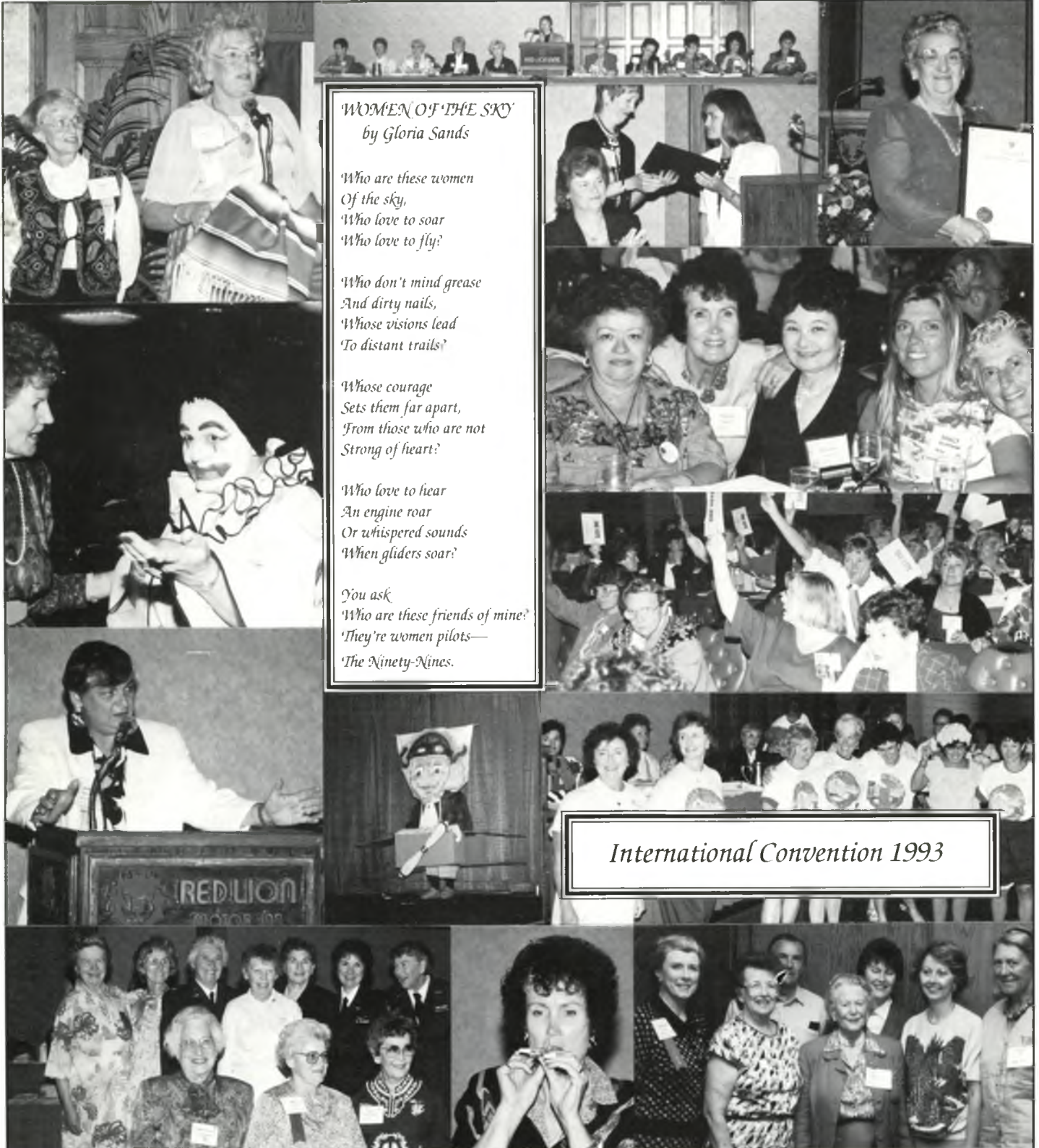


NINETY-NINE *News*

THE INTERNATIONAL WOMEN PILOTS MAGAZINE

September-October, 1993



'WOMEN OF THE SKY' by Gloria Sands

*Who are these women
Of the sky,
Who love to soar
Who love to fly?*

*Who don't mind grease
And dirty nails,
Whose visions lead
To distant trails?*

*Whose courage
Sets them far apart,
From those who are not
Strong of heart?*

*Who love to hear
An engine roar
Or whispered sounds
When gliders soar?*

*You ask
'Who are these friends of mine?'
'They're women pilots—
'The Ninety-Nines.*

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-PIREPS-

An Editor's Viewpoint

by Alan Bedford

(Used with permission, this piece was published in the *Idaho Aviation Hall of Fame Newsletter*.)

Submitted by Gene Nora Jessen

The recent burble of publicity over the possible recovery of parts of Amelia Earhart's long-lost Lockheed Electra have brought that famous pilot's name back into the headlines and generated another wave of speculation as to the fate of Amelia and her navigator, Fred Noonan. While TIGHAR, the recovery group, should be commended for their persistence, it must be remembered that without publicity and donations they would not exist. Their claims to have found aircraft and shoe parts, thereby solving this mystery, seem a bit heavy handed. They may be exactly right, but the proof is a little thin. One feels that they have found a bit of ivory and extrapolated an elephant.

But the sad part of this whole public relations exercise is that it tends to defeat the main purpose Amelia Earhart had in aviation. It has turned a brave, forward looking, relatively competent pilot into a cult object of the curious and, instead of advancing the role of women in flying, it has just made money for film-makers and book-sellers. It has also served to take attention away from what other women were doing in the world of flying while Amelia was shining in the spotlight and before.

What about Harriet Quimby, who got her pilot's license on August 1, 1911, the first American woman and the second anywhere to do so? She went on to be the first woman to fly the English Channel and enough other firsts to fill any Hollywood script. Sadly, she was killed by the lack of a seat belt in an unstable Bleriot in 1912. There were Matilde Moisant and the Stinson sisters, who began flying in 1912 and preceded brothers Jack and Eddie into aviation. There was Blanche Scott whose flying displays rivaled those of Lincoln Beachy.

In later years, we have Louise Thaden who, with Blanche Noyes, won the Bendix Trophy Race in 1936 in a basically stock Staggerwing Beech with a high-time engine. We have Jacqueline Cochran who had the money to operate good aircraft and who had a large hand in getting women into the Army Air Forces in World War II. These are just a few that stand quietly in the background while the media discusses Amelia's shoe size.

The latest issue of *Air & Space* from the Smithsonian features an article on the test pilots of today's military, and women are well represented. Graduation of women pilots with Navy and Air Force wings is common today. Now we would like to have some light shed on those that went before and broke trail.

Someone besides Amelia.

NINETY-NINE *News*

VOLUME XIX

NUMBER 5

September-October 1993

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

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ON THE COVER:

The poetry of Intermountain Chapter's Gloria Sands and glimpses of the rollicking International Convention 1993 from the camera of Sigrid Ramelli. (See a photo essay of the highly successful International Convention with photos by Sigrid Ramelli and Ann Cooper on Page 14.)

From **Terry Donner**, Louisville, Kentucky.

Just a quick note to thank you for writing the article on Emily (Howell Warner). She is such a wonderful person and truly deserves to be celebrated. Thank God she paved the way for gals such as me to fly for major airlines. The 99s are lucky to have her as a member.

From **Betty LaGuire**, Commander, CAP Squadron 42, Santa Rosa, California.

A short note to thank you for publishing my article on Civil Air Patrol (CAP). I received letters from four great gals, all 99s: From Hudson Valley Chapter, M. June Simpson, a CAP member for 19 years, is a Mission Pilot, a Mission Check Pilot and has worked her way to Lt. Colonel in the CAP. She belongs to the Catskill Mountain Group. Judie Armington, with the Washington DC 99s, joined the CAP as a cadet and retired as a Lt. Colonel 21 years later! She was in Squadron 43 in Torrance, CA. Macseen Zimmerman, Columbia Gorge 99, was Commander of the Dalles Composite Squadron for 12 years. She is assigned to the Oregon Wing, is a Senior Mission Pilot and currently the Administrative Officer and Vice Commander of the Hood

River Senior Squadron. Sherry Meadors is Commander of Skyhawks Senior Squadron, Great Falls, Montana and is also the Training Officer for the Mountain Wing CAP.

Below: **DAVID IACOPONI**, 2, one of Grandma Cooper's favorite Co-Pilots, straps in for his first light airplane ride in Grandma's C-150. When told that they'd "taxi back to Mommy and Daddy," he said, "No! Back to the clouds!" Smart lad!



It's simple:

Get EXCITED about 99s!

What fun it was to meet 11-year old Victoria Van Meter during her recent record-setting, cross-country flight, east-to-west across the U.S. The confident, poised young student pilot is certainly well on her way to her goal of becoming an astronaut. And she was thrilled to learn about The 99s and pleased to be recognized by us. Seeing her zest for aviation prompted me to mentally re-affirm why I value my 99s membership, why it's worth the money to me. Simple — this membership provides me:

- The wonderful camaraderie of women who love to fly, and who want the thrill of flight made more available, not less available, to the young people coming behind us who'll soon be dealing with the challenges of the 21st Century. Lasting friendships. Rubbing shoulders with astronauts, WASPs, women who pioneered this organization for us.

- The opportunity to make a difference in aviation as a non-professional aviation enthusiast, through group efforts such as flying companion and safety seminars, aerospace education projects, air markings, proficiency programs; the list of positive, satisfying and varied 99s activities is limitless.

- The respect of others, aviation-related or not. I'm proud to say, "Yes, I'm a 99," because I can enjoy the collective respect earned over the past 64 years by the



Oklahoma Chapter members Norma Vandergriff, Sue Halpain, 99s President Lu Hollander and Susie Mitchell welcome Victoria Van Meter, center, during her Oklahoma City stop. On behalf of The 99s, Hollander presented Victoria with several items commemorating her flight, not the least of which was a membership application.

members of the 99s; and, I can add to that level of respect. I gain personal strength through membership in such a historically solid organization.

Someone asked me why their chapter couldn't just "do its own thing and admit 'members' who only paid chapter dues and participated at the local level." My first thought: would I want my chapter to admit members who could call themselves 99s and only pay chapter dues? No.

On the other hand, if finances were an issue, would I like to find a way to assist a prospective member so she could become a full-fledged 99? Yes.

How? Perhaps a mini-scholarship program at the chapter or section level might be one way. In many cases, local scholarship programs are already in place; why not expand that aviation scholarship program to accommodate women who would make terrific 99s but who, for valid well-defined financial reasons, are unable to pay the full initial dues amount.

It's one step to providing support for newcomers to our organization; to set them on their way toward achieving career goals; to gain their active commitment for the organization we know does the job — any job — right.

While you're encouraging new members, don't forget to renew your own membership. According to West Canada Governor Nancy Rand, "You'll be making a statement that you support The 99s' original purpose — to provide a close relationship among women pilots and to unite them in any movement that may be for their benefit and for that of aviation in general."



Victoria Van Meter is surrounded by reporters when she arrives in Oklahoma City on her recent across-the-U.S. flight. Flying a Cessna 172 and accompanied by her flight instructor, the 11-year-old will set several National Aeronautic Association records on her east-to-west flight.

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A Dynamic 99

— Lorna deBlicquy

by Nancy O'Neil-Holden



At the age of 14, Lorna Bray announced that she was going to be a pilot and, while still in high school, began lessons at what is now Ottawa International Airport. She received her private licence on December 27, 1947, and her commercial four years later. During those four years, she attended university, took up skydiving and entered a number of air races including the 1951 Angel Derby, a 1,000-mile race from Florida to Ontario.

Following graduation and marriage, Lorna moved to northern Manitoba and took a job as a bush pilot, flying a Waco Standard, a five-place biplane. Her next move was to Sudbury where she spent six years instructing part-time while also teaching high school. A barnstormer in an Aeronca Champ in backwoods Quebec, she also instructed at Carp and Kingston in Ontario. Her husband's job took them to New Zealand where Lorna had the opportunity to instruct piloting in Wellington and Marlborough, as well as to fly sightseeing trips.

In 1966, Lorna received her senior commercial licence and within a year was flying with her husband in the Canadian Arctic, checked out in the deHavilland Beaver and Twin Otter. In 1968, she received her commercial rotary wing licence on a Bell 47 helicopter.

It was in 1970 that she won an Amelia Earhart Scholarship Award that she used to obtain her Class I instrument rating and airline transport rating. In 1971, she received her Class I instructor's rating and was the recipient of the President's Award from the Ottawa Flying Club.

Despite the appearance of an untrammelled upward climb in her career in aviation, Lorna was repeatedly turned down for jobs and rejected by the airlines simply because she was a woman. She saw many men, far less qualified than she, hired for these jobs—often her former students—and she kept a list of the totally ridiculous excuses she was given as to why she could *not* be hired. In exasperation, in 1974, she wrote an editorial in *Canadian Flight* magazine complaining of this discrimination and appealed to several government officials. Interviewed on numerous radio talk shows, her efforts brought about a change in government hiring policies. One of the first women in Canada to be appointed a designated flight test examiner by the Department of Transport, she made history in 1977 by becoming Canada's first woman civil aviation inspector. This was an important step for women in aviation and Lorna held the position for two years, even though it meant commuting each week between her home in Ottawa and Toronto.

In 1985, Lorna checked out in a DC-3 and flew an Ottawa-to-Syracuse run. The following year, she and her husband went to Ethiopia to fly Twin Otters on a famine relief project.

Having devoted her life to promoting the cause of women in commercial aviation, Lorna deservedly won the National Transportation Week Award

please turn the page

Lorna deBlicquy,

continued from previous page

of Excellence in 1992. This year she was honoured to receive the Trans-Canada (McKee) Trophy—the first woman to receive this auspicious award, the oldest aviation award in Canada, established 66 years ago! A speaker at the Second Canadian Women In Aviation Conference held in British Columbia in August, she was to speak at the COPA fall convention and received the Award of Merit at the International Convention of The Ninety-Nines in Portland, Oregon.

