA Fly-In Convention.

This year, one of the WWII tributes will honor the Women Airforce Service Pilots (WASPs). They were the first women to fly military aircraft—testing and ferrying airplanes, towing flying targets and engaging in many non-combat activities so that male pilots could be assigned to combat action overseas.

A tent pavilion near the Convention site's "West Ramp" will be the focal point for WASP activities at Oshkosh '93. Members of the WASPs will participate in daily seminars and aircraft representative of those flown by WASP pilots will be on exhibit. An evening program on Saturday, July 31st at the Theater in the Woods will feature several WASP pilots. The exhibit is being chaired by 99 Dr. Peggy Baty who is also an EAA Aviation Foundation Board Member.

From *Sport Aviation*, March 1993.

Parks College of Saint Louis University, the nation's oldest aviation college, is geared toward the 21st century. As the hosts of the Fourth national Women In Aviation Conference, it drew a record crowd of 530 active participants from aviation-related professions. Women passed another milestone when Mel Carnahan, Governor of Missouri, proclaimed March 4-6, 1993 to be *Women In Aviation Days* in his state. His action encouraged all Missourians to appreciate the role of women in aviation.

Dr. Peggy Baty, associate vice president and dean at Parks, is the creator of the conference that brings together the growing network of female corporate and airline pilots, aircraft maintenance engineers, avionics technicians, air traffic controllers, business owners, military women, FAA authorities, aviation writers and many more.

"Our theme this year was Women in the Business of Aviation and ...we did indeed have women from every aspect of aviation and participants came from 40 states and Germany, Ireland and Canada. Next year's conference will be known as the International Women in Aviation Conference," said Baty.

Dr. Baty's crew had arranged a campus tour of the first federally certified aviation college in the U.S., founded in 1927. Parks College joined Saint Louis University in 1946. When conferees toured and enjoyed lunch at Parks, most of the classes were in session. With a 12-to-1 student faculty ratio, a great deal of individual attention can be focused in their latest technically advanced training programs. A "learn by doing" approach prepares 1,100 students from nearly every state and 30 foreign countries. During WWII, Parks College trained 37,000 (or 10%) of the U.S. Army Air Corps cadets. A tour of their hangar, aircraft, simulators and flight school laboratories was illuminating.

The well-rounded conference schedule was divided into general meetings and concurrent sessions that covered all aviation related subjects from primary education to career opportunities for pilots, avionics engineers and airframe/powerplant techni-

cians, from the FAA's SOAR program (System of Advancement and Recognition) to women in aviation "Russian Style." Attendees were free to select the programs that interested them and to split up and take notes for one another when simultaneous programs necessitated a choice.

"The enthusiasm of the group was contagious," said Baty. "Opportunities for networking were a key component of the meeting. We were fortunate to enlist a host of aviation professionals to address current issues as well as historical accomplishments, making the sessions both educational and entertaining. The fact that women of all ages attended made the experience all the more valuable."

It was in 1973 when Frontier Airlines hired Emily Howell Warner, the first woman pilot employed by a major U.S. airline. Emily put it this way, "We are grains of sand right now, but we will build the beach together." She flew with Frontier Airlines when it was purchased by People Express and then by Continental Airlines. Emily left Continental to fly for UPS as a captain on a Boeing 727 and retired in 1990. Today she is a safety inspector in the Denver Flight Safety District Office.

One of the conference highlights was the panel discussion on Women In Combat, moderated by Lt. Cmdr. Trish Beckman, USN. Panelists included women pilots and mechanics from the Air Force, the Navy and the Army Reserves. Our military pilots shared their frustrations in regard to current combat restrictions for women. "You can get killed, but you cannot shoot first!" Cmdr. Rosemary Mariner, USN, said that Desert Storm was the turning point for women in the military in terms of recognition of their competency and value to a team effort. The Women Military Aviators, Inc. (WMA) announced the establishment of the LTC Susan Rogers Regale Memorial Scholarship for the pursuit of a private certificate and open to any woman interested in an aviation career.

In support of networking, Air Force Academy graduate and AWAX pilot Captain Sandra Stephens had contacted Sharon

please turn the page

The Women In Aviation Conference, continued

Fitzgerald when she heard that Sharon took her first flight lesson two years ago—at the advanced age of 11. Sandra “adopted” this youngest Aero Club of Southern California (ACSC) member as her “Little Sister” and is guiding Sharon into her 21st century career. Sandra is stationed in Oklahoma City. Sharon has logged over 30 hours in Robin Sport aerobatic airplanes and has had a privately conducted tour of the Air Force Academy in Colorado Springs. She

Mary Anne Sedey, an attorney, specializes in sex discrimination cases. “Sexual Harassment is not about sex,” she asserted, “but rather about power.” She clarified for us the meaning of this powerful tool that comes to the fore when women are not welcome in a previously male dominated situation or workplace.

Over 30 WASPs attended the conference. They were inducted into the Women In Aviation Pioneers Hall of Fame with an official presentation that was accepted by their current president, Ethel Finney. Inducted with the WASPs were Evelyn “Bobbi” Trout and Nancy Hopkins Tier. They joined a prestigious list that includes: Moya Lear, Emily Howell Warner, Fay Gillis Wells, Jeana Yeager and Edna Gardner Whyte (who was honored posthumously).

The Fifth annual meeting, the International Women In Aviation Conference, will be held at Walt Disney’s Contemporary Resort in Lake Buena Vista, Florida, March 10-12, 1994. Mark your calendars. For information, contact Dr. Baty at Parks College, 618 337-7500.

Dr. Baty shared her success in her own words, “When I told my family of my intention to enter the world of aviation, my mother sent me a clipping from the *Chicago Tribune* that described the benefits available to flight attendants. I wrote back that I had no intention of being in the back of the airplane when I could be the captain. You are limited only by your dreams and your willingness to see them through.”

WIAC Participants: Capt. Sandra Stephens, USAF; Marilyn Fitzgerald, Sigrid Ramelli, Bobbi Trout and Sharon Fitzgerald.



Photo by Gabrielle Bresnik



HE CAPTURED EARHART'S *Spirit*

Celebrity faces decorate the walls of Albert Bresnik's home. For 28 years, he focused on such stars as Charlie Chaplin, Irene Dunne and Shirley Temple, but one special subject became a primary part of his life's work—Amelia Earhart, the woman who propelled her dreams to reality. She called him “little brother” and he called her “big sister.”

“When she asked me to be her personal photographer, I eagerly consented,” Bresnik recalled. The one-of-a-kind prints of Earhart stand out in the display of his work. He captured the aviation pioneer on film for five years until her fateful flight ended in tragedy.

“I was originally supposed to accompany Amelia on her flight around the world, intending to do a book together entitled, *World Flight: a Woman's Achievement*. When I found I couldn't go, I was one disappointed 23-year old. It was 1937 when I sealed all the negatives of pictures that I had taken of her and wrote on the package, ‘To Be Opened in 50 Years,’ and dated it.”

On the fiftieth anniversary of her mysterious disappearance, a researcher at the Smithsonian Institution contacted Bresnik about Earhart. He opened the negatives and has been on the lecture circuit ever since. He has given hundreds of talks about AE, most recently at the El Toro and Camarillo, California, air shows. He was the Grand Marshal of the Truckee, Nevada, Air Show.

Bresnik rejects theories that Earhart crash-landed on a remote South Pacific island or was taken hostage by the Japanese. He believes that she was overcome by weariness and confusion at not being able to find the landing target of Howland Island and that she and navigator Fred Noonan crashed into the ocean. He states that he listens with an open mind to other stories, but hasn't been convinced. He prefers to focus on the Earhart that he knew—ambitious and determined—the Earhart captured in so many of his finest photographic works.

Albert Bresnik was developing his own photographs by age twelve. He worked his way through high school by selling his own prints of airport scenes, airplanes and aviators. By 18, he studied to become an actor, yet, while at Columbia Studios, was offered a temporary job as the studio photographer. He proved himself with the quality of his work and was hired full-time. He generally worked at the home of film stars, an anonymous photographer whose results were seen everywhere.

“The key was to get to know them, to be a friend,” he said.

He was and is a friend to Earhart. Although she is no longer able to personally spark inspiration and wonder, Bresnik keeps that spirit alive.

Photo by S. Ramelli



Pamela Croak, Jean Murry and Dorothy Haupt, St. Louis Chapter members, with Pat Forbes, International Trade Show Director.

admired the women aviation pioneers that she met in St. Louis.

There was loud applause when Madeline “Mimi” Tompkins stepped behind the microphone to relive her Aloha Airlines flight. She was at the controls on April 28th, 1988 at 24,000 feet en route from Hilo to Honolulu when a portion of the upper fuselage of the aircraft ripped away. Mimi's bravery as first officer played a major part in maintaining control of the aircraft to a safe landing with the loss of only one human life. Today she captains a Boeing 737 for Aloha, gives FAA-approved CFI refresher courses, handles her own Aviation Resource Management Corporation and trains and competes in challenging triathlons. Mimi completed the arduous Iron Man—no small feat! She showed a television movie about the Aloha incident—an awesome experience.

Which Rating, When?

Your Aviation Career

by Karen Kahn

Which ratings or certificates should you get (do you recall the difference?) and in what order? A certificate is the type of pilot's license held: Student, Private, Commercial, CFI or ATP (we'll omit Recreational for the time being). Ratings are appended to licenses once you've demonstrated proficiency and passed required tests: Instrument, Multi-Engine, Instrument Instructor, Glider, etc.

In normal progression, you start working toward a Instrument Rating once you have a Private. This is an excellent way to build experience as you accrue the total time required for the Commercial. Your "gray sky card" is probably the most important rating you'll ever obtain and it behooves you to pay serious attention to the learning involved.

Most pilots then move to the Commercial, the CFI, CFII, and MEI. But, how about the Multi-Engine rating? Shouldn't you start thinking about that one early in your career since most professional pilot jobs place a great deal of emphasis on total multi-engine time logged? By all means. The ME rating can be your ticket to building valuable twin time quickly. How and when you complete it can be of career importance.

When? If you have a chance to log twin time, plan to take twin training as soon as you receive your Instrument Rating. (If you complete your ME prior to the Instrument Rating, you'll be limited to VFR only and will have to repeat a portion of the flight check to demonstrate instrument proficiency in a twin. But, if you have a good opportunity to log ME time while working on your Instrument Rating, then don't worry about the re-ride and complete your ME training as soon as possible.) I feel that it's important to log ME time early in your career. You never know when you'll be able to ride along on a charter and obtain some PIC time on the deadhead (Part 91 not-for-hire) return. If you're rated, you can log the time. If not, you'd have to hope the PIC is a CFI and then you could log the flight as dual received.

How? There are generally two or three options for multi-engine training. If you are studying at a flight school that might have some of the fore-mentioned opportunities, I would recommend getting a rating there. It might increase your total time in type and put you closer to meeting the insurance requirements for PIC and hence rental of the aircraft. If you have an opportunity to

fly a specific twin, say a C-310 or a Beech Baron, you may want to seek a course in multiengine training that uses that type to become more familiar with it. You may have to pay more or travel to find an available airplane and instructor, but it will be worth it if the entry into the job market is made easier. Finally, there's the two or three-day school that offers the ME in minimum time and, frequently, in minimum equipment. Whichever path you choose, be sure that you get a good foundation in Multi-engine theory. Although there is no written exam, the knowledge needed to fly a twin safely is important. Several good books are available as well as numerous audio and video tapes. A good cassette series, *Pilot's Audio Update*, provides topics of interest to all pilots with specific emphasis on instrument and multi-engine flying. Edited by Dick Taylor, a well-known aviation author, the series is available from Belvoir Publications at 800 424-7877. Perhaps members of your chapter would like to share a subscription and pass the tape-of-the-month around to interested members or play segments at meetings?

For the professional pilot-to-be, the order of certificates and ratings IS important. You can save yourself time and money by considering "how, when and where" when planning your training. □

Karen Kahn is a Captain with a major US carrier. Type-rated in the MD-80 and Lockheed JetStar, she holds a Gold Seal CFI:AI and is rated in gliders, seaplanes and helicopters. She runs Aviation Career Counseling, career guidance and interview counseling, based in Santa Barbara, CA. See her ad in the Classifieds.

SECTION NEWS

... What's going on in OUR world?

Nancy Marstall, **Carolinas Chapter**, has not only settled into her new home and new chapter (although she misses her **Eastern New England** "moving" and shakin' buddies") but she also has taken a bit of the northeast to North Carolina with her. Nancy is the Southeast Advertising Manager for *Atlantic Flyer*, a tabloid based at Hanscom Field, Massachusetts. The job entails flying—the best kind of job, right, Nancy?

Anita Taylor reports from the **Northwest Section**. She also included the article that is elsewhere in this issue about the Green River Community College Precision Flight Team that the

Greater **Seattle Chapter** members helped to organize and who competed for the first time last year. Anita noted that **Columbia Cascade Chapter's** Information Booth was completely refurbished by Shirley Twigg with the theme "Ninety-Nines: Who We Are and What We Do." Columbia Cascade members participated in Air Fair and Linda Petersen served as chapter liaison to Rod Machado's FAA Safety Seminar. Columbia Cascade sent a photo and write up of their aerospace education program with a local area school. Congratulations to Columbia Cascade's Barbara McGaa who earned her Private.

Members of **Intermountain Chapter** held their 2nd Annual Safety Seminar in March. Quincy Edmonds, a professor at Embry-Riddle, presented the topic, "How Men and Women Fly Differently" at a previous meeting.

Idaho Chapter members have been invited to participate in a leg of the Old Oregon Trail Flight in August from Pocatello to Baker City and are busy with preparations for the International Convention in Portland.

Greater Seattle and Western Washington Chapters each presented a full day Flying Companion Seminar at the Northwest Aviation Trade Show and Rainier and Mt. Tahoma members par-

SECTION NEWS

ticipated as well. Marilyn Moody received the Western Washington 99 of the Year trophy and Mary Mitte received an engraved AE Medallion for all of her efforts of the last two years.

Members of the **Montana Chapter** presented a Flying Companion Seminar.

Barbara Sandow reported from **Australia Section**. Qantas Airways recently celebrated the 70th Anniversary of the first mail and scheduled passenger service between Charleville and Cloncurry (outback Queensland). This 1922 flight marked the beginning of Queensland and Northern Territory Air Services—now Qantas, Australia's overseas airline. Included in the weekend of celebrations was the opening of the Women Pilots Display at the Hall of Fame Longreach. Nancy Bird-Walton attended and is one of the pioneers honoured in the display.

Lores Bonney, famous for her record breaking flights in the Thirties, is to be honoured by being included in the Forest of Friendship in Atchison, Kansas. Betty Gillies has sponsored Lores and the ceremony will take place in June.

Missouri 99 Nelda Lee visited Australia recently and was entertained by the Ninety-Nines in Sydney and Melbourne. Another visitor was Anne Caudle from Alabama. Anne visited in 1991 and was able to renew acquaintances, especially with her fellow glider pilots at Tocumwal.

In December the South Australian Ninety-Nines joined with the Zonta Club for a flying day at Murray Bridge Airfield. The Ninety-Nines Proficiency Trial for those en route to the Australian Women Pilots' AGM was to be held in March. Peggy Kelman, pioneer aviatrix is to be the guest speaker at the Section meeting to be held at the AGM. Liz Jones is now living in Brisbane and I have been transferred to Canberra

ATC. It is with regret that we report the demise of Compass Airlines. Compass was Australia's third major carrier and employed over seven hundred staff including one hundred pilots.

Jill Hopfenmuller, **Long Island Chapter** and Section Reporter for the **New York-New Jersey Section**, wrote that **Central New York Ninety-Nines'** Marilyn Kamp was interviewed about Amelia Earhart by a local TV station which aired a short segment of the



*Luncheon at Western Aerospace Museum in honor of Ruth Rueckert.
Photo by Verna West*

interview on the evening news. Central New York's Patti Bear is now flying as a flight engineer for United, based out of Chicago. Patti still lives in Rome, New York and commutes to Chicago. Congratulations to Patti on her new assignment. Members of Central New York Chapter co-sponsored an FAA safety seminar in March.

Finger Lakes Chapter members have been busy planning and arranging for the Section meeting that is scheduled for June.

Garden State Chapter members headed for Milville, New Jersey for a "Kick-Off" meeting for the Garden State 300. The proficiency race will be based in Milville and take place over the weekend of June 11-13. Mark your calendars and come fly the Garden State 300. Entry kits can be obtained from Julie Collinge. Which 99 will be the best Garden State 300 racer? February weather in New Jersey can be depressing, but Garden State 99s knew how to

remedy that. They met Valentine's Day for a brunch with chapter members, friends, acquaintances, hangers-on, and significant others at the 94th Aero Squadron restaurant at the North East Philadelphia airport.

Pat Rockwell reports that **Long Island Chapter** members have been busy with speaking engagements. Ruby Bostic's topic, "Career Seminars," started in February at the Automotive School in Brooklyn, continued at Schools for the Deaf, Schools for the Talented and Gifted and included seminars for Business and Professional Women. Doris Abbate always has a busy lecture schedule; Debbie Bonnard volunteered to take over one of her talks at the Rotary Club in Glen Head.

Long Island's Marilyn Smith gave some insights into the wonders of the "A,B,Cs" of the new airspace classification, a superb description of what to expect in September 1993 when changes will be implemented. Keeping your most recent old chart and comparing it to the new one for each area is helpful in understanding the changes.

Fun Flying was encourage by the fun loving friends in the Long Island South contingent. Lenny and Pat Ohlsson, when Dottie Campbell and 49 1/2 Hal visited the Ohlssons in Daytona Beach, Florida. Dottie flew with Lenny (the former "Spin King" of L.I. MacArthur Airport). She learned a few new maneuvers and saw a bit of the south from the Ohlsson's Grumman Tiger. Dottie is the new "Trip Coordinator" for a popular Long Island flying club, "The Aerocats," whose membership at times has consisted of at least half of the long Island Chapter of Ninety-Nines. They look forward to many a good outing with Dottie planning and promoting places she has always wanted to visit.

North Jersey Chapter's Barbara Buehler welcomed Pat Stapleton, former 66, who just became a Private Pilot and is the newest member of the North Jersey Chapter. Members of North Jersey have been busy with the

66 program. Beverly Shenkman initiated a "Big Sister" program linking 66s with chapter members. She arranged a tower tour in January and planned a special meeting for February. Currently there are 14 in the chapter and members are looking forward to having them become 99s. Past Chairman Leslie Highleyman presented a workshop at Fairleigh Dickinson University for the American Society of University Women and Girl Scouts in March. She discussed a cross country flight and math and science related careers.

North Jersey's Chairman Jeanne "Jan" Kent gave a survival talk at an FAA Seminar in Albany sponsored by the **New York Capital District Chapter**. North Jersey also sponsored a similar seminar as well as hosting a Fourth Annual Student Pilot Forum. Open to all student pilots, the forum presented a panel of aviation professionals with a discussion of all phases of learning to fly and aviation business followed by a question and answer session. Following the successful Pennies-a-Pound last fall, the Chapter members prepared for an annual Poker Run on May 1 with a rain date of May 2.

North Jersey members had a meeting that featured ballooning and got a first-hand look at a gondola. Lawyer S. Salibello spoke on FAA enforcement actions at another meeting. Chapter members learned a great deal and hoped that no Ninety-Nines need the recommendations of which he spoke. (Don't forget the NASA forms!) Both meetings were open to all pilots and were well attended. Dorothy "Dodie" Riach did her BFR and is currently a safety pilot for her IFR-rated son.

Myrna Stephens, Section reporter for the **North Central Section**, sent word that **Lake Michigan Chapter** members have been busy with aviation education. Congratulations to Lake Michigan's Mary Gowen who received her Private. Lake Michigan Chapter members enjoyed Mary Gardanier's discussion of her experiences during

the 50 years that she has been a 99. Mary included a demonstration of getting out of the plane in high heels and a skirt during the 1940s. Paula Lupina gave an ultralight presentation to the Kalamazoo Civil Air Patrol. Mary Creason is working on forming flying clubs. Barbara Goodwin put a hands-on workshop on flight to girl scouts at Lake Michigan College. Shirley Seamons, Eudora Riemers and 49 1/2 Bob Goodwin provided assistance. Over 100 pilots attended the Safety Seminar co-sponsored by the Lake Michigan 99s and AMR. Jean Flower, artist and Lake Michigan Chapter member, opened an art show in Parchment, Michigan. Jean is a member of the American Society of Aviation Artists. She was featured in a talk by *Ninety-Nine News* editor, Ann Cooper, on the "Art of Aviation Artists" at the Women In Aviation Conference in St. Louis, Missouri in March. Jean fielded questions about aviation art at that forum.

Congratulations to Connie Troyer, **Greater Cincinnati Chapter**, who is now flying with American Airlines and to Sarah Kendall who flies charter out of Lunken Airport in Cincinnati, Ohio. Greater Cincinnati members welcome newest member Anne Villacres.

Mary Ann Eiff and Danielle O'Driscoll are new members of the **Indiana Chapter**. Mary Ann, a 99 since 1969, is a transfer from the Cape Girardeau Chapter. She teaches Aircraft Mechanics at Purdue University. Danielle is a Purdue junior majoring in Aviation Administration.

New members of the **Chicago Area Chapter** are Terri Welisek, Jane Adams and Stephanie Cruz. Three 66s are now 99s—welcome to Deborah Kirschner, Shirley Schoelkopf and Linda Gebhardt. Chicago Area members honored Gail LaPook as Pilot of the Year and Nancy Haraldson as 99 of the Year. Lance Nuckolls was made 49 1/2 of the Year. The Service Award went to Loretta Sincora. Orville Awards were presented to Mary Lou Mueller, Cynthia Nixon,

Kristin Glick-Nuckolls and Sharon Schorsch. Updater Awards went to Marlene Winters, Kristin Glick-Nuckolls, Rosemary LoGiudice, Val Gorra, Marie Miller and Cynthia Madsen.

Greater St. Louis Chapter's Nelda Lee has been elected secretary to the Whirly-Girls, Inc.

All-Ohio Chapter members co-sponsored three safety seminars with the FAA in Mansfield, Ohio. Linda Blodgett was the coordinator. All-Ohio members held a Flying Companion Seminar at Dayton General Airport in February. Seventeen attended the seminar, organized by Wendy Paver. It was fun for your editor and All-Ohio member Ann Cooper to watch Pat Fairbanks pilot her



Marcia Rueckert, Ruth's daughter
Photo by Verna West

Robinson helicopter to a nice landing at Greene County Airport where Ann and her husband hangar their C-150. Pat and her husband, Don, helicoptered in for a business meeting from their new location in Batavia, Ohio. They sold their Cardinal Aviation business, Lunken Airport, Cincinnati, and have slowed their pace, to their delight.

Indiana Dunes Chapter members welcome Jan Van Cauwenbergh, Sandy Smythe and Pam Martin who recently became 99s. Indiana Dunes members heard Chief Pilot Dave Madison tell of flying the C-130 cargo plane used by Rev. Lester Sumerall in his missionary work transporting food to Guatemala,

SECTION NEWS

Albania and Russia. The program included tours of the C-130 and a Falcon jet. The room was full as the Indiana Dunes Chapter sponsored an FAA Safety Seminar in March. Phyllis Webb, one of the featured speakers, explained the new airspace reclassification.



WIAC attendees gather at Parks College for a tour, lunch and informative sessions. Dr. Peggy Baty addresses the group. Photo by Sigrid Ramelli

Kathleen Browne, reporter for the **Southwest Section**, wrote that members of **Antelope Valley Chapter** planned a St. Patrick's Day Poker Run in March and are co-sponsoring a Safety Meeting on the airspace reclassification. A Salute to Youth at Palmdale Airport was planned for April. Cheryl Winter is back at LA Center after a promotion and a stint at Joshua Approach.

Vicki Kerr is a new member of **Arizona Sundance Chapter**. Grace Moore is this year's recipient of the Melba Beard Scholarship. In February Beth Eaton coordinated the painting of the compass rose at Falcon Field with the assistance of Vicki Kerr and Judy Bawcon, Marilyn Bradford, Shirley Cochrane, Lucy Enos, Dennis Haworth, Kay Hohler, Grace Moore, Pat Moreland, Shannon O'Hara, Don Scarpitto, Marge Thayer, and Rosemary Vance. Chapter members celebrated the chapter's 11th anniversary. Shamrock Air Derby plans are in the works. Shannon O'Hara, a member of the Arizona State University flight team

won First Place in the Preflight Contest at the NIFA competition in California. She was also named Top Female Safety Pilot. Congratulations to Shannon.

Thank you to **Bakersfield's** Dixie Hustead and Mary Lou Romagno for table decor in December. Pat Church participated in the "Careers in Aviation" lecture series by the Bakersfield Municipal Airport. The chapter members were to be at the Warbirds in Action Airshow in April and volunteers were sought for the Hayward-Bakersfield-Las Vegas Air Race.

The February program for **Bay Cities Chapter** was to be "Educational Opportunities for Women in Aviation." The Right Seat Seminar went well. Kudos to Catherine McMahon for her hard work on the seminar. Ruth Reuckert has apparently suffered another stroke and is not able to respond to visitors. Our thoughts are with her.

Coachella Valley Chapter members provided coffee and cookies at the FAA Safety Seminar in February. An Open House was planned for El Centro in March.