A Whirly-Girl and a member of The Ninety-Nines for more than 26 years, Lorna was the chairman of First Canadian Chapter, then Ottawa-based, in 1951. Today a member of the Eastern Ontario Chapter, she still administers private and commercial multi-engine tests out of Carp Airport. Truly a talented woman—another dynamic Ninety-Nine—Lorna has opened doors for all women in aviation. She exudes persistence and determination and is a model for us all. She has our sincere admiration and appreciation. □

Headquarters Wish List:

**Window Covering
for Second Story**

Library Table

Library Shelving

Small Copier for Archives

VCR Tape Storage Unit

Benches and Chairs

Juanita and Pat Curley Set a Record

In less than 24 air hours (23:33.13, actually), Juanita and Pat Curley established a National Aeronautic Association record for having landed at 128 public, hard-surfaced airports. The Michigan pilots aimed for a visit to each of their state's fields, departing from Ann Arbor on June 29, 1993 at six in the morning and using basic dead reckoning to hop from port to port. Ron Walter of EAA was on board as an official observer.

Juanita and Pat divided the state into the upper and lower peninsulas, then divided the lower into quadrants. Using 120 knots and a three and one-half hour range for planning purposes, they scheduled fuel stops at less populous airfields that would be more apt to offer them a quick turn-around and less likely to take too much of their valuable time. Fuel stops were assisted by an advance pilot, Gregg Stockman, who landed prior to the Curleys to help the refueling process go smoothly and well.

Juanita and Pat contacted all airports, the FAA, the NAA and Flight Service prior to their flight. The weather was completely cooperative as were reporters from areas throughout Michigan, judging from the wealth of newspaper clippings that noted the record-setting flight. Pat is a 1,900-hour CFII and the president of the Michigan Aviation Association. Juanita, a dynamic Ninety-Nine, is a 200-hour private pilot and a member of the Michigan Chapter. Congratulations to the Curleys!

Bernita Nickell, Ag Pilot

She soloed in a 1946 Piper J-3 Cub that was purchased by her father at the end of World War II and purchased that Cub from the estate upon her father's death. Her first solo was in 1948 and she pocketed her private certificate in 1949. She has been a member of the All-Ohio Chapter of The Ninety-Nines, Silver Wings, AOPA, Confederate Air Force, and the International Flying Farmers. She is Bernita M. Nickell and she holds Charter #129 in the National Agriculture Pilots Association—the first female ag pilot to join.

Bernita started into the world of aerial application as a flagger. When she and her husband launched their ag piloting business in 1960, they divided their duties. She continued to flag as well as the office work of order taking, billing, bookkeeping, creating maps, and helping with maintenance of the airplanes.

"After about 20 years of flagging and wishing that I was piloting," said Bernita, "I finally got into the cockpit to spray the crops, although I continued to do the required ground work, too. Working in and around the planes makes me more at ease in flying them. I'm just as at ease in the cockpit of an ag plane as I am on a tractor or combine doing farm work, which I love to do as well."

Bernita, of Waynesfield, Ohio, has owned (in addition to her Cub) the following aircraft: 1960 PA-18A, Pawnee B, Cessna Ag Truck (2), 600 Ag Cat, 450 Ag Cat (2), 800 Thrush Commander, Pawnee C, Cessna Husky, Cessna Ag Wagon, Pawnee A, Cessna 171, Cessna 172 (2), Cessna 182, Grumman TR II and a 7AC Aeronca Champ. She doesn't know how many women are earning their way in agricultural flying, but she has known of a few in Michigan, Florida, Texas and Kansas. She likes to think that she is one of several.

She wrote, "Aerial Applicator is the term used now instead of *Crop Dusters*. We apply more than just 'dust' these days. Spray is easier to handle, more acres can be done in less time, a pilot can work longer hours in a day with spray, and, in fertilizers, seeding and firefighting, spray is safer. Don't forget us Ag Pilots when you talk about careers with the airlines, the military, commercial and corporate flying and flight instructing. Ag flying is my way of making a living."

Bernita's photograph at the controls of her Pawnee C-235 was posted with the group of pilots and their planes in the new home of The Ninety-Nines at EAA's Oshkosh '93. Happy landings, Bernita.



Juanita and Pat Curley, see article to the left, set an official record.

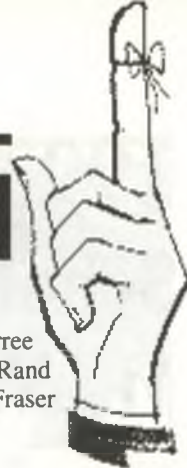
Below: the flight plan followed by the Curleys for their record-setting event.



Below, Bernita Nickell, Ag Pilot, at the controls of her Piper Pawnee C-235.



CALENDAR, 1993-94



- 1-2 N. England Section
- 1-3 W. Canada Section
- 1-3 E. Canada Gov/Council

- COPA Fall Rondevue
- 1-10 Balloon Fiesta
- 7-10 S. Central Section
- 8-10 Southeast
- 8-10 N. Central Section
- 9-10 CAF AIRSHO '93
- 15-16 Mid Atlantic Section
- 16 NE Poker Run
- 17 Rain Date, NE Poker Run
- 28-31 Board of Directors

OCTOBER

- Westfield, MA
- Winnipeg, Canada
- Quebec, Canada
- Quebec, Canada
- Albuquerque, NM
- Wichita, KS
- Destin, FL
- St Louis, MO
- Midland, TX
- Wilmington, DE
- Sterling, MA

- Hut Ferree
- Nancy Rand
- Cathy Fraser

- Marilyn Copeland
- Louise Austin
- Gini Sutherland
- Mary A. Tidwell
- Anne Erickson
- Hut Ferree

- Lu Hollander

NOVEMBER

- 3-6 AOPA Expo '93
- 5-7 NY-NJ Section
- 5-7 Treasure Hunt
- 11-13 CAF WW II Symposium
- 19-21 Wash. DC 60th Anniv

- Orlando, FL
- Floorham Park, NJ
- Tucson, AZ
- Midland, TX
- Washington, DC

- Barbara Mead
- Iona Gamertsfelder
- Mary A. Tidwell
- Bev Sharp

1994

- 10-12 IWIA Conference
- 14-19 World AV Congress

MARCH

- Orlando, FL
- Bombay, India

- Dr. Peggy Baty
- Chanda Budhabatti

- 22-24 Southeast Section
- 29-30 Mid Atlantic Section
- 29-5/1 North Central Section

APRIL

- Chattanooga, TN
- Bethlehem, PA
- Harvey, IL

- Nancy Wright
- Torgy Reagan
- Gini Sutherland

- 15-17 S. Central Section
- 20-21 Southwest Section
- 27-29 E. Canada Section

MAY

- Fort Worth, TX
- Tempe, AZ
- To Be Announced

- Eva Isabell
- Stacy Hamm
- Cathy Fraser

- 17-19 Forest of Friendship

JUNE

- Atchison, KS

- Fay Gillis Wells

- 5-10 Int'l. Convention

JULY

- Norfolk, Virginia, USA

- Bobbie McAdams

- 7-13 World AV Congress

AUGUST

- Birmingham, England

- Diane Cozzi

- 6-9 Northwest Section
- 28-30 Southeast/South Central

OCTOBER

- Sun Valley, ID
- New Orleans, LA

- Anita Lewis
- Judy Reinhart

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.

1993 Scholarship WINNERS!

by Jean Pearson

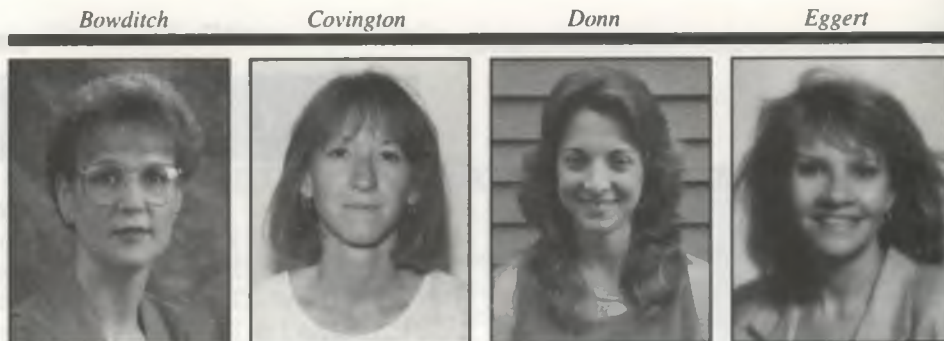
A record number of Amelia Earhart Memorial Scholarships for advanced flight training were awarded this year at the International Convention in Portland, Oregon. In addition, an Amelia Earhart Research Scholar Grant was awarded. The winners are:

GLADYS M. BOWDITCH, Alberta Chapter, has been flying since childhood. Her father is a private pilot and the family has owned several aircraft. In 1983 she joined the Namao Flying Club and obtained her private pilot and glider certificates.

After obtaining her glider certificate, she joined the Air Cadet League as a pilot and flew a Schweitzer 2-33 for about 300 flights. She then obtained her commercial and qualified as a tow pilot on the Bellanca Scout, towing glider pilots and their passengers to altitude.

In 1989 she spent four months in New Zealand where she obtained her New Zealand private pilot certificate and enjoyed several flights with friends. After returning to Canada she completed her instructor rating in 1991, attended an instructor refresher course in 1992 and has been instructing at the Namao Flying Club for the past two years. She will use her scholarship for her instrument rating.

CANDACE COVINGTON, determined to achieve, says she learned that success comes from persistent and dedicated effort, "so I have worked." A graduate of the University of Colorado, Covington worked in graphic design before deciding she wanted to devote all her energies to an aviation career. With a private pilot certificate and instrument rating already earned, she obtained,



within eight months, a commercial certificate, single- and multi-engine land, CFI, CFII, and a position as flight instructor. She is now building up her time in multi-engine craft to reach her goal of becoming a flight officer with Horizon Air. She will pursue a multi-engine instructor rating.

TARA A. DONN started flying, not because of any momentous aviation event in her life, "but solely because of that irresistible lure of the wild blue yonder." She began flying in 1988 and received her private pilot certificate in 1989. Within a couple of years she obtained her instrument rating and commercial certificate.

She has been an active member of the New Jersey Chapter since 1990, participating in many chapter activities, including Operation Sky Watch and New Jersey's annual Poker Run. Donn hopes to combine her love of flying with a career as a special agent in the U.S. Fish and Wildlife Service. She will use her scholarship to obtain her multi-engine rating.

KIMBERLY (KIM) EGGERT has long dreamed of flying, but never thought it would become a reality due to financial constraints imposed by family obligations. After jump seating on a Federal Express 727, she realized the dream was still alive and earned her private certificate in February, 1988.

Through perseverance, sacrifice and assistance from her company, she earned her commercial certificate and instrument and multi-engine ratings. She joined the Memphis Chapter in October, 1988, and is currently serving as chapter chairman. She will use her scholarship to obtain an instructor rating, bringing her closer toward her ultimate dream of one day flying for Federal Express.

DENISE EGGLESTONE began flying in the fall of 1976 after a friend insisted that flying lessons "really didn't cost that much." After a \$10 familiarization trip there was no turning back.

By 1980 Egglestone had obtained her private, commercial, multi-engine, instrument and instructor certificates and ratings and, yes, "it really DID cost that much!" Egglestone was hired by Air Canada in 1978, worked in various departments and, in 1989, became the first female hired into the flight operations branch in a management position as a B-727 flight operations instructor. With the sale of the entire fleet of B-727s her job became redundant and she was laid off in 1992.

Egglestone joined The Ninety-Nines in 1988 and became chairman of the Montreal Chapter. When her employer transferred her to Toronto in 1991 she joined the First Canadian Chapter and became secretary of the East Canada Section.

She will use her scholarship to regain her instructor's rating. After building enough time for her airline transport license, she would like to pursue a career with the Accident Investigation Branch of Transport, Canada.

AMY ELLSWORTH obtained her private pilot certificate in August 1988 and went from being a 66 to a full-fledged 99 the next month.

"With the encouragement of the 99s," she went on to obtain her instrument rating, multi-engine, commercial, CFI and CFII. She also has her basic, advanced and instrument ground instructor certificates.

An active flight instructor at Long Beach City Airport, she will use her scholarship to obtain her multi-engine instructor rating to assist her in



obtaining an ATP and reaching her ultimate goal of becoming a corporate pilot.

PEG FIGLEY has earned and solely funded her private, instrument, commercial, multi-engine and certificated flight instructor certificates and ratings since 1986 when her commitment to aviation began. She is also attending Ohio State University pursuing a bachelor's degree in business administration.

An active member of the All-Ohio 99s, Figley is serving her second term as a member of the Ashland County Airport Authority in Ashland, Ohio. Her ultimate aviation goal is to become a captain for a major air carrier, and she will use her scholarship to fund her multi-engine instructor's rating.

KAREN M. FOSTER took on two jobs—one to pay bills and one for flight instruction—after a \$20 introductory flight, and started on her birthday toward her ultimate goal of being a pilot with a major airline. With limited funds, her progress to a private certificate received in 1988 was slow. Recognizing that she would need help to go to college, she joined the Arkansas Air National Guard.

Five days after obtaining her private certificate she was off to Air Force basic training and technical schools to become a mechanic on a C-130 Hercules aircraft for the 189th Consolidated Aircraft Maintenance Squadron at Little Rock AFB. Upon completion of the military schools, she went to college and was graduated in 1992 with a Bachelor of Science Degree in Professional Aviation from Louisiana Tech University. Student loans, five scholarships and an out-of-state tuition waiver saw her through to the degree which included the certificate and ratings of commercial, instrument, multi-engine, CFI and CFII.

She is currently employed by the Arkansas Air National Guard, by Furlough Aviation as an assistant mechanic and as a part-time instructor in Pine Bluff. She will use her A.E. Scholarship for a multi-engine instructor rating.

KATHY GARDELLA's interest in aviation began at age 11 when she took her first ride in a glider. Years later, after graduating with a college degree in nutrition, she earned her private certificate and became a member of the Santa Clara Valley Chapter.

She is food service manager for a Marriott Corp. facility and an on-call registered dietician. Gardella has been an active member of her chapter and is involved in many 99 activities including airmarking, flying for "pennies-a-pound" events and chairing the Flying Companion Seminar.

She already holds her commercial certificate with an instrument rating and will use her scholarship for a multi-engine rating to progress toward her ultimate career goal of becoming an airline captain.

SANDRA GORDLEY recently received a three-year contract as a fixed base operator at Wood County Regional Airport, Bowling Green, Ohio. It has been a long, dedicated effort to reach that niche for Gordley, the mother of five children. She now has over 3800 logged hours, with over 2200 as an instructor.