Dottie Sanders, Frankie Clemens, Doris Ritchey and Edith Kaspian, **El Cajon Chapter**, attended the Silver Wings Brunch with Captain Al Haynes as the speaker.

Coyote Country Chapter's Sheridan Welti lost her 66 status and became a 99! Congratulations. Vivian and Dick Steere recently completed the restoration of their Piper 140, a labor of love. Thanks to Kathy Buckman for arranging a tour of Top Gun at Miramar. Fifteen Coyote Country members attended the great time.

Fullerton Chapter members planned a fly-in to Sedona, Arizona in April. March was set for an airmarking of Big Bear Airport. 66 Kathie Prewitt has soloed.

Golden West Chapter members plan

to co-sponsor a Pennies-per-pound air-lift with members of Santa Clara Valley on May 1. A hangar BBQ celebrated the chapter's birthday in April. Congratulations to: Jo Kerlinsky, new chapter member, who set a world record for sky diving with 15 women parachutists; Yvonne Malloy a recent legal eagle; and Pat Rockwell who completed her Captain training on the B-737 for United Air Lines.

Connie Farmer, **Long Beach Chapter**, is the contact for information on the Buhl Family Memorial Scholarship. Many thanks to all who lent a hand for the CFI Revalidation Clinic: Fran Bera, Joyce Jones, Wally Funk, Sandy Couverley, Tracy Tanouye, Carlene Smith, Teri Brubaker, Carolyn Brown, Margaret Callaway, Nancy Clinton, Amy Ellsworth, Connie Farmer, Margaret Mead, Mary MacDonald, Mary Jane McNeil, Mary Pinkney, Sigrid Ramelli, Pilar Simmons (66), Jacquie Sprague, Birdie Ward and Mary Wenholtz.

Los Angeles Chapter was 61 in March. Virginia Showers attended the Regional NIFA meet and met a 93-year old active pilot.

Marin County Chapter planned a shared meeting with members of Santa Rosa in February. Nancy Palazola and Marion Jayne were the speakers—second place winners in the Around-the-World air race. A planned fly-out to Joshua Tree/Twenty-Nine Palms was scheduled for March.

Monterey Bay Chapter members held a Flying Companion Seminar in conjunction with a pilot seminar conducted by Don Warren of the FAA.

Members of **Mount Diablo Chapter** held an Open House at Concord Airport in early March. Two new members are welcomed, both recently certificated, Kit Porter and Lynne McWilliams.

Members of **Mt. Shasta Chapter** held a Flying Companion Seminar in Chico in March.

Heather Cissna, **Palomar Chapter**, is coordinating the completion of the

Warner Springs airmarking. A Flying Companion Seminar was planned for April.

Phoenix Chapter members had a lesson in hazardous waste disposal when some paint it received—free—began to deteriorate. Fortunately the City of Phoenix had a hazardous waste disposal day and the paint is now safely disposed. Be careful about what you receive as “gifts.” If it had not been for the day sponsored by the City of Phoenix, it would have cost \$6,000 to dispose of the paint! A Scavenger Hunt Poker Rally was held in February. The 1994 Spring Section Committee is getting chairmanships appointed.

Members of **Placer Gold Chapter** held a poker flight and donated \$270 to the AE Scholarship Fund. Marge Clinton took her class to Sacramento Executive airport. May 15 is the tentative date for a Flying Companion Seminar.

Sacramento Valley Chapter members plan to hostess the “Fly’n, Cruise’n, and all that Jazz” Section Meeting in May. Juanita Bailey was a featured speaker in February. She had some marvelous experiences ferrying planes to Central and South America and to Alaska. Her presentation was preserved as part of the 99s Oral History Program. A fly-in to Red Bluff was planned for February.

A birthday party that celebrated the 41st anniversary of **San Fernando Valley Chapter** was a resounding success. Three of the chapter’s WASPs, Mary Lou Neale, Lola Ricci and Jan Wood, were featured speakers. Sandra Bullock has transferred to the FAA Regional Headquarters at Hawthorne. She will be working on automation at the Southern California TRACON, Big I. A Poker Flight was planned for April.

Kudos to **San Gabriel Valley Chapter’s** Sheila Drayster for her hard work on the Poker Run and to Virginia Harmer for her hard work on the El Monte airmarking. Others who pitched in for these events were: Denis Harmer,

Sheryl and Bob Sandhagen, Penny and Phil Moynihan, Joe Spillane, Maureen Oster, Stephanie, Ruben Campos, Jean Bustos, Ruthie Weiss, Coleen Campbell with crew Linda and Shelli, Becky Thomas and Lyn Larsson. Tower Appreciation Day was held in February—Valentine’s Day. Cyndy Merritt is welcomed as the newest member. Also planned for February was a Fly-In to Palomar and a Flying Companion Seminar was held in March.

Santa Clara Valley Chapter’s Barb Murren completed her self-appointed task of creating a New Member Handbook. Martha Schriener is now a Private Pilot. Whale watching was a success in January. A Fly-In to Half Moon Bay was planned for February and a Flying Companion Seminar was set for April.

Meeting jointly with members of Marin County, members of **Santa Rosa Chapter** heard Nancy Palozola speak on her around-the-world racing. Fly-ins to Half Moon Bay and Shelter Cove were on the drawing boards.

Utah Chapter’s Carol Clarke attended the Women In Aviation Conference in St. Louis in March. Linda Anderson has the chapter scrapbook well on its way to completion. She is writing the chapter history.

Bonnie Porter, **Eastern New England Section’s** reporter, sent news of **Connecticut Chapter**. Chapter members hosted a dinner for Nancy Hopkins Tier, our only Ninety-Nines Charter member still flying! Nancy regaled the group with her inimitable tales of flying, engine repairs, landing in farmers’ fields and being offered hospitality by startled folks. Nancy carried a spare cylinder with her on long distance flights or in races. She didn’t want to have to wait for parts, or a mechanic, in order to continue her journeys! Among Nancy’s achievements is the Ford Reliability

Tour of 1930 which, that year, was a race of 5,000 miles and 16 days to prove that airplanes could keep a schedule and be a reliable means of transportation. One had to be entered by a manufacturer and Nancy flew a Kittyhawk, NCC30V, for the Viking Flying Boat Company, New Haven, Connecticut. Nancy showed film footage, some aerial photography taken by her late husband, Irving, who died in 1978. Nancy is the President of the International women’s Air and Space Museum (IWASM), Centerville, Ohio and to know that her association with the Ninety-Nines and IWASM is a thread through all of aviation makes one feel connected to early aviation and to today’s women pilots in a wonderful way. Hooray, Nancy!

Eastern New England’s Anne Baddour, MIT, Lincoln Laboratory Test Pilot and a member of the Board of the

Mimi Tompkins, heroine. She was First Officer for Aloha in 1988 when a portion of the fuselage ripped free! Featured at the WIAC, 1993.



photo by Sigrid Ramelli

Aero Club of New England, received an exciting orientation flight in the strike-fighter F/A 18 Hornet. Eastern New England’s Scholarship luncheon featured speaker Sheila Bauer, Education program manager for the FAA. The Anne Bridge Baddour \$1,000 Scholarship was awarded to Jennifer Ann Bell, a student at Delaware State College in the Aeronautics Program and the Millie Doremus Scholarship winner was Katy Jones, a student at Jacksonville State in Aviation Management. For the first time in years, it

SECTION NEWS

snowed in New England in time for their annual fly-in sleigh (hay) ride at Jaffrey, New Hampshire. A great time was had by all.

Four Hundred attended the jointly sponsored 99/FAA seminar at Hanscom AFB Officer's Club. Chairman Martha Dunbar introduced a panel of three speakers who spoke on the technical side of the FAA management of airspace. In January, Eastern New England's Arlene Feldman, New England Regional Director of the FAA, officiated with Sheila Bauer at the dedication of CAREERPORT at Minute-man Field, Stowe, Massachusetts. The first of its kind in the U.S., CAREERPORT is a new educational partnership between the aviation community and local schools.

Western New England Chapter members entertained a local Girl Scout troop at Barnes/Westfield Airport. Twelve future 99s and their leaders viewed the International 99s Membership Video, discussed careers in aviation and enjoyed static displays and a tower visit. Three members of the Western New England Chapter have purchased the flight school and charter business at Southampton Airport. Pam Gonyer, Chapter Chairman, Terri Morrison and Lynn Ketterer will be busy at the New England Air Connection with cargo runs and the start of scheduled airline service this summer. Congratulations on this exciting undertaking! Western New England's Ann Howland received her Private. Ann is Marketing Director at Caris Air, Barnes/Westfield.

Northern New England Chapter's Karen Benson, CFI and an operator of the flight department at Keyson Aviation, Nashua, New Hampshire, has completed all requirements for IA. Welcome to the chapter, Karen, and congratulations.

Katahdin Wings Chapter members have just received their charter and hosted their first Safety seminar on aircraft maintenance in April at Sanford

Airport. Sanford will also be their first airmarking project.

Austin Chapter members, **South Central Section**, participated in the Math and Science Network's *Expanding Your Horizons* program, according to Section Reporter Bonnie Tassa. The program is to encourage girls grades six through nine to consider math and science related careers. Three one hour

Long Beach 99s sponsored a Flight Instructor Revalidation Clinic with Airline Ground Schools of Reno, Nevada



sessions were presented by members Carol Foy, Sonya Gary, Cynthia Grant, Mary Lynn Koenig, Melinda Walton and new member Brandy Button. The presentations included an overview of what makes a plane fly, cross country planning and hands-on simulator flying. About 50 girls attended the presentations.

During March the **Colorado Chapter** members split into smaller "Satellite" community groups. On tap were: a fly-in to Alene Park's home at Parkland Estates, an airpark community, with Liz Lee, a new A&P, as the speaker; a tour of the tower at Centennial Airport; a talk by Mike Ryder, FAA, about Denver International Airport; a tour of new fire equipment at Fort Collins Airport; Al Haynes, pilot of United Flight 232 spoke, donations benefitting a college in Greeley, CO; Traffic Reporter for Spy-Sky on KHOW Don Martin spoke at Jefferson County Airport; airport manager Dave Gordon gave a tour of the new Jeffco Terminal and Ruth Clark from APA Flight Service spoke at the

Jeffco Airport. Colorado Chapter members staffed the phone banks for public TV Channel 6, started their eight-week Flight Without Fear course and were involved in the Women In Aviation Conference.

Colorado Chapter members offer congratulations to Liz Lee, A & P mechanic and now an instructor at Colorado Aero Tech. They welcome LuEllen

Blum, Julie Hornwood, Nancy Reinhart and Mary Kayes. Members are busy on the annual Mile High Air Derby that is planned for September 10-11.

Colorado's Lynn Ringer with volunteers Gail Stegermock, Carol Leyner, Carol Taylor, Barb Hobson and Luellen Blum continue to hold Air Bear classes for schools and Headstart in Aurora, Denver, Fort Morgan and

Arvada. Lucille Bledsoe was appointed to serve on the Advisory Committee for the DIA Airshow in October. Barb Hobson and Babette André will represent the Colorado Chapter at the Rocky Mountain Aviation and Aero Association Conference to be held with the opening of DIA. Last, but not least, a general meeting was held at United Training Center were Mick Wilson, FAA Accident Prevention Program Manager, spoke on how to make a weather route profile.

Dallas Chapter's Chris Hettenbach's application for the Amelia Earhart Scholarship made it past the section level and is on its way to the International Committee. Good luck, Chris. The Fly-In to Mount Pleasant was well-attended and fun for all. There were nine Dallas members, one member from **Wildflower Chapter**, one 66, three 49 - 1/2s and eight guests. Wally Funk and Louanne Gibson, members of Long Beach Chapter, are living in the Dallas area for now and have adopted the Dallas Chapter. Louanne is a First Of-

ficer with American Airlines and we all know Wally. She gave an informative and amusing talk on Preflights and Accident Prevention and lucky members were able to get autographed Wally Sticks. Ex-South Central Section Governor Jerry Melton Witbeck brought a student pilot to the meeting, her daughter Joyce Shrader. Another guest was Jennifer Johnson, an

8th grader who attended space camp in Florida and has dreams of becoming an astronaut. Jennifer had her dad take her to the meeting so that she could meet Wally Funk! Three newest members are Pam Steier, Lisa Ventura and Barbara Cowens. Welcome!

Members of Dallas Chapter are sorry to learn that one of their members,

Bonnie Tassa, will be moving. Bonnie has been a loyal and dedicated member of this chapter for eight years and is currently the News Reporter for the South Central Section. Her husband, John was transferred to Falling Waters, West Virginia where Bonnie and their children Jennifer and John will be joining him in June. Dallas members welcome Melody Dougherty who found them at their Halloween Poker Run and joined them on the spot!