An active member of the All-Ohio Chapter, she served in the past as ways and means chairman, NIFA chairman, president and board member of the Buckeye Rally and is currently airmarking chairman with 10 airports on the list for 1993. She is active with the CAP, EAA Young

Eagles Program, Ohio Department of Natural Resources and many other community groups.

Already multi-engine-rated, Gordley will use her scholarship for a multi-engine instructor rating to progress in her goal, "to be a SUPER multi-service FBO integrating flight training, general aviation services, corporate aircraft management and air taxi."

WENDY L. GRIMM got her start in aviation in the hills of Morgantown, West Virginia, in a Cessna 150. While a college student at West Virginia University, she worked her way up at a local flight base operations to general manager and charter sales manager in addition to continuing to fly. She then moved to the Newport News, Virginia, area to work as a dispatcher and flight instructor. She progressed to assistant flight school manager and assistant chief flight instructor at Flight International. Grimm serves as an FAA accident prevention counselor and as an FAA designated written test examiner.

Grimm is chairman of the Hampton Roads Chapter and serves on the aerospace education and safety committees. Recently she became chief flight instructor and flight school manager at the Piedmont Flight School at Norfolk International Airport. She will use her scholarship to obtain her airline transport pilot certificate.

BERNADETTE HAYWARD sat in the back seat of a Cessna 172 when her father was teaching his sons to fly. "That inequity between boys and girls stirred something in me! I just knew I could fly that plane myself. After expressing my desire to fly, my surprised father became a great moral support." While earning her associate degree in aeronautics at the College of San Mateo, she worked three jobs to save



the money to pay for her private pilot certificate.

She holds a commercial, instrument, multi-engine and CFI and will obtain her multi-engine instructor rating toward her ultimate goal of becoming a commercial airline pilot.

CHRISTINE ANN HETTENBACH says she was "hooked" on flying after her first flight lesson in 1989.

She has since obtained her private, instrument, commercial, flight instructor and advanced ground instructor certificates and ratings while working full time as a registered veterinary nurse and at many other jobs to pay for her living and her flight expenses.

Hettenbach joined The Ninety-Nines in 1989 and is currently vice-chairman of the Dallas Chapter. She and three other instructors in the Dallas area have organized

The Flight Associates to provide quality flight training and pilot services to area flying enthusiasts. Her ultimate goal is to fly for an airline (her father was with United Air Lines for over 30 years) and to continue to instruct. She will use her scholarship to obtain her CFII.

LINDA "CLANCEY" MALONEY says that aviation is probably hereditary in her family. She's a third-generation aviator, daughter of Northeast Kansas 99 Dorothy Maloney and granddaughter of James Timmons, a pioneer aviator of the 1920s and 1930s who flew a Curtiss Jenny. Maloney always knew she would fly, but the first lesson took 31 years to arrive. After completing her private certificate in 1981, job requirements prevented her pursuit of an aviation career until 1986 when her training program went full-tilt.

While working full-time, she not only wrote the Pikes Peak Chapter's nationally sold "Companion Flyer"

book, but also averaged one new certificate or rating every six months through 1992 when she received her long-sought goal of Gold Seal instructor. Maloney, who now has more than 1800 hours logged, will use her scholarship for a multi-engine air transport pilot, ATP.

MARIE MILLER became serious about aviation as a career after the first week of her high school aviation class. Without much financial support she started taking lessons in 1979. After a long layoff she completed her training and received her private certificate in 1988, followed by her commercial, instrument, multi-engine, advanced ground instructor and certificated flight instructor. She is also an FAA designated written test examiner. Miller joined the Chicago Area 99s at Oshkosh and began volunteering to help almost immediately. Currently she is an active instructor at the Beloit Wisconsin Airport and recently began flying right seat of a Piper Navajo for Professional Air Charter of Rockford. She will use her scholarship for an instrument instructor rating. Her career goal is to be a pilot for a major airline.

WENDY PAVER nagged her parents so much about wanting to fly that when she was eight years old her mother gave in and the two of them flew from Detroit to Chicago in a United jet. Her father drove so he could pick them up and continue on to their vacation spot.

When it came time to go to college, she chose Le Tourneau University in Longview, Texas, where her four-year academic program resulted in a Bachelor of Science degree in Aviation Technology. The flight courses included private pilot certificate through CFII. Originally a member of the Texas Dogwood Chapter, she is now treasurer of the All-Ohio Chapter and has

been instructing for four years. She will use her scholarship for an ATP and looks forward to a career as an airline or corporate pilot.

JANE PHILLIPS has lost no time in pursuing her aviation career once she started in 1986. She now has over 2000 hours logged, with more than 1500 as a single-engine instrument and multi-engine instructor. Phillips has her Bachelor of Arts degree from the University of California, Irvine, and is senior assistant chief flight instructor at Lane Community College in Oregon where she was recognized as the *Outstanding Flight Technology Graduate* in 1988. She is also an FAA designated pilot examiner. Currently, Phillips is the aviation education chair of the Willamette Valley Chapter. Already a single-engine ATP, she will use her scholarship to obtain a multi-engine ATP for a career with either a major airline or the FAA.

GAYLE PRICHARD passed her private pilot check ride and became a 99 the same day. She soon learned, after being caught in weather on a weekend trip to her first section meeting in Iowa, that she definitely needed an instrument rating to get home.

She took immediate action. Her instructor flew to Des Moines and gave Prichard her first instrument training, in actual IFR, all the way back to Kentucky. She has since achieved her instrument, commercial, advanced and instrument ground instructor ratings and certificates. A registered nurse supervisor in surgery, Prichard will use her scholarship to obtain her CFI.

ANNELIESE STARK, who just graduated with a degree in marine biology from the University of California, Santa Barbara, has been working at an FBO to pay for her instru-



ment, commercial and CFI. She began flying at 17 as a high school senior. Stark was vice-president of her university's flying club and is currently serving, for the second year, as secretary of the Santa Barbara Chapter. She will use her scholarship to obtain a CFII to help her reach her goal of becoming an airline pilot.

ELIZABETH (SUSIE) SEWELL received the A.E. Research Scholar Grant to coordinate the development of a computer program for indexing and cataloguing the *Ninety-Nine News*. Issues of the magazine that span decades of women's aviation history contain a wealth of source material which currently is not readily accessible to women-in-aviation researchers. Sewell will coordinate the project with the University of Oklahoma's School of Library and Information Studies which will create the data base for accessing the *Ninety-Nine News*.

Sewell, 1972-74 President of The Ninety-Nines, helped to establish the first headquarters office for the 99s in Oklahoma City. During her presidency, she led the 99s to build their original International Headquarters building, contracting with the Oklahoma City Airport Trust for the facility.

During WW II, shortly after high school graduation, Sewell began flight training hoping to join the WASPs. The program was disbanded before she reached the age and pilot experience level required. However, Sewell continued to fly, was employed in aviation, and got her private pilot certificate before learning to drive an automobile.

Working at the airport, she obtained her commercial and, with the help of an A.E. Scholarship in 1947, became a certificated flight instructor. Sewell attended the University of Oklahoma

part-time studying business law, business management and corporate finance at the senior level, later taking an insurance course through O.U. and the Insurance Institute of America.

She became secretary-treasurer of the FBO, Catlin Aviation Company, where she was employed and served as its Operations Manager from 1959 to 1972 on Will Rogers World Airport in OKC.

During this time she started an aviation insurance agency to serve aviation firms as well as many Oklahoma corporate, commercial and private pilot aircraft owners. She was appointed to the Women's Advisory Committee on Aviation making numerous recommendations to the FAA. In 1972 she became President and General Manager of Aviation Development Company, the distributor for Piper Aircraft Corporation in the state of Oklahoma and in western Arkansas, and served in this capacity until 1983.

As chairman of the 99s' International Committee, Insurance-99 Events, Sewell, who was also an FAA designated Accident Prevention Counselor, continues to work in the interest of promoting aviation safety.



Susie Sewell, Past President Ninety-Nines, Inc., receives the certificate for her AE Research Scholar Grant from International President Lu Hollander. Photo by S. Ramelli.

1993's Forest of Friendship

by Doris Abbate

The fly-in started on Thursday when many arrived for the early bird special, the 1963 film, "The Stamp of Friendship and How It Flew." Festivities ended with Fay Wells dispatching plane loads of 99s carrying invitations and saplings in a relay to foresters of state capitals and other countries. The 4th Flyaway was flagged off by Charter 99s Betty Gillies and Nancy Hopkins Tier.

Eleven countries represented by 42 honorees and approximately 500 guests gathered. Siberian Iraida Vertprakhova, Far East Governor Rikako Carpenter and Zero pilot Teizaburo Ono, Polish Stephanie Karpinska, Canadian Felicity McHenry, British Connie Fricker and Susanne de Florez, Pakistani Shukria Ali, Egyptian Airline pilot accepting for Lotfia El Nadi, and Nancy Bird-Walton for Australian Lores Bonney rounded out the non-US contingent.

The Wichita, Kansas, fourth grade project, Allen, a stuffed dog on an air tour with his very own logbook in his backpack, flew off to Pennsylvania in Gayl Henze's Bonanza along with Past President Alice Hammond, who was on hand selling AEMFS first day cover cancelled specially that day. (Ed. note: This is all the more poignant with the sad realization that Alice was gone by June 28th.)

Besides Alice (1951-1953), Presidents Betty Gillies, Kay Brick, Ruth Deerman, Susie Sewell and Marilyn Copeland attended. At the banquet Ruth, Susie and Marilyn shared 99s accomplishments of their decade and International President Lu Hollander shared plans for a future female space shuttle commander by 2003.

"JULIE ON AVIONICS"

by Julia Collinge

Those who saw the April edition of *Aviation and Aircraft Digest* may have noticed a full-page advertisement for The Ninety-Nines. It is interesting how this came to be printed! I am Chairman of the Garden State Chapter, New Jersey, and like to imagine myself as a part-time writer. A year and a half ago, I started contributing a column to *Aviation Digest* called "Julie on Avionics" (apropos as my husband, Simon, and I own an avionics repair station at Princeton Airport, NJ). I wanted to contribute avionics articles in layman's terms, not the techno-babble one tends to find in other publications.

Actually, there was no "Julie on Avionics" in the April issue—not because I ran out of things to say (there are those who suggest that a very hot place will freeze over first!), but because of a slight administrative hitch. The publication's address changed slightly and my copy got lost in the shuffle.

We tried a computer data transfer but found a problem with compatibility. The long and the short of it—I missed the deadline! The editor elected to fill the space with The Ninety-Nines ad! (For the record, my missing copy arrived one day late, readers got a chance to read my words of wisdom in May and I got an extra month to polish my next offering.)

In the meantime, maybe a few more women pilots will hear about us and even decide to join a local chapter. My thanks to Bob Dorr, the publisher, for this generous action. *Aviation and Aircraft Digest* is published at One Wibling Road, Danbury, Connecticut 06810, by Bob Dorr and his staff.

GRANTS COMMITTEE APPEAL

TO: GOVERNORS AND
CHAPTER CHAIRMEN

The mission of the Grants Committee is to assist the Ninety-Nines, Inc. in the quest for grants and contributions. The group functions as a clearinghouse and works with Committee Chairmen and others who are preparing grant applications. One of our goals is to compile information on our extensive programs so we can match potential grantors with our programs.

Toward that end, the committee needs your help, since Chapters and Sections conduct most of our program activities, ranging from Air Bears to Operation Skywatch. With your assistance, we will be able to provide comprehensive descriptions of these grass-roots efforts. Please complete the questionnaire below (one sheet per project) for each activity completed during the period June 1, 1992, to May 31, 1993, and send them in by November 15, 1993. Chapters participating in Section

activities should not list these as separate projects. We need unduplicated data.

Note: individual responses will remain confidential; the compiled information will be released only in aggregate form.

Thanks for your help,
Bev Sharp

Chapter or Section Name: _____

Project Name: _____

Project Description: _____

Program Category:

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

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

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

Group(s) Affected:

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

Contact Person:

Name: _____

Address: _____

Telephone: _____

Send to:

Beverley Sharp, Chairman
The Ninety-Nines, Inc. Grants Committee
2502 Gold Cup Lane
Reston, VA 22091-4220

Award of Merit Criteria

The 99s' Award of Merit Committee is soliciting nominees for the 1994 Award of Merit. The recipients of this award, established in 1990, include Jeana Yeager, Mimi Tompkins, Sheldon and Pat Roberts, Gaby Kennard, Muriel Earhart Morrissey, John Baker, Olive Ann Beech, Alice Hammond, Hazel Jones, Nancy Bird-Walton, Lotfia El-Nadi, Thon Griffith, Bobbi Trout, Glenn Buffington, Lorna deBlicquy, Commander Rosemary Mariner and the WASP.

The purpose of the Award of Merit is to recognize individuals who have made significant contributions to aviation, aviation education, science, aviation history, or The Ninety-Nines, Inc. In addition to recognizing individuals who have made significant contributions to the ideals that The Ninety-Nines stand for, this annual award provides an incentive to others to make their own contributions to aviation and aviation-related endeavors.

The general criteria for the award are:

1. The achievement(s) may have occurred in the present or prior years. Recipients may be selected for a single action or a series of events.
2. Specific details of achievements being recognized will be at the discretion of the award committee, so long as they meet the general objectives of The Ninety-Nines, Inc.
3. The recipient need not be a member of The Ninety-Nines, Inc.
4. The recipient may be living or dead.
5. The recipient may be female or male.
6. The award is not limited to individuals in the United States.

Nominations for the award will be accepted from members of The Ninety-Nines, Inc. and should be sent to:

Carol Clarke, Chairman
Ninety-Nines Award of Merit Committee
216 South Sandrum Rd.
Salt Lake City, UT 84103

Award nominations should arrive by December 15, 1993.

The nomination package should spell out the significance of the nominee's contributions in a concise (i.e. not over two pages) manner.

Additional news clippings or information can be sent; however, they should be summarized in the nomination document. An address and phone number where the nominee or their next of kin (if necessary) can be reached should also be included to expedite notification if they are selected.

All members are encouraged to participate in recognizing people who have made significant contributions to aviation or The Ninety-Nines, Inc. by nominating candidates for the Award of Merit.