Dallas Redbird Chapter's Marcy Bissell was in town for their February meeting. She shared some of her experiences of flying for Business Express Airlines. She is based in New Hampshire and flies SF 340s out of Pease. Chapter attendees at the recent FAA Symposium for National Aerospace Users included Nell Magouryk, Sandra and Rob Carruthers, and Mike and Mike Conlin. Nell also spent two days at the USAF Academy in Colorado Springs for the Aerospace Education Sympo-

sium. Michelle Paluck joined Sandra and Rob in attending Rod Machado's *Handling In-Flight Emergencies* seminar in Dallas.

Karen Tucker, member of the **Kansas Chapter**, was appointed the Aviation Education Counselor to the FAA in Kansas. Kathy Sadler resigned from the Air Force to marry a British pilot

Austin, Texas, 99 Sonya Gary with two "Expanding Your Horizons" participants.



that she met during Desert Storm. Bonnie Johnson and Julie Mathis plan to fly the Air Race Classic as does Janet Yoder. The Hangar Poker Run at Phyllis McCollom's was successful. Phyllis and her granddaughter, Rachelle McCollom provided chili, vegetable stew, dessert and snacks. Karen Tucker won the Run and donated her winnings to the chapter toward a scholarship fund for the ACE academies. ACE academies are one-week aviation youth camps co-sponsored by the FAA and host colleges and universities. They are designed to inform students about the physics of flight, aviation history, careers in aviation, flight physiology, aerospace design and engineering, propulsion, meteorology and other aviation topics. Kansas Chapter members are offering two scholarships. Welcome to new member Nancy Cullen, Plans and Procedures Specialist at the Wichita Air Traffic Control Tower. Kansas 99s addressed a letter to Lu Hollander regarding 99 Flying Event

Insurance. Officers and directors for the Kansas Chapter have requested that an international committee be formed to explore options for a solution to this insurance policy problem. Lu respectfully responded asking us to allow Susie Sewell time to investigate the coverage we need for our Sunflower Proficiency Air Rally and she will advise them of the outcome. Her immediate attention to this matter was appreciated. Meriem Anderson and her husband Harry were packed to go to a San Antonio WASP convention when Harry had congestive heart failure. She reports that he is getting along pretty well.

A charter member of the **Nebraska Chapter** was inducted into the Nebraska Aviation Hall of Fame in January. Evelyn Sharp was the youngest woman pilot in the U.S. to earn a pilot's license in 1936. Sharp made flying her career by flying military planes for the war effort as a member of the Air Transport Command's Women's Auxiliary Ferrying Service (WAFS). Diane Bartels, a current member of the Ninety-Nines who is writing Sharp's biography, accepted the award with pride. The Hall of Fame is a non-profit organization created to recognize significant contributions Nebraskans have made to aviation history and Evelyn Sharp is the first woman to be so honored in Nebraska history. The awards were presented as the first annual Nebraska Aviation Conference at which Sandy Zeliff, Heloise Bresley and Diane Bartels were attendees. Patsy Meyer was on the planning committee.

Nebraska Chapter members prepared for a mini-NIFA training session at Belleville, Kansas Airport. Pat Ward was scheduled to train members in the judging aspects of the competition. Winter meetings have confined Nebraska 99s to indoor activities as the weather included many days of icing. They made the best of it by touring the tower at Lincoln Airport, an ARSA, watching the AE Scholarship Video, *Soaring To New Heights*, and the Ne-

SECTION NEWS

braska Teacher of the Year spoke on the international space camp at the U.S. Space and Rocket Center in Huntsville, Alabama.

Michele Stauffer's brunch was especially delightful with a very good attendance for members of **Northeast Kansas Chapter**. Jan and Bob Raymond attended the FAA Accident Prevention meeting in Kansas City. Donna Gerren was spotted in Lawrence, home for a short visit before returning to California to finish her special education project. She got to try an F-15 simulator which was very exciting. Northeast Kansas members welcome their newest: Judith Benjamin and Karen Schreiner.

Congratulations to **Oklahoma Chapter's** Elaine Regier, first grade teacher from Anadarko, Oklahoma who produced a video on flying for her elementary school and received a GAMA award for excellence in teaching using aviation and aerospace. Oklahoma's Flying Companion Seminar attracted over 33 students and received great reviews from them. Oklahoma Chapter members hosted a safety seminar by Rod Machado and toured a United Airlines aircraft flown by Oklahoma's Own Candy Burkett at Will Rogers Airport. They also toured Wiley Post Airport Tower. Members will conduct a seminar on "How To Present A Flying Companion Seminar" at the South Central Spring Section Meeting in El Paso, Texas this May. Welcome to three new 66s: Jamalyn Moore, Sandy Taylor and Marial Martyn.

Recent sales of the **Pikes Peak Chapter's Companion Flyer** book have added \$325 to their scholarship fund. They are busy planning a Companion Flyer Seminar for May. Phyllis Wells, Dick Seaman, Clancey Maloney and Ruth Lucy are volunteering in the schools: Clancey gave a weather presentation, then she and Phyllis returned

with Ruth a week later for an aviation program complete with a pretend flight to Grand Junction, CO. Phyllis and Dick drove 40 miles to Pueblo to present a soaring program. Alice and Mark Palmer ventured to the LA area, stopping at Lake Havasu for Mark to work on his seaplane rating. The plans were dashed by magneto problems on the training aircraft. Mark will return later in their C-140 for another try.

Civil Air Patrol's Herb Devins spoke on survival techniques: stay with the



*Nancy Hopkins Tier accepts induction into the
WIAC Aviation Pioneer Hall of Fame, 1993.*

Photo by Sigrid Ramelli

plane, be prepared, stay calm and stay together. He said, "The CAP can find a plane, but it's tough to find a single person." Major Bruce Dopfel of the Air Force Academy presented the Academy MOA proposal and rationale to an audience of 15 hardy souls who braved the weather in February. As part of Pikes Peak's educational focus, Clancey Maloney and Denise Hixon presented programs centering on technology to 120 Woodland Park Middle School students. Denise presented programs on the space shuttle and Clancey's was on aviation careers.

San Antonio Chapter members celebrated the chapter's 35th anniversary in November with Governor, Judy Reinhart, present. Guest speaker Georgia Scherer, a very talented lady, won plaudits with stories of her years as wife

to a pilot in the early 1900s. Marge Balazs qualified for captain on United Airlines B-747s. Congratulations!

Members of **Shreveport Chapter** beamed with pride when their former chapter chairman, Starr Stone Krottinger, was awarded the prestigious AE award at the annual Zonta banquet. The presentation was made by their Eileen Anderson who received the same award two years ago. A March meeting of Shreveport Chapter was held at the home of Mary Spells. Plans for the annual Holiday-In-Dixie Festival are underway. Eileen Anderson is on the Special Events Committee and shares the responsibility for hosting a welcoming party for all of the participants in this airshow. Its intent is to focus public attention on the Downtown Airport. Hopefully Shreveport's Ray Hardey will be in next year's festivities. She is currently a student of Marion Cole and is practicing loops, spins, and other aerobatics. Shreveport members happily welcomed Sheryl Hunter to their Salad Supper. Sheryl is from Nacogdoches, Texas.

Members of **Space City Chapter** reported that tornado damage reached \$2 million at West Houston Airport in December. Prior to that, Space City members put on an Air Derby. Captain Al Haynes of the Sioux City Iowa DC-10 accident in which the crew lost all hydraulics gave an inspiring talk. Welcome to new member Kay Bud.

Members of the **Tip of Texas Chapter** are involved with plans for the Air Race Classic that starts in Corpus Christi on June 22, 1993. Joan Dugger, Chairperson, and husband, Wayne, Co-Chairman, are assisted by Marion Scanio (Transportation), Ardath McCreery (Hospitality), Pat McNeil (Secretary/Treasurer), Sue Gray (tee shirts and decorations), Pauline Glasson (Director), Barbara Lewis (President), Vicki Kinzy and Mary Helen Dunnam (Air

Race Programs) and many people in the community who are striving to make this year's race a successful one.

Tulsa Chapter's Kelli Cammack and Jean Gray presented a fine program on icing conditions followed by a lesson in pilot reports (PIREPS) and their importance. Fly-ins, airmarkings, and flying companion seminars are on tap.

Wichita Falls Chapter members enjoyed their annual Christmas dinner and brought cards for Lou Ellen Foster, long-time member who was unable to attend the party. Some members delivered the cards to her a few days later with a Santa cap topped with a blinking light that Lou wore as she opened the cards. Pat Eby and Carolyn Baker hosted the January meeting at which Tom Bagnetto presented an interesting program on the Global Positioning Satellite system. Pat Eby presented a video of Amelia Earhart narrated by Mike Wallace. Most had never heard Amelia's voice, so hearing her speak was especially exciting. Diana Lopez, a student pilot, was a guest.

Wichita Falls members met at the home of Linda and Ben Carr. Guests were Ted and Susie Hanks. Ted gave an interesting talk on the P-38 and its uses during WWII. He was a crew chief for the planes and used a model to point out many interesting facts. He also showed a beautiful painting of the plane, a friend and himself. Ted ended by quoting a poem about having *An Escort of P-38s*.

Arkansas Chapter's Karen Foster from Pine Bluff has taken the FAA written tests for General Aviation Mechanic and Airframe Mechanic with hopes of having completed her oral and practical exams before the printing of this issue. A graduate of Louisiana Tech in Ruston with a degree in Aviation Science, Karen holds commercial, instrument, multi-engine and CFI tickets.

Nancy O'Neil Holden, **East Canada**

Section, reported that **Eastern Ontario Chapter** members toured the new tower at Ottawa's Uplands Airport. Dorothy Berthelet, Susan Begg, Lorna deBlicquy and Kathy Lutley-Borland attended the Ottawa Flying Club's Wings Dinner where Governor Cathy Fraser's 49 1/2 Dave Williams spoke on the Astronaut Program. Planned was a Flying Companion Seminar for March.

Atlantic Chapter members met for a potluck lunch and meeting at the home of Erna Scriven. Governor Cathy Fraser

not cooperate for Fran to take her flying, but in Melbourne she rented another C-172 for a flight along the coast and over the city.

Maple Leaf's Sandra Hickman arranged a meeting at Huron Aviation, Sarnia, where plans were made for the annual August Poker Run. They are happy to welcome a new 66 to the chapter, Maria Tsaoussis of London. Sincere sympathy to Hilda Devereux in the loss of her mother at age 90. The Annual Maple Leaf Chapter Award of

Excellence was presented to Judy Nichol who received the highest marks on both the written and flight test for her Private. The award was \$250 cash, a large plaque for Judy to hang in her home flying club for a year and a small remembrance plaque for herself. Eight members and 66 Maria Tsaoussis met in Windsor for an aviation safety meeting. Several videos were viewed including one on women in aviation careers. Congratulations to Grace Morfitt who is on her way to earning her AME (Aircraft Maintenance Engineer) licence.

She is working on the practical portion, a five-year apprenticeship. Governor Cathy Fraser and her 49 1/2 Dave flew to London to join Maple Leaf members at their Christmas brunch. Two new 66s were welcomed, Joan Scriven and Cathy Bracken. Congratulations to Heather Revesz on the occasion of her marriage.

Members of **First Canadian Chapter** Muriel Pigeon and Janine Dupuis recently did a Skywatch presentation at a Regional Environmental conference, while Bev Bakti, Anna Pangrazzi, Lynn Shinn spoke about Skywatch at a Zonta meeting. Chapter members are learning all about their aircraft—Everything You Always Wanted to Know about Piston Engines was followed by a program on Propellers. A Flying Companion Seminar was held at Buttonville



PERCIVAL GULL flown by New Zealand's famous aviatrix Jean Batten during her extraordinary career. This craft is on display at England's charming Shuttleworth Collection, an airfield and museum.

Photo by Ann Cooper

flew down and plans were well underway for the Spring Section meeting in Halifax.

Maple Leaf Chapter's Sharon Moon hosted the annual business meeting at her Aero Academy in London in January and in February Thery Preston hosted a potluck lunch at her home. Videos were viewed of Air Zambia and Oshkosh. Peggy Smith reported on her exciting trip to Australia and told of her flying experience in the Northern Territory in a rented C-172 where it is back to the basic timing and dead reckoning. While in Darwin she spent an evening with 99 Kathy Flynn and in Southern Australia met with 99 Fran West, whom several East Canada Section members had met last year during Fran's visit to Canada. Unfortunately the weather did

Airport in February. Congratulations to Audra Greening-Smith on her Valentine's Day wedding to Ron Dymond and to Diane Bourdon on her new job teaching a B-727 ground school.

Officers of First Canadian are: Anna Pangrazzi, Chairwoman; Lyn Shinn, Vice-Chair; Sylvie Snutch, Secretary; and Janine Dupuis, Treasurer. Outgoing Chairwoman Diane Bourdon was thanked and presented with a gift. Jodi Maguire has taken a position at the Brampton Flying Club as a flight instructor. Welcome to new members Gaye Lacoursiere and Mary Lou de Bruyn, bringing membership total to 103. An "Adventure Evening" was recently held at Buttonville Airport where members related some of their memorable flying adventures, from flying around Toronto in the '50s to recent adventures by Mary Normand and Sylvie Snutch in Alaska and Marilyn Dickson and Jean Hacher in Virginia Beach. A general meeting at Brampton Airport lounge will feature Rick Pilson, Transportation Safety Board, speaking on *The Anatomy of an Accident*.

Southeast Section's reporter Sara Carson sent news that members of **Blue Ridge Chapter** have big plans for 1993. After a visit was conducted to Charlotte/Douglas International Tower in February and a joint meeting with the West Carolina Balloon Association in April, they will look forward to participating in the Gastonia Air Show in September. Other plans include a trip to Jacksonville Naval Air Station to tour and test fly the jet simulators, airmarking local airports (Shelby, North Carolina), a poker run, and spot landing contest.

Florida Suncoast Chapter's Pilots Poker Party was held in February with proceeds directed to charitable projects that further aviation awareness. Aerospace Day '93—*Reach for the Stars*—went off well. Over 300 children participated as special guests from the community. Nancy Wright, Chairman for the Day, thanks all who helped to make

this project a grand success. As noted in **NOTAMS**, Mary Webb was honored at an AE Awards Banquet for having started Angel Flight.

The loss of Bonnie and Archie Gann is a blow to all Ninety-Nines. Bonnie was a great leader and supporter of aviation as a current International Board Director, past Southeast Section Governor, judge in the USPFT and WPFT meets and Chief Judge at the NIFA contest in Deland. As also noted in **NOTAMS**, a scholarship has been set up in honor of Bonnie and Archie.

The March meeting was a scheduled airmarking of Albert Whitted Airport.

New Orleans Chapter's Jaime Gonzales deserves congratulations on the birth of Danielle Marie on February 25. May 8th has been chosen for the Poker Run—Lakefront-Stennis-Picayune-Slidell-Lakefront. The October 1994 Southeast Section meeting is already in the planning stages.

Alameda County Chapter members are prepared for the Hayward-Las Vegas Proficiency Air Race slated for May 21-23. Lynne Allen is the contact for the air race. Efforts are being exerted to get as many chapter members as possible APT.

Mid-Atlantic Section reporter, Sharon "Shari" Beck, wrote that members of **Delaware Chapter** had Ray Conway, designated Flight Examiner, as a speaker on a wild, rainy night. As always, he gave an informative and entertaining talk on aviation over the years. They are working on the Chapter Directory of member information. Earl MacPherson of Dream Chasers gave a wonderful presentation on ballooning. Stephanie Wright, Director of Aerospace Education and part of the NASA Teachers In Space Program, spoke on the Delaware Aerospace Academy Program. Delaware members will sponsor two scholarships for females to attend this summer's academy.

Members of **Eastern Pennsylvania**

Chapter are working on the chapter directory of member information. Wings Field received help from 99s at their Vintage Aircraft Day and the 99s were presented with gift certificates. Three CAP representatives gave an interesting talk about their programs and purposes. Norman Runge, Wilmington College, presented a lucid and interesting presentation on NIFA activities and college aviation involvement.

Members of **Hampton Roads Chapter** sponsored a safety seminar at Flight International in January which was a great success. Also, members attended an FAA Safety Seminar at Hampton University. Wendy Grimm and Connie Zook attended a meeting regarding the 1994 International Convention in Norfolk, VA.

Keystone Chapter, Pennsylvania, members held a delightful anniversary dinner. Members will miss Julie Shimer as she has accepted a promotion and is moving to Phoenix, Arizona. She received a cake complete with cacti and airplanes at the January meeting. February brought a display at the Pennsylvania Junior Academy of Science. A Chapter Banner is being prepared. It will be displayed at events. Some members went to Andrews AFB for a physiological training course.

Members of **Maryland Chapter** invited Bruce Mundy of the Maryland Department of Transportation to speak in January at BWI Airport. Members have accepted the challenge of teaching an introduction to flight course at Oldfield's School. They will include careers, 99s, charts, meteorology, regulations, instruments, preflight, etc.

Potomac Chapter members received a guided tour of the FAA Headquarters by Mr. W. David Dawson. They visited the office of flow control which is shared by controllers and meteorologists from the National Weather Service. They monitor flights that are being followed by Centers around the country. Dawson

demonstrated the extensive tracking of which the system is capable.

Shenandoah Valley Airport was the site of a meeting of the members of **Shenandoah Valley Chapter** with enthusiasm toward 1993 and beyond. The Virginia Chapter invited members to attend their meeting to listen to Ken Rowe, Director of the Virginia Department of Aviation speak on "How Your Tax Dollars Are Spent on Aviation."

Maxine Parker, the newest member of **Virginia Chapter**, is from California and she presented an informative program based on her husband's fatal weather-related aircraft accident. Members completed a compass rose. Sara Parmenter was featured in a December article in the *Times-Dispatch* for her love of flying.

Members of **Western Pennsylvania Chapter** were given a tour of the new Midfield Terminal at Pittsburgh International Airport by Don Prohaska, P.R. host, which was a big success. This unique "X" shaped facility, a \$1 billion terminal, has been named the *Airport of the Future*. From the landside terminal via a 37-mph people mover, they traveled to the airside terminal. They visited Customs, the cockpit of a DC 9 and the ramp tower.

Barbara Meredith sent *Tracking Outbound*, the newsletter of the **Western Canada Section**. In it Yvonne Coates listed the following as some plans for **Alberta Chapter**: a COPA convention and Governor in Council meeting in Penticton, a Poker Run in June; a flight to northwestern states in July, and meetings in Edmonton and Jasper.

Members of **Manitoba Chapter** cheered on Shirley Render as her book, *No Place For A Lady*, the history of Canadian Women in Aviation, was launched at the Western Canada Aviation Museum. The place was packed and several Manitoba Chapter Ninety-Nines turned out for the event. Jeanne Allan managed to meet the two Russian women helicopter pilots who were in

Winnipeg being escorted by Canadian Forces helicopter pilot Captain Joan Gordon.

Lois Brown, **Vancouver Island**, continues in aerial photography. Barbara Meredith is the chairperson for **B.C. Coast Chapter** and a guide to favorite airports is on tap for publication. New member, Roberta Baker, has joined **Canadian Rockies Chapter** and member June Mills was invited to England as a guest of the Institute of Aviation in Medicine held at Farnborough, Hampshire. **Alberta Chapter's** Karen Bailey had a baby boy in July, 1992. Our best!

North Dakota Chapter members combined a meeting with the 1993 Upper Midwest Aviation Symposium at which the 99s provided a booth. In attendance were Clara Sherman, Dianne Herr, Shirley Frost, Lorraine Boehler, Wynola Thornton Eide, Kay Vogel, Gwen Vasenden and Audrey Baird. The guest lecturer at the luncheon meeting was the dynamic and witty Elizabeth Strohfus, a Minnesota Ninety-Nine from Faribault and a WASP. She recalled flying in the open cockpit trainers—PTs—and, when asked about reaching the rudders, the diminutive Betty admitted they had to be extended and built up with blocks in order for most of the women pilots to reach them. If a male student pilot was a bit hesitant to fly with her, Betty recounted that she would take him up and fly through every aerobatic maneuver that she knew. Once on the ground, generally with a student that was a bit green, she'd ask, "Now do you believe that I can handle any configuration this plane can get into?" Betty gave credit to General H.H. "Hap" Arnold and to Jacqueline Cochran, whom she knew personally, for the recognition that the WASPs finally achieved.

Congratulations to **Wisconsin Chapter's** Kara Gramley, Private Pilot and to Kathy Dempsey who completed Phase V of the Wings Program. Her instructor was the chapter's DiAnn

Lanke who recently received her certificate as a CFI. Members of the Wisconsin Chapter have competed in spot landing and flour bombing contests, taught a Flying Companion Seminar at Volk ANGB, and participated in an FAA Safety Seminar in Fond du Lac. More recently, Wisconsin 99s responded to an invitation by officials of the EAA to participate in a presentation on "Women In Aviation." Seven members, including Cathie Mayr, Ann Kieffer, Dianne Wade, Joan Spector, Rose Parmeter, and 66s Laura Forst and Ruth Bock, created an informative and professional two-hour history that was followed by information about learning to fly and career opportunities for women in aviation today. It was held at the Vette Theatre at EAA Headquarters on March 20 and was well attended.

Two Wisconsin women pilots competed in a spot landing contest sponsored by the Freedom of Flying Club in Oshkosh. 66 Kathy Van Rooy placed first in the student category in a field of 25 and 99 Jennifer Maguire placed third in the under 200-hour category. Congratulations to Eau Clair member Brenda Lee, now an FAA Designated Written Test Examiner.

New Wisconsin members are Cheryl Mackie, Kathryn Hill, Ellen Schmitz, Susan Wixom, and Susan Hughes. New 66s: Ruth Bock, Laura Forst, Melissa Olson, Elizabeth Pavlick, Gretchen Schmitz, Ingrid Schmitz, and Marci Schneider-Lange. Welcome! □



THE 99
NEWS

MUSEUM

by Gene Nora Jessen

When you visit the Ninety-Nines building on Will Rogers World Airport in Oklahoma City, you'll step into the foyer onto a large brass rendition of the organization's symbol, square superimposed nines on the floor—gifted by the Cape Girardeau Area Chapter. You will look across a large room of historical displays, offices on either side, and clear through the board of director's room at the opposite end to view landing aircraft. This is an airplane place.

You'll discover fascinating displays dating from aviation's earliest days to the space program. Tall stools invite you to tarry at the large array of scrapbooks. Some are fragile, dating back 63 years, tracing the events of the organization and the women who comprise it. The scrapbooks are a treasure trove for both professional historians and the aviation curious.

In the front window is a display case of some of Jerrie Cobb's Indian artifacts collected during her humanitarian flying in the Amazon, including South American earthenware folk pottery. Imagine having carried those fragile pieces safely out of the jungle in her Islander aircraft. On the wall nearby, in fact your eyes are drawn to it immediately, is Eric Sloan's *Cloudscape* donated by Connie Wolfe, a magnificent airborne scene familiar to pilots. Another piece of art, J.K. Ralston's rendition in oil of a biplane over a crowd of people, was donated by Lucile Wright. This painting was the model for an exact copy in the form of a huge mural in the Billings, Montana, airport terminal building.

The early pilots had to have helmets for their open cockpit airplanes and a favorite display is a photo wall of women pilots posing in their helmets. Annette Gipson Way's autographed pith helmets are displayed. Margery Brown's cloth aviation helmet autographed by early aviators appears and the astronaut display includes Louise Thaden's cloth helmet which was carried into space by 99 astronaut Linda Godwin and returned to The Ninety-Nines.

An aviation quilt hangs on the wall, handcrafted by Idaho 99s, showing airplanes they own, or fly, or wish they flew—

donated by Pat Roberts. There is a mistake in the quilt which was purposely left in after its discovery and a favorite challenge to browsers is to see if they can detect the error. I'll whisper it to you, if you promise not to tell. One of the airplanes has a green light on the wrong wing tip.

The voluminous Amelia Earhart memo-



99s Consultant Dr. Larry Sall with Jerrie Cobb's valuable artifacts.

abilia includes an elephant leather and silver bracelet which Amelia regularly wore and you'll see in many photos of her. For some reason she left it behind on her last flight, along with her favorite silk scarf. Her mother Amy Otis Earhart donated these items to The Ninety-Nines.

An eclectic assortment of historical memorabilia in the front display case includes charter member/past president Betty Gillies' original 99 pin and her aircraft models alongside a replica of 99 Gretchen Fraser's Olympic gold medal, the first American gold in skiing. There's a framed letter from Nita Snook Southern who taught Amelia to fly, and Hilda Jarmuth's vintage wedding photo, then Hilda in flight gear.

Jimmie Kolp's glamorous white flying jodhpurs, silk blouse and scarf, long cigarette holder and silver case draws one back to the romantic days of aviation. Edna Gardner Whyte's overwhelming trophy collection reminds us that competitive spirit is not the sole property of men.

I'll leave you to browse through the rest of the collections. Inspiration flows from these women's mementoes to those of us relishing their accomplishments. We are one with them as our airplanes follow their tracks across the sky.

Pireps, *continued from page 3*

the grandstand in Cleveland and made the decision to carry out the idea to get organized. Thus was The Ninety-Nines formed—to create a bond between women pilots.

It would seem that some of the members have lost sight of why there is a Ninety-Nines. How sad that is for them, the organization, and the memory of those who started it all in order to create help and harmony between friends.