The newest display at International Headquarters is a wall featuring Award of Merit honorees. Plaques containing photos and biographies of honorees are on permanent display. The vertical display in the center of the photo is dedicated to female airline pilots. The "pioneers" in this category do not reach back very far in years. The bust in the foreground is of our first elected president, Amelia Earhart. Behind her, through the glass partition, is a "rogues gallery" of all past presidents of The Ninety-Nines, Inc. Other Headquarters photos can be found on page 33.

— photo by Gene Nora Jessen

A Photo Essay -

1993

International Convention

Photos by Sigrid Ramelli and Ann Cooper

A welcome Fiesta kicked off the 1993 International Convention; from Mariachis, we went to 99s talent night with two divas rendering a humorous version of "Meeow!" The Guvs (section governors) clowned around, the "Andrew Sisters" made a rare appearance, the New York "Raisins" came back for a repeat performance, and Guv Chanda introduced us to India with a traditional dance.

In seminars, Barbara Strachan and Shirley Twigg posed as airline crew members, demonstrating the closeness of the cockpit, while United Airlines Bonnie Warner (also noted for competing in the Olympic luge event) emphasized the necessity for team coordination.

Nancy Nadolski, R.N., presented *Women and their Hearts*, and some relaxation ideas.

A real pro in an airline cockpit and at the podium, also dealt with stress — with large doses of humor.

Nancy Stuke, manager of Flight Officer Employment for United Airlines, offered advice about jobs with the airlines.

Marion Jayne described the Round the World Air Race, and Dr. Jennifer Gegg, an expert in aviation medicine, spoke about "Female Pilots: Facts and Myths."

A full house listened and responded to remarks, talks, business matters, meals and convivial conversation in the meeting rooms, hospitality room and Fly Buys, registration and credentials areas.

Cathy Fraser presented a motion from the floor, and Chanda Budhabhatti and Marilyn Copeland introduced the World Aviation Education and Safety Congress in Bombay, India.



Here are the clowns, uh, guvs...



Talented divas...



The New York Raisins...



Indian dance...



The "Andrew Sisters"...

Round the World
Air Race
presenters...





Barbara, Shirley and Bonnie...



Nancy Stuke...



Dr. Jennifer Gegg...



Jewelry galore...



The welcome breakfast...



Patty Mitchell...



Cathy Fraser (above)...

Relaxing (below)...

Continued next page...

Chanda and Marilyn...



Past President Jessen conducted a session for first-time convention attendees, Charter members Achsa Donnels, Betty Gillies, Fay Gillis Wells and Nancy Hopkins Tier, joined by Dorothy Robinson, Mary Jane McNeil, Mary Pickney and Nancy Bird-Walton, were recognized once again at the closing banquet, and Mid-Atlantic Section 99s invited us to "Catch the Wave" — Norfolk in '94.

Members from India, Japan, Australia, US, Canada and Great Britain renewed friendships; during the business meeting Nancy Bird-Walton chatted with Mearl Frame, Carol Rayburn and Patty Mitchell; and Aileen Egan and Mary Clark conferred with Australia's Barbara Collins during the business meeting. Facing page, Loretta Gragg opens a gift marking her 25th anniversary with the 99s, and Lillian Brewer shows off a friend purchased in the FlyBuy market.

Thanks to Northwest Section members, local Co-Chairs Pegge Blinco and Betty Prakken, and "See you in '94!"



Newcomers' session...



Charter members and friends...

International 99s...



Mid-Atlantic's welcome to Norfolk '94...



Merle, Carol, Patty and Nancy...

Aileen, Barbara and Mary...





Above, Executive Director Loretta Gragg was recognized for her 25 years of service to The Ninety-Nines with gifts of luggage and a delightful aviation charm-covered watch.

Below, Lillian Brewer admires "Amelia Bearhart," just one of many items either raffled or for sale in the Fly Buy Market.



"International Convention 1993 was a complete and delightful success. Let's all look forward to 1994!"

Issues pertaining to

The "Under 35 Crowd"

by Nancy Sliwa

Honored to be asked to look at membership issues for the "under-35 crowd" for The Ninety-Nines, I was also asked to share a few details about who I am and what I do in my "other life." I work for NASA as a program manager with artificial intelligence and advanced software. It sounds pretty esoteric, but it's fun and I travel to professional conferences and other NASA Centers.

I learned to fly while at NASA Ames in Mountain View, California, and was introduced to The Ninety-Nines through the Santa Clara Valley Chapter. My life changed radically when my husband was made president of Embry-Riddle Aeronautical University in 1991, and we moved to Florida. I transferred to NASA Kennedy Space Center, purchased a Mooney 201 and became an active advocate for the female students of Embry-Riddle at both the Daytona and the Prescott campuses. (Chapters of The Ninety-Nines are located at both.)

I've recently given a lot of thought to the under-35 "clientele" of the 99s and I would like to share a few of my thoughts with you. The demographics of the organization is somewhat depressing with respect to age. Over half of our membership is over 50 and less than 15% of the membership is under 35. Given that 35% of the certified women pilots of the world are under 35, we do not have a very representative mixture in our organization. Since this age group represents the future of aviation, we need to do a better job of attracting these young women in order to ensure our long-term growth and credibility as an aviation organization.

What are some of the characteristics of this age group? This group includes a high percentage of: university students, particularly those in aviation-related curricula; those working toward professional pilot jobs, perhaps in university or non-university flight schools or working as flight instructors at FBOs building flight time; those working in entry-level professional pilot jobs, such as with regional or commuter airlines; other young professional women.

They are probably: single or recently married with no children or very young children; very energetic and enthusiastic about aviation, but with little time or money to put toward many organizational activities; on generally erratic schedules that are not con-

ducive to attending regular meetings, but can support a wide range of activities.

What would motivate these women to join The Ninety-Nines? They are particularly looking for: a student membership rate structure; scholarship opportunities, anything that would assist them toward a job as a pilot, such as: improved credentials, networking, hiring preferences, job contacts and professional pointers, and/or students to instruct; and newsletters that allow them to keep in touch when they cannot attend meetings due to schedule conflicts. Those with young children may have a particular interest in aviation for elementary education stimulation, such as the Air Bear program.

There are several things that can be done at all levels. Local chapter members have primary responsibilities to identify and solicit potential Ninety-Nines in their area in this age group. Based on the characteristics listed above, there are many innovative ways this can be done. Local colleges, flight schools and regional/commuter airline offices are good places to start. Many chapters offer scholarships and newsletters, very attractive to a potential member.

Persons at the section level have a key responsibility for motivating chapter members. Each section may want to institute an award for those chapters that do the best job annually in increasing their membership in this age group. Officers at the section level also have the power to negotiate with local air carriers and other potential employers, to provide job preference for 99s in their regions. This could be a powerful attraction for joining the organization.

Support can be given from members at the International level. A student dues structure would be a major contributor toward building our membership in the younger ranks. Chapter members might be able to offer partial dues support for these prospective members as well.

These are a few ideas for improving the number of under-35 members of our organization. But, I would love to hear more ideas for promoting this age group.

Please, if you have any ideas, or if your chapter or section members have some proven approaches, contact me and I will do my best to publicize them among the rest of the members.



Sharon Fitzgerald, a 66 headed for 99.

SOLO AT FOURTEEN

by James Nelson Bardin

Sixty-Six Sharon Fitzgerald soloed in a Schweitzer SGS 2-33A at Mountain Valley Airport's Skylark North glider strip outside of Tehachapi, California, five days after her 14th birthday. Sharon's solo capped three years of flight instruction including more than 30 hours of aerobatic dual in a Robin Sport plane and several student hours in helicopters.

Asked what she logged after soloing, Sharon grinned, flipped to the last entry and read, "Flying world look out, here I come!"

Sharon turned 14 on May 11, 1993. Arriving in Tehachapi the night before, her parents drove her to the glider strip, but the weather had deteriorated and instructor Mark Grubb told her that the 20-knot winds threatened her initial solo flight.

The morning of May 16th dawned bright and clear with a light breeze. After two near-flawless dual flights, Mark announced that it was time. He climbed out and closed the canopy. The glider was hooked to the Piper PA-25-235 Pawnee D towplane and the takeoff run began.

"I was a little nervous," Sharon admitted, "but Mark told me to talk myself around and imagine him still in the back. I did, and everything went great."

Ninety-Nines salute a determined and capable 66. The sky's no limit! □



Marion Lunnemann at the controls of her Pink Lady in a sky filled with balloons.

My husband, C. John Lunnemann, and I took our second hot air balloon ride on June 5, 1988. We were north of Toronto, Canada, and it had been a scant year since an auto accident had left me with a broken left hip, right ankle, jaw and many other injuries.

My recovery was obvious! I could climb into a balloon basket! I was so excited that I spent the next morning making telephone calls to discover where I could take lessons.

I squeezed 11 hours of flying lessons in New York and passed my written test before the winter weather sent me south. I completed my pilot training in Albuquerque, New Mexico, in 1989, and in July, we ordered our Pink Lady Balloon from the Cameron factory in Ann Arbor, Mich. It was to be resplendent with pink, green and blue stripes and a large black "L" in a yellow section.

The blood supply to my hip had started to fail, so a race was on. Which would occur first? Would the balloon be finished, would my current computer contract be completed, or would I lose my ability to walk and to fly the balloon? With the help of a cane, I was able to fly our new balloon on September 18, 1989, in Michigan. Two days prior to surgery for a complete hip replacement, I finished my computer contract. I was happy to start flying again in May of 1990 and have kept at it, avoiding whenever possible any questionable wind conditions.

Hot air balloon flying offers a totally different pace of life. Because each flight has slightly varied air speed as well as differing flying directions, ballooning requires a lot of team work with other crew members and generally takes approximately two hours for each planned flight. We have a wide variety of crew members ranging from teens through retirees and as many women as men. I enjoy everyone's first ride and have one especially memorable recollection of a first ride for a young man who, soon thereafter, lost his life in a swimming accident in Ontario.

You would have had a hard time picking Albert Stoll IV from any of the seventh graders of Wayne Central Middle School. He was just like any kid from his 49ers baseball cap to his sneakers. His was a dry sense of humor and, as most thirteen-year-olds do, was becoming more independent with a paying job as an umpire. Al liked to fish, play baseball, ride his bike and hoped to be

Sharing

HOT AIR BALLOONS WITH FRIENDS

by Marion Lunnemann

regular chase crew during the summer of 1993 for the Pink Lady balloon. A quick learner, all I had to do was to show him how things worked and he remembered.

Al's grandparents had come from Stony Point, New York, for their first hot air balloon ride, courtesy of his parents' crewing. On Saturday night, June 12, 1993, the balloon flight was 45 minutes long, starting in Palmyra, New York, and ending in Farmington, New York. After the flight, I asked Ryan Byrns, a 17-year old in his second year of crewing, if he wanted to fly the next morning at 5:30 am. After Ryan said, "Yes," I asked Al if he'd like to fly with Ryan. Al gave an enthusiastic, "Yes!"

On Sunday, the winds were from the southwest, so we took off from Egypt, New York and soon were crossing the Erie Canal and headed northeast of the city. Downtown Rochester was very clear, as well as many of the Finger Lakes and bays along Lake Ontario. I enjoyed the excitement on Al's face and took a picture of his first flight. We flew for an hour and twelve minutes, landing in Marion, New York.

The next night, Al was on his way to umpire a baseball game. He decided to stop with two friends at one of the local ore beds for a swim. Attempting to cross from the south to the north shore, a distance of approximately 40 feet, Al tired and couldn't reach the shore. His two friends were unable to pull him out in time.

Our hearts go out to his family and we share their sorrow. It was so special to share the joy of flying with Al and his parents.

Marion and the Pink Lady Balloon participated in several balloon festivals and rallies in New York during 1993. In May, the Malone Balloon Rally, Franklin County Fairgrounds; in July the Great Wellsville Balloon Rally, Island Park; in August the Blue Heron Hills/Gananda Festival, Walworth and in September, the Greit Oktoberfest Balloon Rally, Dansville. If anyone has any questions, Marion can be reached at 315 524-3004.

A Balloonist's Prayer:

The winds have welcomed you with softness. The sun has blessed you with warm hands. You have flown so high and so well that God has joined you in your laughter and he has set you gently back again into the loving arms of Mother Earth. □

Becoming an Instructor — a CFI

CFI ratings seem to evoke a love/hate response—pilots either love the idea or they hate it. Perhaps the problem for the latter lies in the fact that they don't understand some of its merits, including benefits derived by those who have no plans to teach or envision themselves as poor instructor material. I remember contemplating a CFI rating when I had about 300-400 hours and was flying a Skylane for a small film production company in northern California. I really enjoyed the work, but felt there wasn't enough flying to keep me happy. I figured a CFI rating would teach me a lot about flying, raise my confidence level, and improve my ability to fly the airplane from the right seat—the starting point for most flying jobs in a “big” airplane.

I had never planned to teach flying; I figured I'd make a terrible instructor, having no patience to deal with student pilots. Besides, I was more interested in instrument flight and thought if I could learn to teach instruments, I'd have a much better grasp of that subject. To my chagrin, I was offered a teaching position while working on my Instrument Instructor rating at a large San Francisco Bay Area flight school.

There I was teaching CFI students with the ink barely dry on my own ticket. I had little or no teaching experience to pass on to students. (Pre-November 1973, it was legal for new CFIs to teach CFI students without specific prior experience. Now FARs require 200 hours of instruction time or two years as a CFI before teaching CFI applicants.)

“Not to worry,” said my boss. “You know exactly what is required to pass the CFI check ride. You just took it three weeks ago!”

With my new instructor's ticket hidden in my pocket, I tried to act like an old pro and found it wasn't as hard as I thought. Acquiring the rating seemed to bring respect. As long as you performed in a professional manner—voila! Instant credibility!

With experience I learned a great deal about communicating effectively and succinctly. Instructing gave me a good excuse to hang around the airport, to learn about flying and to network with other pilots, particularly those flying “big” aircraft. I had several students for multi-engine training and learned the hard way to stay alert during takeoffs or landings. One memorable

moment involved a student new to multi-engine training who yelled, “You've got it!” as we careened off the runway toward trees—and me with no right-side brakes!

All instructors have some wonderful stories to tell and most will agree that teaching is an invaluable learning experience, particularly in future airline careers. Every airline captain I know will readily acknowledge the better job done by first officers who have worked as CFIs and understand the learning process from the inside out.

If you are thinking about a future as an airline pilot, consider seriously the CFI rating. You will be surprised at its many benefits.