I truly hope that each and every one will remember the real purpose of why you are, and be able to continue to say with pride, "I am a Ninety-Nine."

Terry Von Thaden, Katahdin Wings

I recently read a FAX of a letter my aunt, Patricia Thaden Webb, sent in response to all of the dissension among Ninety-Nines. I applaud her feelings. As a new member of The Ninety-Nines, it was with no small amount of pride that I asked for her sponsorship into the organization.

In choosing to become a Ninety-Nine, I thought of the reasons it was originally started, including the dreams and visions of its founding members. I remembered the fondness in my grandmother's (Louise Thaden's) voice when she spoke of the wonderful women of The Ninety-Nines. To carry on in her tradition that was continued with my aunt, Pat, belonging to The Ninety-Nines meant much more to me than belonging to any other organization.

I was dismayed and confused when I read of all the dissension. An organization loses its effectiveness and cohesiveness when you have individuals who feel that they are more important than the whole. It seems people have forgotten what The Ninety-Nines stand for as a group and would like to use it for their own personal gain. It is time to get back on track and put all of this negativity to rest once and for all.

It is a wonderful gift that we have in flight. It is wonderful that we as

continued next page

women and aviators can come together and share our common bonds. We are here to promote the respect that we share for flight and for each other. Pat is right on target when she says each one of us should remember the real purpose of why we are and to be able to continue to say with pride, "I am a Ninety-Nine."

I look forward to the continued prosperity of the 99s and to becoming more involved with the new local chapter of Katahdin Wings.

Susan Maule, a concerned 99:

I have a suggestion for the members of this organization who have been attacking one another for the past few years. I believe there has been enough mud slung to fill a ring and you should all jump into it and wrestle among yourselves.

It is time to leave The Ninety-Nines out of your personal vendettas and get back to being a decent organization.

Emily Johnston, Westminster, MD:

I never fail to be amused by the antics of people who belong to special and limited interest groups like The Ninety-Nines. I belong to two other similar groups and the same sort of nonsense has taken place there also. Is it typical, do you suppose, that when you have a relatively small group of people involved with a relatively insignificant organization that every action becomes important beyond the wildest imaginings?

Consider these examples from the other organizations:

- The executive directorship is an elected office; when a member attempted to run against the incumbent, the member was denied access to the organization mailing list which, of course, is maintained by the executive director.

- When the president of the organization invoked a committee to rewrite the by-laws, the executive di-

rector sent a mailing to the membership claiming he was out of order and recommended a vote against the changes.

- The executive director is basically incompetent, but the board of directors is afraid to fire him because they fear he would avenge the move by destroying records.

- A Grievance Committee was established, but all correspondence to it must be mailed to the executive director. It should surprise no one that the committee has never received one grievance.

And now we have the 99s, where members appear to be making attacks on the professional reputations of others because they didn't get their own way in some probably trivial matter.

The first I—as a plain ordinary member—knew of any of this was when I received the letter from Sylvia Paoli. Frankly, I didn't know what she was talking about, and still don't. I am grateful that I never saw any of the other correspondence.

As in these other cases, I suspect there is more to this than meets the eye. In spite of Lu Hollander's extensive description of events in the Jan/Feb '93 issue, I'd be willing to bet that somewhere along the line somebody misused the "power" that they have, such as it is.

The reason why I joined the 99s in the first place was that it seemed that the organization had worthwhile activities and general aviation needed all the support it could get. I am usually loathe to join any group that has an ethnic-group identity, but I made an exception in this case.

I am sorry to see that this organization is no different than any other and is just as prone to petty internal bickering as the other groups to which I belong. It is a sad commentary on all of us, if we have to resort to such behavior in order to feel important.

Carolyn C. Carpp, Spokesperson, Council of Governors:

What a treat it has been to receive the letters generated by Lu Hollander's article, "From the Real Top," in behalf of the Council of Governors. Although opinions varied they have all been highly supportive of our wonderful organization, The Ninety-Nines. Many have offered constructive suggestions on how we can "get it all together" on a positive note. Although a few disagreed that the Council of Governors should be involved, most were eager to use the Council as a conduit of information from the members to the Board of Directors. (Many did copy the BOD and the President, as well!) Copies were made for the entire COG who planned to attend the International BOD meeting in April. Speaking for the Council of Governors, we wish to thank all of those interested, constructive, and helpful members who took the time to write to us. We will welcome and accept any additional comments you might have for us to study and communicate in your behalf.

Letters to the Editor are welcome. The deadline for publication in the NINETY-NINE News is the first of every other month at which time the subsequent issue is being prepared. Letters should pertain to information pertinent to the Ninety-Nine News. They may be edited for space.

*Ann Cooper
Ninety-Nine News*

**HEADQUARTERS
WISH LIST**

**Window covering for the
Second Story
Library Shelving
Small copier for Archives
VCR Tape Storage Unit
Benches and Chairs
Plain Paper FAX**

NEW RATINGS, CERTIFICATES, and AWARDS



WINGS PROGRAM

99

Anna Scholten	Colorado	MEI
Kyla Peach	Colorado	CFII and MEI
Barbara Harrend	Columbia Cascade	Commercial
Beverly Johnson	Western Washington	IFR
Candace Oldham	NY-NJ Section	Commercial
Tina Novy	Three Rivers	IFR
Jan Shakespeare	Florida Goldcoast	Commercial, IFR, ME
Tammy Barron	Santa Clara	ATP ME
Sissy Brainard	Bay Cities	CFI
Denise Jennings	Fullerton	IFR
Amy Ellsworth	Long Beach	Commercial ME
Lori Papp	Long Beach	Commercial SE, CFI
Sheila Papayans	Long Beach	Commercial
Donna Crane-Bailey	Monterey Bay	IFR
Betty Patterson	Santa Clara Valley	IFR
Carol Foy	Austin	IFR
Mary Lynn Koenig	Austin	MEL, CFI, CFII
Melinda Walton	Austin	ATP, AMEL
Patricia Jimenez	Colorado	CFI
Liz Lee	Colorado	A&P
Marilyn Affleck	Atlantic	Commercial
Edie Knight	Atlantic	Commercial
Judy Barr	Maple Leaf	Night Rating
Lisa Graham	First Canadian	Flight Instructor
Jean Gray	Tulsa	Commercial, IFR
Joan Addison	Space City	IFR
Cynthia Selby	Alameda County	ATP
Allison Major	Canadian Rockies	Flight Instructor
Kimberly Sloan	Delaware	IFR
Veerle Roman	Hampton Roads	ME CFI
Nancy Kyle	Eastern PA	MEL, CFI, CFII
Effie Wister	Eastern PA	IFR
Stacy Hansen	Wisconsin	Commercial, ME
Kay Case	Wisconsin	IFR
Ernestine Lynfoot	Wisconsin	Glider
DiAnn Lanke	Wisconsin	CFI

WINGS

Allegra Osborne	E New England	X
Poochie Rotzinger	Oklahoma	IX
Lorraine Boehler	North Dakota	VIII
Wynola T. Eide	North Dakota	VIII
Paulie Perry	Colorado	VII
Leslie Highleyman	North Jersey	V
Torgy Regan	Keystone	V
Canivet Macario	Eastern PA	V
Kathy Dempsey	Wisconsin	V
Betty Wolfe	Delaware	IV
Nancy McCurry	Keystone	III
Mary Lou Mueller	Chicago Area	III
Ruthie Hawks	All-Ohio	II
Chris Murdock	Indiana Dunes	II
Janice Raymond	N.E. Kansas	II
Jan Shakespeare	FL Goldcoast	II
Eileen Hancox	Eastern PA	II
Diana Ward	Mt. Shasta	II
Cyd Sellers	All-Ohio	I
Susan Sommers	Chicago Area	I
Cyd Sellers	All-Ohio	I
Jean Griffin	E New England	I

Joan Dugger and Pauline Glasson, Tip of Texas, completed Operation Rain Check

NOTAMS

26th Arkansas Proficiency Air Derby

June 11-12, 1993

Hot Springs, Arkansas

For derby application packet or information:

Dr. John Pauly, 11 Hearthside Drive,

Little Rock, AR 72207

501 686-8002 or 501 225-6096

OR: Jay Stark, 3400 Lakeview Road, North

Little Rock, AR 72116

501 753-4814

Wisconsin 99s

Pancake Breakfast/Poker Run

June 13.

Call Ann Kelffer at 414 731-0267.

Buckeye Air Rally

Dayton Greene County Airport

June 18-20

Contact Judy Westerheide

2965 Indian Ripple Road

Xenia, OH 45385

15th Rocky Mountain Fly-In/ Airshow

June 26-27

Greeley-Weld City Airport

7th Fly-In, Marion Airport

June 27

For more information:

Jan Walton, 319 377-9437

EAA Chapter 88 Fly-In

July 3

El Dorado Airport, Kansas

Mile High Air Derby, Centennial Airport

September 10-11

Steamboat Springs, CO

EAA Chapter 240 Fly-In

September 4-5

Rainbow's End airfield near Salem, NJ

Free Admission

For more information: 215 566-5869

For Holiday Inn Reservations, call collect:

609 299-4400

Lawyer-Pilots Bar Association

July 28-August 1

Olympia Village, Oconomowoc, Wisconsin

In conjunction with EAA Convention and

Fly-In, Oshkosh

Contact: David Prewitt

215 569-0300

Fly-In, New Castle County Airport,

Wilmington, Delaware

Fall Festival of Flight, September 25-26

For Information Package, contact James

Eggleston

2002 Elnora Street

Wheaton MD 20902-2706

301 942-3309

Rocky Mountain Aviation/Aerospace

Conference

October 1-3

Denver, Colorado

Global Challenges/Growth Potential

Depend on UPS Air

UPS Air operates one of the world's largest fleets with leading edge cockpit designs and digital avionics features. Our company leads the Air Cargo industry in dependability, thanks to top notch aviation professionals like yourself who have the skills to enhance our Global Delivery Performance. In anticipation of having future openings, we are currently looking for aircraft mechanics. A minimum of six years heavy jet, flight line experience is a must. Along with this, an A & P license is required. Please send full resumé to: UPS Aircraft Maintenance, ATTN: Greg Wethington, P.O. Box 34770, Louisville, KY 40232.

The 15th Annual EAA/99s Dinner, sponsored by the WISCONSIN CHAPTER, has been moved to a new date and location: **SATURDAY EVENING, JULY 31st, AT THE NATURE CENTER ON THE EAA GROUNDS.** This will eliminate transportation problems we've had other years. Attire is *come as you are*, as you'll likely be arriving for refreshments right after the air show. Don't miss this opportunity to join over one hundred 99s and guests from all over the world for a purely social evening of great conversation, a few photo opportunities, and probably more than a little hangar flying. Tickets will be available in the 99s exhibit UNTIL 12:00 NOON ON SATURDAY. If you would like to order tickets in advance, please contact Eva Parks or Joyce Helquist of the Wisconsin Chapter.

The Zonta Club of St. Petersburg with the Florida Suncoast Chapter 99s honored Mary Webb at an AE Awards Banquet in January. Sixty people saw Zonta Governor Lori Carpenter and Immediate Past President Marie Christensen present Mary with the Amelia Earhart Aviation Award plaque. A welcome address was given by Mary and Marie made a slide presentation on notable women in aviation throughout the years. Included in the slides was Jessie Woods who was present at the meeting that evening. Jessie celebrated her 84th birthday in January and had been similarly honored by the Zontians. Mary Webb started Angel Flight in Florida in 1985 with only a handful of pilots. Today membership numbers nearly 300. Mary, we all salute you.

Bonnie Gann's chapter, Florida Spaceport, has established a memorial scholarship. Contributions may be made to the Bonnie and Archie Gann Memorial Scholarship Fund and mailed to Vickie Sherman, 2139 Hontoon Road, Delano, FL 32720, USA or to Florida Spaceport Chairman Pat Jones, 951 Villa Drive, Melbourne, FL 32940, USA.

Bonnie's mother, Shirley Zillig, wrote to *Ninety-Nine News*, "This is an unofficial report of the results of Bonnie and Archie's accident. Since it happened in the Bahamas, we may never receive an official report in the United States. We have been told that after bench testing both engines and related parts in Opa Locka, it was concluded the crash was caused by double engine failure due to fuel exhaustion. The photos show the fuel selectors were in the Aux Tanks position. Why and how they got there we'll never know. The way the props were damaged indicate the right engine was not generating any power on impact and the left engine was producing very little.

"We do know there was about two hours of fuel in the plane with the greater amount in the Main Tanks. It was a windy day with very high gusts. There had been a frontal passage earlier that morning and another due in a couple of hours. They planned to take some photos around N. Eleuthra then go to March Harbour for fuel and back to Walkers. No one can say for sure that the weather was not involved. They could have been trying to recover from a stall situation and switched tanks as an emergency measure. We do know they probably were very busy. They crashed after take off just as they cleared the island and were turning right to establish their heading. They had only gained about 150 feet when they crashed into about 25 feet of water.

"The fact remains that whatever the cause, it was their time to leave us. They will always be missed. We like to think that, if it was by their error, other lives may be saved by knowing what happened and they will not have died in vain."

Long Beach Chapter's Karen Sherman, President of *Certified Logbook, Inc.*, has announced that Nancy Clinton would be utilizing her Airframe and Powerplant rating as a Certified Logbook Specialist for the new company. Jan Sekas, 66, has been appointed Vice President of

please turn the page

NOTAMS, *continued*

Marketing. Watch for an article about *Certified Logbook, Inc.* in an upcoming *Ninety-Nine News*. Karen is providing a unique and useful service.

Cyd Sellers has a new address: 609 W. Alkaline Springs, Vandalia, Ohio 45377. She missed the new directory.

Information about people military and/or civilian who might have served at Kingman Army Air Field is being sought. If you or one of your relatives served at KAAF, please notify:

Rob Chilcoat

Kingman Army Air Field Reunions, Inc.
6000 Flightline Drive, Box 3
Kingman, AZ 86401

Also, the KAAF Reunions, Inc., is planning a 3rd Annual Get-together on October 1-3, 1993. Open to the general public, it is hoped that persons connected to Kingman Army Air Field will respond and attend.

PLEASE CLIP AND SAVE:

AVIATION EDUCATION WEEK, The Second Week of October

1993	10-16	1997	12-18
1994	9-15	1998	11-17
1995	8-14	1999	10-16
1996	13-19	2000	8-14

Keep these dates for future reference. 24 states had Aviation Education Week in October, 1992. Thanks,
Mona Marcec, Cape Girardeau

Members of the San Diego Chapter are compiling a Scholarship Data Base. It would be appreciated if awarding chapters would submit the following information: Chapter Name, Scholarship

Award, Amount Given and Time of Year. Please send the information to: Dorothy Norkus, 7897 Rancho Fanita #E, Santee, California 92071, USA.

How To Become a Fortune Teller

Everyone wants to see into the future, to know what is around the next corner. It gives us satisfaction to predict a successful outcome of any venture. Can we become fortune tellers for The Ninety-Nines? Maybe we can.

The 21st Century Fund is a permanent long range funding program that will enable the organization to peer into the future and to navigate the direction of events. In the past, the task of fundraising has been on a project-by-project basis and it has been very successful. The 21st Century Fund has established a standing Ways and Means Committee that allows fundraising to be ongoing and active. Ninety-Nines can be fortune tellers by directing energies into this project. Every 99 can influence how this fund is to be allocated with many resulting avenues of individual expression.

It may take years for this fund to build to the sums necessary to the full funding of our projects, yet we all can work toward a common goal. This is a positive and creative way for The Ninety-Nines to grow and prosper into the next century.

The Northwest Section 99s made the first substantial commitment to the 21st Century Fund with a donation of \$3,500 to start a campaign. This section challenges the others to match or better its contribution. Will you take the challenge? Will you be the fortune tellers who guarantee success? We can predict the future; be successful and creative in the best sense. We can prime the 21st Century Fund and see it grow. We can tell our OWN FORTUNE!

Donations, 1992

Gail Guerra
Nanoya Smith
Mary Crawford
Capt. Ralph Smith
Robin Gray
Carol Rayburn
Elizabeth Nicholas
Bernice Steadman
Bay Cities
Coastal Bend
Mary Louis Brown
Thon Griffith
Louise Wiener
Joyce Green
Verna West
Marjorie Anderson
Helen Shropshire
Suzanne Parrish
Polly Gilkison
Gene Nora Jessen
Carolina Hembel, in memory of Page Shamburger, Herman Smith
Marilyn Krenger
Jeanne Bedinger
Lois Hawley
Bobbi Trout
Josephine Wallingford
Nancy Wright
Amy Powers
Linda Whitby
Beatrice Siemon
Frances Leistikow
Jeanne Wolcott
Mary Greer
Deborah Moran
Nancy Cook Kelly
Clear Lake Chapter
Helen Sammon
Debra Moran
Katherine Senko
Luellen Blum
Bonny Kenny
Joan Tipton
Dorothy Niekamp
Lotfia El-Nadi
Golden Triangle, memory/Mr. Boyd
Beverly Stephens, memory/Mr. Boyd
Sharon Price
Mary Ann Jamison
Carol Goulder
Sierra Foothills
June McCormack
Purple Sage Chapter
Dorothy Freyberg
In memory of Nina Rookaird:
Ruth Rueckert
Rae Gilmore
Thelma Cull
Jeanne Gibson
Frances Houchin
Mrs. Dan Powell
Betty Semas
Patricia Stouffer
Redwood Empire
Erma Chance

REMINDER! TAKE A CHANCE—WIN AN AVIATION SCRAPBOOK!

An aviation scrapbook containing autographs, postage stamps, collectible postal cancellations, audio cassette tapes, articles, photos, souvenirs and other aviation items. This huge volume was lovingly compiled by COURTNEY BARGERHUFF for the benefit of the AE Memorial Scholarship Fund. For a tax deductible contribution of \$5 you may obtain a ticket for a chance to own this rare collection.

ONLY 500 TICKETS WILL BE SOLD!

Tickets will be available at various public aviation events or you may send a check for \$5 payable to AEMS. Include a stamped self-addressed envelope and mail to:

Alice Hammond, 15 Oakdale Drive, Millville, NJ 08332.

THE DRAWING WILL BE HELD AT THE 1993 INTERNATIONAL CONVENTION. THE WINNER WILL BE NOTIFIED BY MAIL.

OKC Community Foundation Donations, 1992

Stacy Hamm	Dee Schiappacasse
Shirley Brown	Geraldine Kemichick
Sue Halpain	Sandra Thomas
Lu Hollander	Violet Daniel
Jeanne Wolcott	Margaret Bender
Carol Sokatch	Linda Haynes
Norma Vandergriff	Shirley Wright
Diane Bartles	Greater Detroit Area Chapter
Gwen Crawford	South Louisiana Chapter
Leah Higgins	Lynn Jeffery
Thon Griffith	Michigan Chapter
Nema Masonhall	Sharon Fisher
Mildred Meyer	Marilou Poore
Helen Moulder	Illiana Cardinals
Sally Van Zandt	Delores Ditton
Janice Perry	St. Louis Chapter
Mount Shasta Chapter	Gayle Henze
Anita Floyd	Elaine Regier
Catherine Hutton	Leda Hedglon
Santa Rosa Chapter	Phyllis Kramer
Joyce McDonald	Selma Kudrna
Charlene Falkenberg	Florence Luehlinghoener
Susie Sewell	Eleanor Liliethal
Bay Cities Chapter	Donna Mast
Elizabeth Price	Lucille Watkins
Billie Lum	Pat Eby
Lois Erickson	Connie Wilds
Lois Hailey	Barbara Mead
Susan Reinish	Loretta Gragg
Phyllis Howard	Joyce Wells
Verna West	Lake Tahoe
Santa Clara Valley Chapter	Heloise Bresley
Three Rivers Chapter	Bonnie Gann
Michelee Cabot	Marilyn Copeland
Pat Thrasher	Mearl Frame
Hut Ferree	Bobbie McAdam
Carol Rayburn	Alexis Ewanchew
Martha Dunbar	Pat Wright
Judith Kelley	Pat Ward
Eastern New England Chapter	Nancy Miller
Karla Carroll	Sandra Stephens
Alice Cutrona	Judy Reinhart
Barbara Sierchio	NY-NY Section
Pam Mahonchak	Joyce Hilchle
Linda Darnell	Anna Taylor
Cheri Michael	R.J. McGlasson
Beverly Niquette	Evelyn Kropp
Wyvema Startz	Central New York Chapter
Helen Holbird	Mae Smith
Central Oregon Chapter	Jeanne Kent
Florida Spaceport Chapter	Racquel McNeil
Virginia Sutherland	Marilyn Smith
Claire Ojala	Robina Asti
Adele Binsfield	Betty Edison



UPDATE—FOREST OF FRIENDSHIP



by Fay Gillis Wells and Joe Carrigan, Co-General Chairmen

When Amelia Earhart made a suggestion, people listened. Believe it. The Soviets did.

The celebrations at the Forest, June 18-20, will highlight the decades ending in "3." It is interesting to note that, in 1933 Amelia signed a resolution, "urging the Soviet recognition of women." Obviously they got her message. During WWII waves of Soviet women pilots flew in combat over the German lines. Dubbed "Night Witches," most of their flying was at night. American women pilots were allowed to fly U.S. military planes to the perimeters of action. They are still waiting for permission to fly in combat. Having won the "military" round, the Soviets forged ahead and, 30 years later in 1963, launched the first woman in space. Valentina Tereskova is her name. Twenty years after that, in 1983, the U.S. finally launched its first woman astronaut, the brilliant Dr. Sally Ride. To bring the saga to 1993, the first Soviet pilot to be honored in Memory Lane will be a woman, Irene Vertiprakhova from Krasnousimsk, Siberia. She is sponsored by Marjorie and Arthur Anderson of the Chicago Area Chapter, Ninety-Nines.

Sunday June 20th is Fathers' Day and there will be a pancake breakfast at the AE Airport to salute those wonderful, supportive men of those wonderful women as Charter Ninety-Nines Betty Huyler Gilies and Nancy Hopkins Tier give the green flag to the pilots launching the Forest's *Greening of the World* festivities. The pilots will fan out to all the fifty states and the world capitals where there are Ninety-Nines. They will deliver invitations to the Chief Foresters to attend a gathering in Atchison, Kansas, the third weekend in June, 1996 to celebrate the 20th Anniversary of the International Forest of Friendship, the only living, growing Memorial to the World History of Aviation and Aerospace.

Any woman pilot who would like to participate in the Flyaway or any other facet of the celebration, please contact the International Forest of Friendship, P.O. box 99AE, Atchison, Kansas 66002. As Amelia also was a member of Zonta International, some members have expressed a desire to help with the ceremonies, particularly in the countries where there are only one or two Ninety-Nines. Since their Amelia Earhart Memorial Scholarship Fund was established in 1938, Zonta International has given more than \$3,000,000 in scholarship awards to women in the aerospace sciences. In 1992, there were 36 awards, each worth \$6,000.

A schedule of events, beginning with the Earlybird Party June 17th, will be available by May 1. It is interesting to note that every chapter in the North Central Section has its own Forest Chairman.

The Executive Committee of the International Forest of Friendship and the City of Atchison are looking forward to the fun and the joy of welcoming you to Amelia's hometown, June 17, 18, 19 and 20, 1993.

New Horizons

PATRICIA A. JOGTICH

Pat was a dedicated teacher who through her desire to motivate young people not only continued upgrading her own formal education but kept current on the increased technology surrounding us today. She received a BS from Oregon State University and a Masters of Education at the University of Washington. She used aerospace, computers and technology to spark interest in science and math. She developed workshops: Astronomy and Aeroscience, The Shuttle Orbiter, Women in Aviation, The Trouble with Hubble isn't Fatal, Come Fly With Me, and The Wright Brothers Years of Powered Flight. She sponsored "Star Watch Parties" at schools and was instrumental in bringing special speakers to share their expertise with entire student bodies. A teacher in the Young Astronaut program, she set up a YAC Space Camp in conjunction with Washington Aerospace Association, Civil Air Patrol and the Pacific Science Center. A member of the Ninety-Nines, Washington Pilots Association, Civil Air Patrol, National Space Society, Astronomical Society of the Pacific, the Washington and National Science Teachers Associations, World Aerospace Education Organization and Museum of Flight Advisory Board. Her awards are too numer-

ous to mention. A loving wife and mother, Pat is remembered with the following from *Fancy Props*. "Pat was the kind of educator every parent longs for in the classroom. She was an exceptional woman. Every person that met her was changed for the better by that meeting. She was our friend and we shall miss her."

ANNE MARIE JONES MORRISSEY

Pikes Peak Chapter members are saddened by the death of charter member Anne Marie Jones Morrissey in a training flight accident at Jabara Airport near Wichita, Kansas. Anne Marie had left the chapter several years ago to move to the Kansas City, Missouri area. She will be remembered as sunny, energetic and talented. She always gave 110 percent. Anne Marie held balloon, glider and airplane certificates and ratings. *Submitted by Bonnie Tassa.*

CAROLINE TAYLOR FERRIS

Caroline Taylor Ferris was a member of Greater Cincinnati Chapter. She passed away on February 20, 1993. Her chapter members will miss her smiling face.