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 and is rated in gliders, sea-planes and helicopters. She runs Aviation Career Counseling, career guidance and interview counseling, based in Santa Barbara, California.

See her ad in the Classifieds.

SECTION NEWS

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

Bonnie Tassa reported for the **South Central Section**. She since has moved with her family to Martinsburg, West Virginia. She wrote, “Hopefully, I'll be able to do this again from a different Section.” Thanks for your input, Bonnie. She sent the following “last” report:

Austin Chapter 99s, Brandy Button, Sonya Gary, Cynthia Graut, Carol Heiser, Mary Lynn Koenig, Judy Reinhart, Melinda Walton, Peggy Womble and potential new member Becky Hempel, worked at the annual Georgetown Airshow. It was a great airshow and a good chance for everyone to get together. Cynthia Graut flew in in her 1946 Luscombe. Carol Foy and Mary Lynn Koenig entered the Air Race Classic (ARC), their first race.

Members of **Colorado Chapter** heard Dennis Robert, Director of Aviation for Colorado. A fly-in breakfast was held at Black Forest Airpark and an annual fly-in picnic at Diana Williams' at Parkland Estes (flying community).

Two new members, Gina Kline and Julie Horwood, are welcomed.

Dallas Chapter members have elected Dorinda Herzog, chairman; Chris Hettenback, vice chairman; Ann Koenig, secretary; and Shirley Mastenbrook, treasurer. They were installed at the annual fly-in picnic at Kitty Hawk Airport, the home of Jack and Pauline Winthrop. Members of Dallas Chapter held a pancake breakfast at Denton airport and among the arrivals was a flying team from St. Cloud, Minnesota, en route to a NIFA meet in Odessa.

Golden Triangle members held their annual installation dinner with Jacque Boyd, chairman, installing the 1993-1994 officers: Beverly Stephens, chairman; Mary Wheelock, vice chairman; Helen Hill, secretary; and Dottie Hughes, treasurer. Other guests included Nan France, Penny White, Shirley Roberts, John Robertson, Betty and Jerry Thomas, T.W. Wheelock, J.C. Stephens, and prospective member Elizabeth

Futtrel, pilot for Express One.

Members of **Houston Chapter** flew to Rusk to ride the Texas State Railroad to Palestine, TX. They presented an FAA Safety Seminar entitled “Places To Fly,” complete with costumes to match locales described and over 200 packets for local enthusiastic pilots. Houston 99s airmarked Westheimer Airpark and hosted Rod Machado's Emergency Preparedness Seminar.

Marty and Howard Benham hosted a highly successful birthday party for members of **Kansas Chapter**, complete with slides of Iceland. Kansas 99s sponsored a workshop at Aerospace Education Girl Scout Discovery Fair with 620 girls in attendance and the following as volunteers: Phyllis Blanton, Phyllis McCollom, Denise Sageser, Karen Tucker, Bonnie Johnson, Marilyn and Tommy George. Kansas members Micky Axton, Phyllis Blanton, Marty Benham and Bonnie Johnson represented the 99s at the Kansas Aviation Museum's Aerodrome Days and

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planned for the Fall South Central Section meeting to be hosted in October.

Purple Sage Chapter's Isabelle Blanchard manages Pecos Muni Airport which was bedecked with a compass rose by Mary Alice Tidwell, Priscilla Barbee, Betty Jones, Sabrehna Wyche and Janet Koonce. Mary Alice, Sabrehna, Priscilla and Betty were joined by Sally Roberts, Patricia Petosley and Debbie Brannon in participating in *Operation Raincheck* at Midland. They provided refreshments for the event. Purple Sage is headed by Sabrehna, chairman; Priscilla, vice chairman; Betty, secretary; and Janet, treasurer.

Newly-designed tee-shirts for members of **Shreveport Chapter** enhance their activities. They hosted a pre-airshow party for the Holiday-in-Dixie Airshow, although thunderstorms cancelled the Barksdale AFB Airshow the following day.

Margaret Cosby, **South Central Section** reporter, wrote that **El Paso Chapter** hosted a beautiful spring meeting. Governor Judy Reinhart said that everyone was kept as busy as they wished with meetings, seminars and tours. Attendees were honored by the presence of three Past International Presidents: Ruth Deerman, 1963-65; Susie Sewell, 1972-74, and Marilyn Copeland, 1982-84 as well as current International President Lu Hollander. All are SCS members. The Friday evening welcome honored Nema Masonhall's 75th consecutive section meeting. Sadly, Nema died the last week of May.

Of South Central's 34 chapters, 25 were represented and, since then, Louisiana Tech's Lady Lindys have become chartered in Ruston, Louisiana with Cindy Reece their chair. The new editor of *Approach* is Anna Taylor, an Albuquerque member living in Utah. She is working with former editor, Pat Ward, to continue the tradition of an outstanding newsletter.

Arkansas Chapter's Emmy Hall, Treasurer, completed Phase X of the FAA Wings Program and, at the recent National Pilots Association meeting in Little Rock, Jarrett "Mac" McFarlin, Aviation Safety Inspector, presented Emmy with her wings and a certificate from the FAA for her contributions to flight safety.

Austin Chapter's Carol Foy and Mary Lynn Koenig participated in the ARC. To support their effort, 99 members Melinda Walton, Mary Lynn and Carol, and potential members Tracy Wilson, Twila Hamilton and Kathy Pottier washed 11 airplanes at Lakeway Airpark. After the wash, Melinda got to do some rolls and loops in a T-34. Cynthia Grant flew her Luscombe to many Texas fly-outs including the Denton Antique Airplane Fly-In.

Colorado Chapter 99s thank Donna Chandler, Sandra Reagan, Bonita Ades, Jennie Esterbrook, Carol Taylor, Lorraine Green, Carol

Leyner, Diana Williams and Linda Horn for a successful Flight Without Fear program that graduated 17 and successfully completed a flight to and from Salt Lake City. Colorado's Candace Covington, winner of a 1993 Amelia Earhart Scholarship, is pursuing flight training in California.

Luellen Blum placed second in the Rocky Mountain Basic Aerobatic Championships. Gretchen Jahn and Sandra Reagan won 4th in the Shamrock Air Derby and Gretchen and Chris Bently placed seventh in the Air Race Classic. New Officers of the Colorado Chapter are: Bonita Ades, chairman; Sandra Reagan, vice chairman; Jessica McMillan, secretary; and Luellen Blum and Vanita Gallo, directors. The Mile High Air Derby was planned for September. Special thanks



The India Section Annual General Meeting

to Bonita Ades, Trine Jorgensen, Gail Steger Mock and Lois Kowalski who judged NIFA SAFECON in Killeen, Texas in April.

A Rocky Mountain Aviation and Aerospace Air Fair is planned for October to be held in conjunction with the opening of the new Denver International Airport. Two Colorado 99s are board members: Barb Hobson and Babette Andre.

Colorado Chapter's Patricia Jimenez and Kyla Peach helped to organize the Metro State Career Days. Patricia is interning with the Colorado FAA and was in charge of an Alpha Eta Rho safety seminar.

Air Bear Airlines continues to fly under the guidance of Captains Lynn Ringer and Luellen Blum plus many other helpers. Lynn and Clarinda Spees put together a SOP booklet for this program. Thanks to Metro State College, Gail Mock and her 49 1/2 Bob, Aerospace Department Chairman, for generously donating two used simulators. What a great asset to our school-age program.

Mary Mandel, a 99 in Larkspur, Colorado, is restoring a Dornier DO-27 that served with the Israeli Defense Force and is looking for assistance in Modern Hebrew. Specifically, she needs aeronautical terms, abbreviations and acronyms. Please call her if you can help.

Sorry to have lost Joyce Hilchie to Prescott, AZ, but she was doing missionary work for the 99s and was instrumental in chartering a chapter in Southwest Section. Joyce is the new chairman. Nice going, Joyce.

Houston Chapter members heard their own: Andrea Chay, FSS Specialist, spoke about emergency procedures; Joy Bowden, CFI, discussed pilot attitudes and how they can get us in trouble; Linda "Mike" Alexander, a B-727 second officer with Continental Airlines, spoke on how vital is the non-flying pilot's job in the cockpit. Ray and Ann Ward, avid EAAers spoke on Oshkosh and their modified RV-4 which was featured in a magazine.

Guest speakers have also been enlightening: Fred Giles, an A&P with Continental Express gave the inside scoop on what a mechanic looks for during an annual inspection; Von Hunter, with Angel Flight, explained the humanitarian efforts transporting cancer patients cross-country for treatment; and Hermann Hospital Life Flight pilot, Al Vianney, flew in with a helicopter for a demo of air-evac capabilities. Delle and Gene Hightower, Rose and Bill Lepore, Andrea and Jim Chay and Carol Moore attended the SCS meeting in El Paso. Houston continues to sponsor FAA Safety Seminars with an average attendance of 100 to 150 pilots and friends.

Houston's Cathy Wappler and Rose Lepore won the 17th Annual Air Race Classic—first out of the 46 airplanes that finished the race! Congratulations.

Members of **Kansas Chapter** met at the Augusta Airport for breakfast. Karen Tucker and her committee announced the selection of Jeff Blanton and Evon Walton for the ACE Academy scholarships. Congratulations to Dorothy Dickerhoof, elected a SCS director. Nominating Committee Members Phyllis McCollom, Janet Yoder and Debbie Hattan came up with a great slate of officers for the coming year: Marguerite Lawrence, chair; Debbie Hattan, vice chair; Janet Yoder, secretary; Marilyn George, treasurer; and Phyllis McCollom and Bonnie Johnson, board members. Also supporting the chapter are Past Chair, Phyllis Blanton; Aerospace Education, Nancy Cullen; Airmarking, Phyllis Blanton; Historian, Carol Lanning; Legislation, Kay Allely; Membership, Carla Bates; Newsletter, Maureen McMaster and Linda Lauer; Fall SCS Meeting Chair, Cheryl Sutton.

Kansas' Mary E. Chance Van Scyoc, chapter charter member, has been reinstated. She started flying in a Cub in 1938 and received her private certificate in 1940. It was quickly followed by the commercial, instructor and instrument. She worked as a senior control tower operator at all airports in the 5th region. She has 20 hours in a Bell 476 and soloed in 1984 at the age of 64. Mary's first flight was with Clyde Cessna. She later taught her dad to fly. Now she works at the Kansas Aviation Museum cataloguing artifacts.

Welcome back, Mary.

Kansas members sponsored a workshop with the Society of Women Engineers for all age levels in the Aerospace Education Girl Scout Discovery Fair with 620 girls attending. The purpose was to help girls feel more confident in math and the sciences. Phyllis Blanton, Phyllis McCollom, Denise Sageser, Karen Tucker, Bonnie Johnson and Marilyn and Tommy George volunteered to present the program.

Northeast Kansas Chapter's Michele Stauffer became the first woman from the U.S. to fly a Russian SU-27 tactical jet fighter. She received a special invitation from Sukhoi Advanced Technologies and flew from Kansas City to Moscow early in April for very intense ground school and actual flight time in the SU-27 which has 60,000 pounds of thrust and is capable of supersonic speeds in excess of 1500 mph!

Connie and Karen Shriner flew to Oshkosh. Dorothy Dickerhoof worked for the ARC at Pittsburg, Kansas. Dorothy and Dick Martin flew to Sun 'n Fun. Northeast Kansas members are sorry to lose Virgine Smolick. She and Vince are moving to Tulsa where she will stay active at the Forest of Friendship and retain her membership. She is concentrating her considerable artistic abilities on set painting. New officers: Leslie Jenison, chair; Dorothy Malony, vice chair; Sondra Ridgeway, secretary; and Dorothy Martin, treasurer.

Members of **Pikes Peak Chapter** met at Pueblo's new DC-61 restaurant with new Chairman Ruth Lucy at the helm. Clancey Maloney's aviation program for Cindy Pitman's third grade class was highlighted by Clancey's P-51 model. This is Clancey's second year in Ms. Pitman's classroom. The annual yard sale was a huge success in support of the general and scholarship funds. Pam Mahonchak, Clancey Maloney, Denise Hixon and Aileen Johnson gathered in the sales.

Castroville Airport's new runway numbers look great thanks to **San Antonio Chapter's** Ruth Nichols, Gloria Blank, Jo Agee-Houser, and her 49 1/2 Conrad, Norma Barr, Margaret Cosby, Ginny McDaniel and Lena Cronk who organized the airmarking.

San Antonio members were invited to hold down the gates at the second annual Commemorative WW II Air Show at Stinson Field. Thanks to Barbaras Martin and Moore, Ruth Nichols, Margaret Cosby, Stephanie Martin, Gloria Blank, Ginny McDaniel (who coordinated the event) and Lena Cronk, with 49 1/2s Jack Moore and Chet Blank.

CAP Captain Margaret Cosby returned from the CAP's Southwest Region Staff College at Kirtland AFB, Albuquerque, New Mexico. She saw Poochie Rotsinger and Helen Holbird from Oklahoma there.

Members of **South Louisiana Chapter** staged

a mock FAA trial for more than 60 attendees from the Baton Rouge aviation community. FAA Attorney Rena Price of the Southwest Regional Office represented the FAA before NTSB Judge W.R. Mullins, also of Fort Worth. Michael Roy Fugler, a member of the Lawyer-Pilots Association, represented the "respondent," Clifford Rice, a Designated FAA Pilot Examiner. Evidence and actual exhibits of a real incident of an airman who violated the FARs at New Orleans Lakefront Airport were used for the demonstration of the FAA Formal Hearing and the legal process. Personnel from the Baton Rouge Control Tower and FSDO were called as witnesses for the FAA. It was a very realistic experience.

Pat Ward traveled to Belleville, Kansas, to conduct a mini-NIFA instructional session for Northeast Kansas and Nebraska Chapter members. She went to Dover, Delaware, as International By-Laws Chairman to review and copy the entire 99s corporation files and learn more about Delaware Law as it applies to our non-profit corporation and found time to volunteer at Sun 'n Fun as well.

South Louisiana members presented members of **Lake Charles Chapter** with a plaque for their local airport commemorating their chartering. Welcome to new member Ann Yates, a head nurse at a Chemical Dependency Unit in Baton Rouge and a fashion model. Also greetings to new 66 Doris Good, a massage therapist from Lafayette.

Congratulations and good luck to new chapter Chair Sally Coker of **Texas Dogwood Chapter**. Jerry Anne Jurenka and Jan Maxwell were NIFA Judges at the NIFA SAFECON in Killeen, Texas. Bonnie Feather and Stephanie Roberts made presentations at School Career Days in Palestine and Tyler. Camille Brackeen Patterson flew Gladewater students and Cynthia Pitts flew Nacogdoches students. Cynthia's 49 1/2 has flown over 50 Young Eagles in their Cessna Cardinal.

Texas Dogwood members have been placing books about women in aviation in school libraries. Laura Inniger, Navarro College, and Rachel Wells, LeTourneau University, received Top Senior Female Pilot plaques. Retiring Chair Camille Bracken became Mrs. Jim Patterson at Love Field and moved to Fort Worth where she and Starr Stone Knottinger are in search of big pine trees as well as a new chapter. Both had been travelling to their chapters to conduct meetings until new officers took over.

Tulsa Chapter's Jan Mauritson was elected to the Board of Directors of the South Central Section. Congratulations. Sorry to hear that Jan Holman is moving to Plano, Texas. Tulsa members sold programs at "Biplane Expo" in Bartlesville, Oklahoma, to raise money for scholarships.

Wichita Falls Chapter's Carol Walker hosted

a meeting during which an interesting film about a group of amphibians flying to Alaska was shown. Tom Danaher was one of the pilots who filmed some of the pictures and provided narration. At Diana Lopez' home, Bill McGregor discussed the Heritage Square project being considered by the city of Tulsa, and Max Odle told of the possibility of an air museum as part of the project. Welcome to new officers: Chairman Debbie O'Neil, Vice Chairman and Secretary Carolyn Baker, and Treasurer Betty Kidd.

Mid-Atlantic Section's Shari Beck reported that the Mid-Atlantic Section Meeting was ably hosted by members of **Potomac Chapter** in Arlington, Virginia. For many it was first time flights into Washington National. Tours of the National Air & Space Museum, Smithsonian and DCA's Control Tower were on tap as was President Lu Hollander. USAir hosted a reception. Shari wrote, "It was wonderful to have our International President present!"

Members of **Delaware Chapter** participated in Wilmington College's Focus on Aviation, an



Prince Edward Island's Science Fair Winners, Tim Gowdy, Christopher Roch with Marilyn Offleck, Atlantic Chapter.

aviation career day, and held a successful Pennies-A-Pound day—Great weather, Many people, not enough Pilots/Planes. Three members joined members of **Garden State Chapter** to paint a compass rose at Millville Airport, NJ.

Eight members of **Eastern Pennsylvania Chapter** flew to St. Louis for the Women In Aviation Conference. (It will be held in Orlando in March, 1994—see NOTAMS!) Gayl Henze, Nancy Kyle and Nancy Jane Godfrey attended a seminar on GPS, hosted by the FAA.

Hampton Roads Chapter's Sally Kay Hemphill, historian, presented an interesting speech on the past, present and future of aviation for chapter members. Hampton Roads 99s had a booth at the Norfolk Air Show, a great success, and a Pennies-a-Pound. Wendy Grimm presented "Surviving An Emergency Landing" at a

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Safety Seminar at Langley AFB.

Maryland Chapter and **Potomac Chapter** members participated in the Third Annual Opportunity Skyway Program at Salisbury-Wicomico Regional Airport and the University of Maryland Eastern Shore. This program brings together pilots, teachers and students for an introduction to general aviation and aviation-related careers. More than 60 general aviation



Buhl Memorial Scholarship Awards. Connie Farmer, Scholarship Chair, and recipients Dennis Pendergast, Kristine Mizutani and Mary Jo Buhl Volk. Not pictured, Kim Barras.

pilots participated. Maryland 99s also participated in a week-long teaching experience at Oldfields School covering aviation ground school subjects and culminating in an introductory flight for all piloted by a CFI.

Shenandoah Valley Chapter members were invited to participate in a Young Eagles Program by EAA Chapter 511. Members traveled to Sun 'n Fun, the Air Race Classic, local EAA events and Oshkosh.

Ken Rowe, Director of the Virginia Department of Aviation, spoke to members of **Virginia Chapter**. Virginia 99s completed a compass rose at Chesterfield.

Members of **Western Pennsylvania Chapter** planned a Christmas in July Swim Party because the Christmas Party was snowed out in December. (See *LIFE* magazine's article on the chaotic weather that plagued the U.S. in 1993.)

North Central Section's Myrna Stephens reports that **Indiana Chapter's** Mary Kay Schroeder was awarded the Nicholas Award by the Indianapolis Aero Club for outstanding achievement and service in aviation. Mary Kay, who has been active in NIFA, received her award from Leann Anthony, Aero Club president and fellow 99.

An Awards Banquet was held in Mankato by members of **Minnesota Chapter**. Forty five members and guests heard Rita Ann Orr present a program on the early days of the 99s in Minnesota. The event was co-chaired by Sally Hausken and Nadine Sugden. outgoing chairman, Minnesota Chapter, presented the gavel to Linda

Osland. Other officers include Karen Myers, vice chairman; Nadine Sugden, secretary; and Ellie Nelson, treasurer. Minnesota members attended the Forest of Friendship in which Clara and Arnie Johansen were honored posthumously as new inductees.

Lake Erie Chapter's Chairman Donna Moore, a nurse from Canton, has joined Angel Planes and is awaiting her first passenger.

Members of **Chicago Area Chapter** welcome Purdue University student Sarah Ann Kane and 66s Marianne Niebur and Mary Miller. Chicago Area members had a chance to go soaring during a chapter meeting at SkySoaring and held an airmarking and camp-out at Olson Airport.

The 19th Illi-Nines Air Derby was held at Whiteside County Airport. Bob and Ruth Frantz won second place and Ellen and Chuck Herring, third. Gail Went was the Chicago Area Chapter honoree at the Forest of Friendship. Also honored by Dorothy and Hazel White was Harold White, a long time friend, supporter and 49 1/2 of the Chicago Area Chapter.

Lake Michigan 99s and EAA Chapter 221 combined efforts to fly over 40 Young Eagle flights at Three Rivers Airport, including 11 planes and the parents and students from three area schools. Each student received a glider and a 1992 Michigan air map and enjoyed a picnic sponsored by the EAA. Lake Michigan members met at Marshall Airport where they cheered Paula Lupina, 99 and the second licensed ultralight woman pilot in Michigan, as she took first place in the cross country portion of the State Ultralite Competition. North Central Section Governor Gini Sutherland, accompanied by her husband, flew in for the meeting. Barbara Goodwin continues as chapter chairman with Jean Flower as the new vice chairman.

Lake Michigan's Wendy Holferty enjoyed lunch with astronaut Dr. Mae Jemison at the Women's Economic Club of Detroit. Another Lake Michigan member, Eudora Riemers, has become a CAP transport pilot.

Members of **Iowa Chapter** met to install new officers and listen to Paul Berge, author of *Bootleg Skies*. Arrangements were made by outgoing Chairman Helene Holton. Iowa's new chapter chairman is Jan Walton, who owns P & N Charter Service and has been busy flying news media around the flood stricken area.

Welcome to new members of **Indiana Dunes Chapter**, Janice Topp and Joyce Rust. Indiana Dunes' Phyllis Webb has been honored by the Grand Rapids FSDO for earning Phase X wings and for volunteering as an Accident Prevention Counselor presenting the new air space changes to aviation groups. Indiana's Gail Schroeder's Young Astronauts Group received a \$500 grant to send a student to Space Camp. Loretta Collins

presented Air Bear programs and Donna Stevens began multi-engine training. Congratulations to Kathy Munson on the birth of her baby boy.

Kathleen Browne is the reporter for the Southwest Section. She has forwarded monthly reports from her active and populous section. Hayward Air Terminal hosted its 50th Anniversary Air Fair and invited **Alameda County Chapter 99s** to put on a Nickel-A-Pound Airlift. It resulted in flying passengers for three hours as 16 pilots in 14 aircraft "lifted" over 25,000 pounds. A food booth was simultaneously hosted by members of Alameda County. Another airlift is scheduled for October. Alameda's Judy Barker, Lynne Allen and Genny Solorio helped to make the Hayward-Las Vegas Proficiency Air Race a success. Jennifer Naylor placed 3rd flying a Citabria and brought home the chapter sponsored trophy.

Antelope Valley Chapter's Connie Trippensee is chairing the next Flying Companion Seminar, planned for October. Antelope Valley members co-sponsored a safety meeting at Fox Field. Nikki Lion is welcomed as the newest member.

Debra Lacomette, **Arizona Sundance Chapter**, has earned her wings. Grace Moore won the Melba Beard Scholarship. New member Shannon O'Hara received an award from the College of Engineering at ASU. Congratulations are in order.

Kudos to **Bakersfield Chapter's** Donna and Larry Weeks, Suzanne McGowan, Joan and Bill Paynter, Sue Reynolds, Marilou War, Dixie and John Husted, Janice Brown, Esther Santa Cruz, P.J. Burns, Lori Crown, Darlene and David Pillows, Gordon and Ruth Sutton-Jones, Kevin Spain, John Hisaw, Tiffany Hughes, Tammy Pinnell, Claude Holt and Darlene Holthaus for help at the air show at Minter Field.

Susan Udelhoven was a guest at the last meeting of **Bay Cities Chapter**. She is a career pilot and married to a career pilot. Bay Cities' officers are: Fiona Smith, chairman; Kim Carter, vice chairman; Catherine McMahon, secretary; and Taya Dunn-Mangnall, treasurer. Sissy Brainerd won a scholarship from **Santa Rosa Chapter**. Bay Cities' Patty Barrera spent a vacation day teaching seven classes on aviation. Ces Dumas attended the 50th Anniversary of the WASPs celebration in Sweetwater, Texas. The WASPs are finally getting the recognition they deserve. Evelyn Esser passed on to New Horizons in April. Verna West's husband was injured in a fall from a tree.

Cameron Park Chapter will have a display at the Arden Fair. Former chapter member Linda Swan brought her fifth grade students to Cameron Park for a tour, and Esther DeYoung, Mary Chesnut and Nancy Martino made their aircraft available. Mary Chesnut organized a Mystery Flight-Poker Run. Julie Clark was inducted into the Forest of Friendship. (Ed. note: Julie will be

one of the featured speakers at the *International Women In Aviation Convention in Orlando in March, 1994*.) New officers are: Shari Meyer, chairman; Misti Flaspohler, vice chairman; Nancy Martino, secretary; and Betty Kohler, treasurer. Pat Collins and Fran Pierce ferried three medical patients from Baja from a sand strip with people, wheelchairs and fish. Maureen Studen, Ted and Esther DeYoung, and Ken and Shari Meyer attempted to make the DF flight into Red Bluff but the FSS was too busy to accommodate.

New officers of **Coachella Valley Chapter** include: Chairman Carol Hamilton, Vice Chairman Eleanor Wagner, Treasurer Renate Tesch, and Membership Chairman Erika Sharp. Eleanor, who represented 99s on television in June on a midday show, was also honored by induction into the Forest of Friendship. Eleanor and Colette Eppinger represented the chapter at a meeting of the Palm Springs Airport Commission. They presented a proposal for an exhibit area in the terminal showing 99s, chapter history, activities and personalities. Lake Havasu was a planned fly-in site. Mary Ann Jamison presented slides from a trip to the Bahamas. Eleanor Wagner and friends attended the annual fly/drive-in of OX 5 Aviation Pioneers at Cable Airport.

El Cajon Chapter's Evie Ambrose has over 700 hours PIC, is working on her degree at UCSD and flying jumpers on weekends. Doris Ritchey, Frankie Clemens and Charles Cordell assisted at a tour of the tower and aerospace museum at Gillespie Field for young astronauts. Brenda Moore is performing in a community theater production. Susan Maule has co-produced a vocal tape and CD. (*Ed. note: Susan's musical venture stems from lessons on fiddle from one of the artists in the musical trio. The music is Scottish and delicately played and sung.*)

Fullerton Chapter's Peggy Hart gave a presentation on the evolution of EMT™ and its role in pilot training. Members of Fullerton Chapter will resume Girl Scout Tours now that fall is here. Thanks to Jan and Ed Nieslesky, Ann Kocherhans, Michelle Alvarado, Denise Jennings, Annette Smith, Kim Ernst, Winnie and John Houston, Evelyn Craik and Pat and Claude Savage for hard work on the Flabob airmarking. Thanks to Kim again and her helpers for a terrific installation dinner. Members of Fullerton Chapter were invited to assist at the Cal Aero Expo in August and a spot landing contest was suggested.

Golden West Chapter won second place in the APT category at the Spring Section Meeting in Sacramento. New officers are: Chairman Bernadette Hayward, Vice-Chairman Yvonne Malloy, Secretary Yvonne Souza, and Treasurer Nancy Stock. Thank yous to Nancy, both Yvonnies, Bernadette, Carol Ford and Marion Gregoire for a successful airlift.

Imperial So-Lo's Chris Meyers, Phyllis Westcott, Birdie Gibson, Yvonne Smith, and Pat Wirt all helped to airmark Imperial Airport, which consumed 115 gallons of paint! Thanks to Dan Pavao and Dave, Martha and Tom Hall, Yvonne Smith, Tere and Xochitl Pena, Chris Myers, Phyllis Westcott and Mari Hurley. Chapter officers are: Chairman Mari Hurley, Vice Chairman Chris Myers, Secretary Faye Douthitt, Corresponding Secretary Phyllis Westcott and Treasurer Birdie Gibson. Betty Porter presented a trip to Australia and New Zealand. A Gonzaga fly-in was a work party to cut fabric for 99 sunvisors. Charlotte Hammond was inducted into the Forest of Friendship.

Long Beach Chapter welcomed new officers: Chairman Carolyn Brown, Vice Chairman Amy Ellsworth, Secretary Vickie Norton, and Treasurer Nikki Tennant. Long Beach was awarded the Southwest Section Aerospace Award. A CFI Refresher Clinic was sponsored and new members are Jeanne Fox, Debbi Dibb Hall and Sabina Johnson.

Los Angeles Chapter's Berni Stevenson, Virginia Showers, Sally LaForge and Georgia Lambert attended the Southwest Section meeting. Chapter Secretary Pat Olson competed in the National Judo Championships at Indianapolis. A Back to Basics Air Race is planned for October.