MARY KIRK

Audrey Baird, North Dakota Chap-

ter, noted, "Our deepest sympathy to the family of Mary Kirk with her untimely death of cancer. Kay Vogel and I spent a great deal of time with Mary last summer in Salem, Oregon, at our Section Meeting. She was a brave, wonderful person and we miss her."

SOL E. ZUBROW

It is with deep sadness that I inform you of the passing of Sol E. Zubrow, 49 1/2 of Helen Zubrow, Eastern Pennsylvania Chapter, on January 31, 1993 due to cancer. Sol was a great supporter of Helen's flying, particularly her racing and Ninety-Nines' activities. He enjoyed flying with her in their C-182, but liked tennis better. He is sadly missed by his family and friends. Donations in Sol's memory can be sent to St. Christopher's Hospital for Children, Erie Avenue at Front Street, Philadelphia, Pennsylvania 19134. *Submitted by Anne M. Shields.*

JOE HILLIS

Joe Hillis, 49 1/2 of Jeanne Hillis, Columbia Gorge Chapter, passed away. He will be sorely missed. We extend our sympathy to Jeanne.

CHUCK FUTTERMAN

Our condolences to Norma Futterman, Los Angeles Chapter, on the loss of her husband.

In Celebration of the Life of Ruth Rueckert 1909-1993
Submitted by Fran Grant, SCV 99 who had Ruth as her mentor in 1940.

Blue skies and beautiful clear weather helped us in our farewell, for now, to Bay Cities founder and member, Ruth Rueckert, on March 20, 1993. This is the last year of this chapter that Ruth so lovingly founded in 1932. Bay Cities and Los Angeles Chapters were established the same year and from these small beginnings the entire Southwest Section grew.

We celebrate Ruth's career in aviation, a glorious one of adventure, service and dedication that began at Mills Field (now known as San Francisco International Airport) in 1929. She became a 99 in March of 1930, although she failed to include her dues so her actual date of membership was April 1930. She learned to fly after instruction in how to build an airplane—an *International*—at Polytechnic High School in San Francisco, the school at which she met her future husband, Fred, as he too was learning to fly. Ruth obtained a limited Commercial as well.

After forming Bay Cities Chapter, many "winging parties" were held and Bay Cities became known as the "Mother" of chartered chapters such as Sacramento Valley, Redwood Empire, Utah, San Joaquin Valley, Santa Clara Valley, Fresno, and Mt. Diablo. Ruth could be counted on to be at all business meetings of the chapter as well as Sectional meetings and most International Conventions.

Ruth served in all Chapter and Section positions as well as International Treasurer. For many years she served brilliantly as our International Historian. Her record keeping was legendary and a 25-year history compiled by Ruth was on loan to the Smithsonian. The books of records and history are not at Headquarters. Luckily for Bay Cities, she kept excellent records for her chapter as well. Ruth's attendance at the International Conventions assured that those of us who could not attend would receive a fully detailed report.

Ruth's interest in aviation included membership as a Charter Member of Western Aerospace Museum, AOPA, and other organizations. She was a member of the Amelia Earhart Memorial Scholarship Committee and is represented in the Forest of Friendship. Ruth flew in five Powder Puff Derbies including one in 1951 with her daughter Marcia when Marcia was 6 years old. We honored Ruth with a luncheon at the Western Aerospace Museum on March 20th followed by a five plane fly by over San Francisco International Airport. Ruth's ashes will be scattered in Hawaii by Marcia Rueckert along with some 99s friends.

Clear skies, fair weather and a strong tail wind, Ruth. You will be missed.



She's a 99, she's Brazilian and she is FIRST!

Varig Brazilian Airlines, the privately-owned and largest airline in Brazil, has graduated a woman from the carrier's highly competitive flying course. Ninety-Nines around the world can cheer for their "member-at-large," Kalina Yeda Cox de Barros Dias, or Kalina Cox as she prefers to be called, the first woman to copilot in the airline's 65-years of existence!

Kalina was one of 850 licensed pilots who applied for acceptance into Varig's exacting course and one of 32 selected. According to her male colleagues, "She was the best in the class."

According to *ICARO*, a Varig's inflight magazine, "Few carriers have their own flying school and Varig's is one of the best in the world. Exams are tough and include a major theoretical test plus an oral English examination. The psychotechnical test is especially exacting in gauging the candidate's personality and psychomotor skills. ...The combination of these skills is called talent for flying."

Kalina has that talent. She is to be flying 737-300s from her home in Rio throughout Brazil and other sections of Latin America.

Kalina attended the EAA Fly-In and Convention known simply as "Oshkosh," last year and became acquainted with The Ninety-Nines. Many of us hope that we have the good fortune to meet her at Ninety-Nine conventions and activities in the future. She is another of those Dynamic Ninety-Nines and a lovely asset to our organization. Happy landings, Kalina. □



Rear: Mac Atwood, Courtney Keller, Nick Stevens, Mike Fisch, Scott Wolfhaug. Front: Derek Richardson, Brook Miller, Jesse Schorder, Eric Volges, Scott Campbell.

DEDICATED to Aerospace Education

Understanding the importance of encouraging our youth to become involved in the areas of science and math, the Portland, Oregon Columbia Cascade Ninety-Nines have formed a partnership with a local elementary school. In September 1992 an after school program was established at Wichita Elementary School. Three teachers—Sid Org, John Cole and Gwen Newlands, an active member of the Columbia Cascade Chapter—form the foundation of the program and meet weekly with 12 enthusiastic fifth and sixth graders.

The program uses NASAs "Young Astronaut" curriculum plus other materials from the aviation community. "Hands-on" science and math activities teach concepts in aerodynamics, physics, astronomy, weather and space flight. Teamwork, intergroup cooperation and problem solving skills are also stressed. Once a month Saturday field trips to different aviation facilities are hosted by the Columbia Cascade Ninety-Nines.

In March, 1993, through a competitive selection process, one of the 12 participating "Young Astronauts" received a scholarship to attend Space Camp in Huntsville, Alabama. In order to donate money toward this scholarship, 99s participated with Wichita Schools community and local aviation organizations in fundraising activities.

Courtney Keller, a sixth grade student, was selected as the recipient for the space camp scholarship. The Columbia Cascade Ninety-Nines are looking forward to Courtney's slide presentation of her experiences.

A Permanent Tribute— The AE Birthplace Museum

by Pamela Mahonchak, Chairman, AE Birthplace Museum Board of Administrators

In the spring of 1990, when I visited Atchison for the first time, I was astonished by the quiet beauty of this friendly town and the magnetic charm of Amelia's childhood home on the west bank of the Missouri River. Something stirred deep in my heart and I saw an opportunity to "repay" my debt to the women who had helped me succeed in the aviation community. The Amelia Earhart Birthplace Museum is a permanent tribute to our "ancestors" and presents each of us with a challenge to preserve the past while shaping the future of this Museum and our organization.

The Amelia Earhart Birthplace Museum is the 132-year-old home where Amelia's grandparents lived; where Amelia was born and lived for the first eleven years of her life. It is the only museum in the United States that is dedicated to her. As such, it is a unique presentation of the accomplishments of a woman in a man's world—something to which we can all relate! We can be grateful to past-presidents Marilyn Copeland and Hazel Jones for their leadership in making The Ninety-Nines the owners and caretakers of this treasured national landmark.

In a town known for its lovely old homes, the Museum continues to be the leading public attraction. In 1992, more visitors toured the Museum than ever before and attendance remained strong even into the winter months. Revenue from tours and sales in the tiny gift room support the Museum's operation, but do not generate the funds necessary to restore the structure.

The Board of Administrators of the Amelia Earhart Birthplace Museum, as with a Board of any non-profit organization, has dedicated itself to the generation of funds necessary for restoration. Grants from corporations, foundations and other aviation organizations are being pursued. Government grants and other federal funding opportunities also exist and are being considered.

As I became familiar with the opportunities and challenges of the Museum, there seemed one most pressing need—the education of the membership of The Ninety-Nines regarding this historic structure and its purposes. According to our organizational statement of purpose, we are called to promote education—particularly those relating to aeronautical science. The Amelia Earhart Birthplace Museum is our most obvious attempt to fulfill that purpose and I have found my work with it to be most rewarding (and educational!) In supporting the Museum, I have learned more about Amelia, our organization, my fellow members, and myself. We can make a difference in one little part of the world and in the minds and hearts of all who know Amelia's name. I would hate to think we lack the courage and foresight to do so.

I would welcome your questions regarding the Museum and our future plans. Support for the Museum benefits us all and we have a duty to it, to Amelia and to the community of Atchison. As we're so fond of saying nowadays, "Just **DO** it!"

MARION BARNICK MEMORIAL SCHOLARSHIP APPLICATION \$1,000

1. Name:			S.S.N.
<i>Last</i>	<i>First</i>	<i>Middle</i>	
2. Address:			
<i>Number Street</i>	<i>City</i>	<i>State</i>	<i>Zip Code</i>
3. Telephone numbers: (include area code)			
4. Are you a Ninety-Nine?		What Chapter?	
5. Educational Background: List all educational institutions attended to the present. Begin with high school			
<i>School</i>	<i>Address</i>	<i>Dates Attended</i>	<i>Degree Rec'd</i>
6. Aviation Background:			
<i>Certificate or rating held</i>	<i>Date</i>	<i>Total Hours:</i>	
		<i>Principal Types flown:</i>	

Use separate sheets for the following:

7. Are you currently enrolled in a flight training program?
If so, describe BRIEFLY: _____
8. If you are a winner, for what rating will you use the scholarship? _____
9. Indicate the aviation, educational and employment accomplishments that you feel should be considered in the selection process.
10. List activities in which you participate and organizations to which you belong, not necessarily aviation-oriented.
11. Write a statement of your educational purposes and/or aviation goals. Tell us about yourself, your goals, and why you chose aviation, including any special qualifications you may have. Indicate what you hope to obtain from your further training or studies. College transcripts may be requested from finalists.
12. How will this scholarship award help you pursue your aviation goals?

SUBMIT APPLICATION MATERIALS TO:

Peggy Ewert
Marion Barnick Memorial Scholarship Committee
662 Cascade Drive
Sunnyvale, CA 94087

NOTE: THE DEADLINE IS JULY 1, 1993.

CRITERIA FOR SELECTING THE RECIPIENT:

- A. Must be female with at least a Private Pilot Certificate.
- B. 1) Any qualified member of The Ninety-Nines, or
2) A student attending San Jose State University, Gavilan College, Foothill College or West Valley College

SELECTION OF SCHOLARSHIP RECIPIENT(S):

Applications will be screened by the Marion Barnick Scholarship Committee, and final selection will be made by independent judges. Decision of the scholarship committee is final. If no qualified recipient applies, the scholarship committee reserves the right to withhold the scholarship.

REQUIREMENTS FOR APPLYING:

- A. Completed application form postmarked no later than July 1.
- B. Include letters of recommendation from two of the following categories: 1) A college faculty member, 2) a Ninety-Nines Chapter chairman, 3) a person knowledgeable of her work in aviation.
- C. Include description of how the award will be used.
- D. Include copies of current medical and pilot certificate.
- E. Must be typewritten or printed legibly in ink.

DISBURSEMENT OF FUNDS:

Funds will be disbursed as expenses are presented to the Committee. Certificate will be presented at the annual chapter awards banquet.

RECIPIENT'S ACCOUNTABILITY:

The time to acquire the rating or certificate is limited to two years after receipt of the scholarship. The recipient must submit a quarterly written progress report to the Santa Clara Valley Chapter of The Ninety-Nines.

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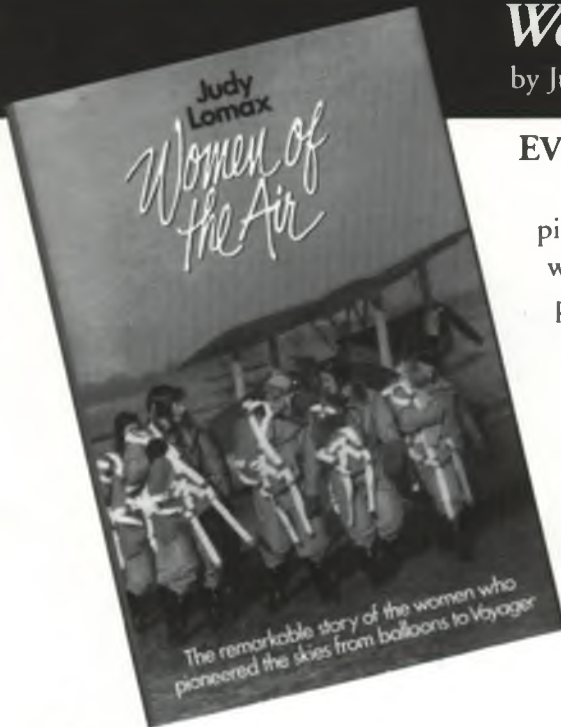
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