Members of **Marin County Chapter** airmarked Smith Ranch with kudos to Peggy Williams, Marlyn and Larry McClasky, Anne and Dave Silverman, Julia Amaral and Mark Strate, Marilyn Snyder, Cathy Morshead, Ann Morrissey, and Michelle Scott. Carolyn Coleman will teach private pilot ground school at the College of Marin this fall. Cindy Pickett passed her IFR written test. Phyllis Manning earned her AA in Behavioral Science and Janet Stang earned a Master's Degree from San Francisco Theological Seminary. New Marin officers: Co-Chairmen, Julia Amaral and Cathy Morshead; Vice-Chairman, Cindy Pickett; Secretary, Rosemary Vonusa and Treasurer, Anne Silverman. Fly-outs were planned to Grass Valley and to Bridgeport.

Local WASPs of **Mission Bay Chapter** were besieged for interviews just before the airing of *WOMEN OF COURAGE*. Isabelle McCrae Hale told of seven strenuous months learning about engines, meteorology and navigational protocol. Her most exciting flight assignment was in the B-26 towing targets. Jeanne "Becky" McSheehy air-tested BT-13s with 450 horsepower and AT-46s, the "biggest, fastest plane we had." Her background began with the Civil Air Patrol to the Women's Army Auxiliary Corps and then to the WASPs.

Mission Bay's Trina Kohenge has nearly 1000 flying hours now and is hoping to catch the next "rising tide of airline hiring." She is checked out in the Citabria purchased by her father. "My first ride was a thrill," she said. "I hadn't used the rudder pedals so much in all of my previous 900 hours." Trina and her mother flew the Palms to Pines. This winter she will learn fabric covering techniques and paint the Citabria in an original colors and paint scheme. (Citabria backwards is "airbatic." Does that explain some of that rudder usage?)

Members of **Monterey Bay Chapter** hosted a strawberry booth at the Watsonville Fly-In. Cassie Lazaro is a new chapter member and Brandy Falconer is a new 66. Louise Minniear, Judy Miles, Pat York, Carolyn Dugger, Kay Harmon, Carol Hill, Diana Galvan and Donna Crane-Bailey were among the 150 attendees at the Metz Ranch Fly-In and BBQ.

New officers of **Mount Diablo Chapter** are: Chairman Michelle Yarbrough, Vice Chairman Linda Ellis, Secretary Nancy Seguine and Treasurer Kristi Mansel. A fly-in to Pine Mountain Lake with a side trip to Yosemite was a great success and was to be followed to a fly-in to Calaveras County for the Frog Jumping Contest.



Members of Kitty Hawk Chapter honor founding Chairman Nita Melvin, center, for her role as founding chairman and driving force in establishing its charter.

Mt. Shasta Chapter chairman Diana Ward's husband had a kidney transplant in June and is reported to be doing well. Mt. Shasta members sold ice cream and Pepsi at the Father's Day event at Benton. Benton Field was scheduled for airmarking. New officers in addition to Diana are: Vice Chairman Doris Lockness (who was the Grand Marshall at the Truckee Air Show), Treasurer Lucy Sheperd, Secretary Diane Schneeweiss, and Corresponding Secretary Jan Streeter. Mt. Shasta's Audrey Schutte was appointed to the Airport Commission. Chapter members participated in the "Partners in Aviation" project as noted elsewhere in this issue.

Thank yous to **Palomar Chapter's** Anne and Bob Sandall, Robin Gartman, Wheeler North, Heather Cissna, Stacy Wile and children, Glen

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Gillies, Patty Haley, Marti Show and Charlotte Lindner for the airmarking at Warner Springs Airport. Congratulations to new pilot Linda Ledwidge and welcome to new members Laura Kaczmarek, Stacy Wile, Carol Williams and Jacqueline Siegel. Laura, a flight attendant for American Airlines, is working on her CFI. Palomar's new officers are: Chairman Robin Gartman, Vice Chairman Patty Haley, Secretary Nancy Malm, and Treasurer Jackie Siegel. A Flying Companion Seminar was planned for September.

Members of **Phoenix Chapter** held a special meeting to review the proposed bylaws and standing rules changes. Stacy Hamm is now working in student placement at Rice Aviation. Deputy Al Shoenstein of the sheriff's department gave an interesting talk on current practices of search and rescue in the desert and invited the chapter to consider becoming a unit in the Sheriff's Air Posse. June Bonesteel was featured in an issue of the new aviation magazine, *Arizona Flyways*.

Sue Chambers, chairman of **Redwood Empire Chapter**, braved 100+ temperatures to move into her new home in Napa Valley. Returning member Annie Falandes, who flies 737s for United, is chairing the scholarship committee. Roxanne Fynboh is a new member. A booth is planned for Napa Airport Day in October and a Flying Companion Seminar is scheduled for the same month.

Reno Area Chapter members handled hospitality and lodging for the Air Race Classic. Jennifer Neal headed for Sacramento and a flight instructor position at Sacramento Executive Airport. New officers are: Linda Chandler-Law, chairman; Sally Somerfield, vice chairman; Kathy McPherson, secretary; and Dale Kintop, treasurer.

McClellan AFB Officers' Club was the site of a meeting of **Sacramento Valley Chapter** 99s. On tap were the Executive Air Fair, a Pancake Breakfast and a Flying Companion Seminar. New officers are: Barbara Clark, chairman; Kathy Joines, vice chairman; Sandy Peterson, secretary; and Susan Kennedy, treasurer.

San Fernando Valley Chapter's Members of the Month for June were Dolly Hicklin, Jeanne Fenimore and Sue Jablonski. San Fernando Valley took second in APT competition for the Section. Doris Minter is transferring into the chapter from the **Santa Monica Bay Chapter**. Thanks to Cecelia Heppes, Helen Pillars, Felicia Hoppe, Kathy Smither, Lois Peck, Claudia Kelly, Jeanne Kirhofer, Lois Rifkin, Wanda Ogne and Golda Neuman for airmarking Whiteman Airport. The 1993 SFV Chapter Scholarship winners are Diane Dana and Herman Posada. Wilfred Levesque is the Jim Hicklin Scholarship winner. Felicia and Truman Hoppe hosted a summer potluck.

San Fernando Valley's installation/awards

banquet was a success. Guest speaker Teri McIntosh presented a program on the Air Support Division of the LAPD. Julie Lagan was awarded Friend of the 99s, John Neuman won 49 1/2 of the Year, Kathy Smither was named Woman Pilot of the Year and Rookie Pilot of the Year went to Golda Neuman. The Trixie Ann Schubert Memorial Service awards went to: 3rd place, Kathy Smither; 2nd place, Bunny Newman, and 1st place, Jan Goforth. New officers are: Chairman Felicia Hoppe, Vice Chairman Melinda Lyons, Recording Secretary Sandra Bullock,



*Emmy Hall,
Arkansas,
with Polly the
Duchess,
Beech Duchess*

Treasurer Golda Neuman, and Corresponding Secretary Dolores Mathews.

San Fernando Valley's Marcia Fuller, Marion Bullington, Lorrie Blech, Helen Pillars, Joyce Rowley, Fran Slimmer and Lois Rifkin braved the weather to participate in Career School Fair for Antelope Valley High Schools. Thanks to Bertie Duffy, Kathy Smither, Mary Glassman, Bunny Newman, Jeanne Kirhofer, Jaye Howes, Beverly Woodward, Nina Yates, Felicia Hoppe, Dolores Mathews, Golda Neuman, Ely Rickabaugh and Lois Peck for a successful CFI Revalidation Clinic.

San Gabriel Valley Chapter's new officers are: Chairman Penny Moynihan, Vice Chairman Ruthie Weiss, Secretary Virginia Harmer, and Treasurer Linda Martin. Airmarkings, air shows, a poker run and all kinds of fun kept San Gabriel Valley members busy during the year.

New **Santa Clara Valley Chapter** officers are: Marcie Smith, chairman; Pat Lowers, vice-chairman; Judy Williams, recording secretary; Nancy Cleveland, corresponding secretary; and Martha Schriener, treasurer. In April, 23 children and 15 parents were introduced to airports and airplanes thanks to Cat Lacorazza and Mayetta Behringer. A TRACON was visited and a joint airlift with Golden West Chapter was conducted with 75 passengers for plane rides.

A fly-in training mission was diverted to

Hollister Muni from Willows because of weather. Nancy Rodgers convinced everyone to meet for spot landings and lunch. The spot landing contest was canceled by the weather, so the whole event was renamed "The Plane Wash Exercise." In conjunction with a Flying Companion Seminar, Don Warren, FAA Accident Prevention Program Manager, offered a Safety Seminar for pilots of the "Companion" students.

Santa Clara Valley Chapter members held a Bay Approach tour. Attendees included Pat and Sparky Lowers, John and Peggy Ewert, Carol Jorgenson and husband, and Judy Pantageous and friend. Fran Grant joined the Angel Flight organization and flew her first mission with **Mt. Diablo Chapter's** Bonnie Megal.

The **Santa Paula Chapter** 99s are awarding a \$1000 Scholarship this year, the 20th anniversary of the chapter. An annual barbecue was held in June with prospective members on the invitation list. The scavenger hunt at Santa Paula Airport was such fun that a repeat is planned for spring. Two members are on the Ventura County Airport Advisory Committee: Pamela Stock and Pat Thomas. Pat also had

an exciting time in the Palms to Pines Air Race. Aviation education continues to be the goal for the coming year, along with more fly-ins.

Thanks to **Santa Rosa Chapter's** Joy Reinemer for handling the monthly Teacher of the Year airport tours. Santa Rosa sponsored an APE—Airplane Proficiency Excursion—to Rio Bravo.

Placerville Airport was scheduled to be airmarked by members of **Sierra Foothills Chapter**.

Tucson Chapter members awarded scholarships to Chris Richard and Mary Chyle. They are making good progress toward their certificates/ratings. Scheduled for 1993 were airlifts, a treasure hunt, airmarking and air shows.

Utah Chapter's Helen Hilburn held a surprise fly-in breakfast to honor her 49 1/2 Harold on the occasion of his 50th year of flying and 5,000 hours. Chapter members lost a valued friend, Don Garn. He will be missed. A tour of the Air Force Museum included a presentation on flying the back seat of the F-4C Phantom by Lt. Col. Jim Acton, USAF Retired. An airmarking of Ogden Airport was planned.

Yavapai Chapter members planned to fly-in to Falcon Field and to assist at an Open House at the airport in June.

Nancy O'Neil Holden, **East Canada Section**, reported that members of **Atlantic**

Chapter hosted a super Spring Section Meeting in Halifax, attended by Lu Hollander, International President. Members from all five chapters were present, as well as Pat Ward from South Central Section and Marilyn Kamp, New York-New Jersey Section. Governor Cathy Fraser, Vice Governor Kathleen Walker, Secretary Denise Egglestone and Treasurer Karin Williamson were all elected for a second term. Sue Ehrlander hosted a reception for past East Canada Section governors that included Isobel Pepler and Peggy

Smith. **Maple Leaf Chapter** won the Schermerhorn Award for having the highest percentage of members APT. The Saturday afternoon program featured Janet Shrieves, general manager of Halifax International Airport, and Brian Chappell, speaking on buying an aircraft. Guests at the evening dinner were piped to their tables by Highland bagpiper Bev Boyce and entertained by a ladies barbershop quartet. Guest speaker was Tony Foster, author and pilot. On Sunday morning, Pat

Crocker presented her "Theory of Flight" program. The meeting concluded with several women going on a tour of Peggy's Cove. This is just a sample of what is to come at International Convention in Halifax in 1995!

Members of **Atlantic Chapter** presented an award at the UPEI Science Fair held in Charlottetown, Prince Edward Island, the first time the award has been presented in this Atlantic province. Accepting the award from Marilyn Affleck were Tim Gowdy and Christopher Roch for their project entitled, "How Does A Plane Fly?"

Members of **Eastern Ontario Chapter** sponsored the induction of Felicity McKendry into the Forest of Friendship. When Felicity became a flight instructor in 1953 she was one of only seven women in Canada to obtain this rating and, in 1956, became one of the first women Chief Flight Instructors. After a highly successful career in aviation, she retired in 1986 and is truly deserving of this honour.

Maple Leaf's Sue Kime and Judy Nichol enjoyed their first long distance cross country, flying from London, Ontario, to Lakeland, Florida, for Sun 'n Fun in a Piper Cherokee—a great experience! The June fly-in to Tobermory was rained out, so members gathered at the London Flying Club instead where new chapter

shirts were sported. Pat Crocker and Cheryl Wheatley were featured in an article on The Ninety-Nines in a London newspaper, while in Windsor, CBC radio aired a program about The Ninety-Nines with interviews by Connie Panton, Nancy Stasko and Nancy O'Neil Holden.

First Canadian Chapter's Margo McCutcheon, Anna Pangrazzi and Mary Warner Smith flew to Halifax for the section meeting. Just how did they ever get that Beech Baron off the ground after loading it with a ton and a half of baggage and all that lobster??



*Gloria May
and
Dené Jabot
Fence, nose
gunners at the
2nd Annual
Doolittle Run*

Jill Hopfenmuller reported for the **New York-New Jersey Section** and passed on the following information from Pat Rockwell. **Long Island Chapter's** Poker Run was a success with 120 hands that were carried or flown to five airports on Long Island and Connecticut. A family affair was held by the Bonnards: Debbie flew the plane for her dad, Vince; she won first prize for her mom, Dolores. Sixty-six passenger Diane Bishcoff won a certificate for cheesecake and a CFI from Nassau Flyers where Debbie Bonnard instructs won an hour dual with American Helicopters at Islip-MacArthur Airport. Debbie, who was carrying a significant number of poker hands, won nothing for herself. What a trooper.

Bozena Syska was offered a ride in a glider from Long Island Soaring Association member and glider instructor, Al Fernandez. Handling the controls, Bozena managed to keep Al aloft for almost an hour. A broad smile and the comment, "This is real flying," was Bozena's testament to a great flight.

Marilyn Smith and 49 1/2 Adrian flew their C-195 "Red Rover" to the NY-NJ Spring Section Meeting at Rochester, NY. Also flying in for the June meeting was Doris Abbate. Chapter Chairman Sue Mirabel, plus Diane Fisher, Jill Hopfenmuller and Mae Smith completed the

L.I. contingent. Diane and Mae attended a balloon and glider seminar presented at the same time.

Mary Ann Turney presented an overview at Long Island's June dinner meeting of the planned aviation complex that Dowling College will construct at Brookhaven Airport. Outgoing chapter Chairman Sue Mirabel was honored for a job well done and presented with a gift of two hours of flight instruction. Sue is now in a partnership and has her "own" bird and is expected to be up in the air during most of her free time. Also presented to her was a shirt containing the "N" number of her new aircraft, just in case she forgets which airplane is hers.

Marilyn and Adrian Smith flew with 16 students from Dowling College, evaluating the skill and safety of each pilot during the spot landing to qualify them for the Dowling Precision Flight Team. Debbie Bonnard spent a Saturday with Girl Scouts in Flushing Meadow Park, the site of the 1939 World's Fair, for Aviation Day. Dottie Campbell owns part of an airplane. One of her partners neglected to install the rudder lock at some time during the winter months. Long Island had some very windy winter storms in 1993 that took a toll on the rudder. Dottie spent many months on the ground while her C-172 had its rudder replaced. Because it is a different color than the original, Dottie and her partners will spend additional time on the ground when the plane goes for a paint job. Hopefully we can all learn from this sad and expensive lesson.

Joyce Malkmes attended Sun 'n Fun. Ellie Odorico drove Joyce to Daytona where, intending to fly to Long Island, Joyce picked up Pat Ohlsson and Joyce's 172. During the nine hour flight the two 99s were weathered in at Brunswick, Georgia, fogged in overnight in Atlantic City where they finally rented a car for the remainder of the trip home. "If you have time to spare, go by air." Eventually they picked up Joyce's C-172. Gloria Bryant flew with Art Goldhammer to Mahopac, New York. Pat Rockwell and Marjorie Gray, WASP, had dinner together. Diane Fisher attended an FAA Seminar on Landings while Debbie Bonnard and Pat Rockwell continue to attend FAA CFI workshops at Farmingdale, Republic Airport.

Congratulations to **Central New York Chapter's** Marge Holdsworth who has received the NY/NJ Section AE Scholarship, presented to her at Kamp Airport at a Pancake Breakfast. Marge, Marcia Buller and Joanne Bolton presented an Air Bear program to 39 Verona Cub Scouts. Welcome to Central New York's new member, Laura Takacs. Fourteen airplanes participated in the annual Poker Run. To assist the players were: Co-Chairs Marcia Buller and Joyce Revelle, Heather Bettig, Betty Bliss, Joanne Bolton, Beverly Cleveland, Marian Cutting, Marjorie Holdsworth, Marilyn Kamp, Shirley

SECTION NEWS

Ludington, Nancy Morgan and Karen Strumpf. Marilyn and Bernie Kamp and Heather Bettig went to Nova Scotia to join the fun and camaraderie of the East Canada Section Meeting.

Garden State Chapter's Diana Dade, Mary Ann Gibbons, Barbara Para, Julie Randolph and Alice Hammond joined members of Delaware Chapter to paint a compass rose at Millville Airport. Diana, one dynamic Ninety-Nine, also represented Garden State at a Career Expo held by Port Authority for over 1200 children. This year the Garden State 99s presented Barbara Para with the Alice Hammond Scholarship award. Alice presented the award to Barbara at the Garden State 300 banquet. Barbara is a CFI and will use the scholarship toward her CFII.

Jill Hopfenmuller sent word that when 99s in the New York-New Jersey Section met in Rochester, Linda Scully, Kim Braun-Heckler and Marion Lunneman attended their first section meeting. After a board meeting, attendees participated in guided tours of the Eastman House and International Museum of Photography, including the "vault" of a variety of antique photographic equipment, and the Air National Guard Helicopter base at Rochester Airport. Bob Wahl, winner in the Arc en Ciel Around the World Race, presented a slide show and commentary. Willy Mattocks flew in in her Cherokee 140. Keeping her speed up in a straight-in for Runway 10 as directed, Willy made her approach. A 727 was being held on the ground for her landing!

Marilyn Smith, NY-NJ Section Membership Chairman, announced the winning submission to name the section membership drive—the CUMULUS AWARD.

Coined by Jill Hopfenmuller, the name signifies that there are updrafts and downdrafts, but it continually builds, much as membership in the 99s. For her submission, her chapter, Long Island, received display holders filled with 99 membership brochures.

Marcia Gitelman, charter member of the **Finger Lakes Chapter**, was honored at the chapter 20th anniversary celebration. Marcia learned to fly in a Cessna and earned her wings in 1967, joining The Ninety-Nines the following year. She held all offices in the chapter and flew in the 1973 Powder Puff Derby. Finger Lakes Chapter's new member is "Cookie," a life-sized soft sculptured doll. After attending the Section meeting, Cookie went to the AOPA exposition.

New York Capital District 99s co-sponsored the Annual Seaplane Pilots Safety Seminar at Speculator Lake, New York. Chairman Harriet Bregman was assisted at registration activities by Florence Dooley, Mary Falco and Barbara Fioravanti. Also assisting were Central New York 99s Joanne Bolton, Heather Bettig, Dorothy and Merc Mercer. Also participating in

the weekend were Betty Erickson, a 99 from New Hampshire and past New England Governor, and Diane Fisher, a 99 from Long Island.

Alice Jean "A.J." Starr and Faith "Bucky" Richards are **North Jersey Chapter** WASPs and the chapter members are fortunate to have them as members. The recent television program, *Women Of Courage*, was a fascinating glimpse into the courageous and pioneering lives of the women who were so important during WW II. A.J. and Bucky were in Sweetwater, Texas, for the 50th Anniversary Reunion of Avenger Field where they trained. As Director of Region I of the WASPs, A.J. is busy planning another reunion, this one with the First Flight Society celebrating the 90th year of

with Blossom Friedman and Beverly Shenkman for the Section Meeting.

Governor Barbara Mead announced that the book project is complete. She was responsible for donating books about women in aviation to area schools, an on-going project for North Jersey Chapter. Member Tara Donn is in Georgia with the U.S. Fish and Wildlife Division of Law Enforcement where she is in training for a new job.

Chanda Budhabhatti, Governor of the **India Section**, reported that at the Annual general meeting of The Ninety-Nines, India Section and the Indian Women Pilots' Association it was decided to postpone the World Aviation Education & Safety Congress '93 due to unavoidable circumstances prevailing in Bombay, riots and communal disharmony. The Congress had a great response from all quarters of the world.

Two minutes silence was observed at the meeting for the demise of Rabia Futehally's father. Rabia belongs to a famous family of aviators. Rabia's two daughters, husband, and brother are all pilots, as was her late father.

India Section members applauded Urmilla Yadav for being the **FIRST** woman flight instructor of India. Another outstanding member, Priyanka Johri, the second woman Flight Dispatcher of India, has been selected for one month of parasailing training at a camp that will be held in Hariyana. She is the first lady pilot to be conferred with this honor. Hearty congratulations to both of these outstanding 99s.

Fresno Chapter members hosted a reception for 19 WASPs who were being honored at the Chandler Air Faire. Fresno members worked the "Phone Bank" for Channel 18, KVPT's Great TV Auction. Members had previously picked up donated items to be auctioned from various local businesses. Two members flew to Porterville and packed a Piper Dakota full of donated items. A good time was had by all, promoting aviation and The Ninety-Nines. Thanks to Wilma Poage, Rosamond, California, Fresno 99s were invited to participate in a Fly-In to Edwards AFB, enjoying a brunch and flight line tour. Guided by Captain Pam Melroy, the only female USAF test pilot at Edwards, and Captain Lori Pulaski, US Air Force Academy graduate and tanker pilot, chief of Tanker Operations flying the KC-135, it was an interesting and informative trip. Dené Jabot Fence, member at large, and Fresno's Gloria May flew the Doolittle Run in the nose gunner seat in the B-25, "In The Mood." It was an experience they won't soon forget.

Sara Carson, **Southeast Section** Reporter, wrote that members of **New Orleans Chapter** were invited to host a benefit lunch at the WINGS!



North Georgia Chapter members Bambi Greene and Monica Wichmann, center, with Mrs. Kim Kyung-O and Mrs. Sook-Ja Chung in Seoul, Korea

flight. Scheduled for December 16 - 19, incorporating the date of the Wright Brothers' first flight on December 17, 1903. Bucky will join A.J. in Nags Head, Kitty Hawk, North Carolina. A.J. doesn't slow down. She was also at the Women In Aviation Conference in St. Louis.

A number of North Jersey 99s flew in the 21st Annual Garden State 300: Jeanne "Jan" Kent, Dodie Raich and Carol Cross flew together; Leslie Highleyman flew with Linda Scully; Judy Bolkema flew with Joanne Campbell, and Doreen Tighe flew with John Tokar. Judy and Jan flew in the ARC. Over 170 hands were flown in the Poker Run and Dodie Raich's son won first place. Some members are getting into aerobatics. Leslie Highleyman did an aerobatic flight in a Great Lakes and Kathy Jaffe made some flights in a Pitts, Champ and Ercoupe. Kathy owns a 1948 Stinson. Joanne Campbell went up in a 1944 Tiger Moth with owner William Weiss.

North Jersey's Chapter Chairman, Jan Kent, worked with the Westchester Aviation Association at the Westchester Open House. She set up a 99 Static Display at her home airport and flew

program at St. John Airport in Reserve in August. The program was sponsored by Lisa Cotham, Accident Prevention Counselor, and the FSDO. New Orleans is also invited to sponsor a poker run during the EAA Gulf Coast Regional Fly-In in October in Houma. Congratulations to new Southeast Section officers: Governor, Nancy Wright (Florida Suncoast); Vice Governor, Vicki Sherman (Florida Spaceport); Secretary, Jacky Marsh; Treasurer, Judy Hall; Aviation/Safety Chairman, Alice Cutrona (Florida Suncoast); and Newsletter, Sara Carson (Blue Ridge).

North Georgia Chapter members planned a tour of the Maule Aircraft Factory, Moultrie Municipal Airport and to have a booth at Peachtree Dekalb Airport's Neighbor Day. Susan Shropshire, Debora Summers and Brenda Allison attended a fly-in to Cartersville Airport, a benefit for the Boys and Girls Club of Bartow County. Recently Bambi Greene and Monica Wichmann visited Seoul, Korea. They met the only licensed woman pilot (and 99) in Korea, Mrs. Kim Kyung-O. Her determination to become a pilot should be an inspiration to all. Mrs. Kyung-O came to the U.S. in 1957 to study at the University of North Carolina.

Two years later, she learned to fly in Teterboro, New Jersey and became a 99 in 1963. Before her return to Korea, 99s nationwide pooled Green Stamps and purchased a Piper Cub for her. She started the first Korean Women's Aeronautical Association and gave lessons in the Cub. She is an active member of ZONTA and the Korean Women's Aeronautical Association as well as president of the National Council on Women.

In May the **Florida Firstcoast Chapter** became official. Located in the Jacksonville, Florida, area, members of Florida Firstcoast are actively seeking women in their area for flying, feasting and fun. At the debut as a chapter, members displayed Etheleyne Harby's Skylane at the First Annual Open House at Herlong Airport. Thanks to Anna Kozar, Pam Knight, 66 Cheri Savoy and Chairman Kelly Poetzman for being on hand to answer questions on general aviation to many people who had never before seen a single-engine aircraft up close. The Firstcoast 99s are looking forward to meeting with other chapters and welcome any opportunity to fly somewhere.

Florida Suncoast's Jamie Lajoie is working on her A&P. Kitty Councilman is working on her commercial. Barbara Sierchio reported on Sun 'n Fun. Approximately 650,000 people attended this year. Of them, 400 women signed the attendance sheet at the 99s trailer, there were 65 membership inquiries and five members joined the Suncoast Chapter.

Barbara Sandow, **Australian Section**, reported that a meeting and dinner was held at the Australian Women Pilots' Conference in Dubbo, central New South Wales. Guest speaker was Peg Kelman, an active flier for over 50 years and one of the first women to fly from England to Australia. Elaine Millward and Jennifer Graham won The Ninety-Nines' Proficiency Flight Competition held in conjunction with the AGM. Ngaire Moxley, a Ninety-Nine who is a flying instructor at Archerfield Aerodrome, Brisbane, was the recipient of the AWP Lady Casey Scholarship and will use the award to obtain a Command Instrument Rating.

Pioneer aviatrix Nancy Bird-Walton has been elected a Freeman of the Guild of Air Pilots and Air Navigators of the City of London. A quilt/

Dull Company," out came plotters and manual E6-B flight computers—no battery powered computers allowed. Information given included a compass deviation card for the imaginary airplane, usable fuel and type, wind direction with speed in knots, true air speed in miles per hour and gallons per hour fuel consumption. Problems to solve for each leg: true course, wind correction angle, true heading, variation, magnetic heading, deviation, compass heading, ground speed, distance, fuel used, time of flight, totals, etc. When the meeting was adjourned, some members were still en route, so their ETAs were extended indefinitely. Back to basics—it's a lot of fun!

Barbara Meredith edits *Tracking Outbound*, the newsletter of the **Western Canada Section**.

Governor Nancy Rand's letter stated, "As I'm on my knees digging in the dirt putting in the bedding plants, a little airplane flies overhead and my thoughts are drawn skyward again. 99s are a motley bunch—there are those who fly for a living, those whose ink is not quite dry on that license, those who love and care for a bird of our own, those who enjoy flying every chance we get—a motley group indeed! To all of you, you are very special members of this international organization of women pilots. When you get that renewal notice, please see it as a chance to renew possibilities for new growth and friendships. Sending in your dues is making a statement that you support the 99s original purpose which is 'to provide a close relationship among women pilots and to unite them in any movement that may be for their benefit and for that of aviation in general.' ...Congratulations to Gretchen Matheson on receiving an award, to Gladys Bowditch on her application for an AE Scholarship, and to June Mills, recently elected president of the Penticton Flying Club."

Officers of the Western Canada Section are, in addition to Nancy Rand: Vice Governor Joan Lynum, Secretary Sonja Wilford, and Treasurer Angelee Keeley.

Bonnie Porter, reporter for **New England Section**, noted that 12 pilots from New England participated in the Air Race Classic, completing the race respectably. She wrote that through the outstanding organizational efforts of Katharine Barr, **Eastern New England Chapter**, Natalie Jacobson, anchorwoman for Channel 5, WCVB-TV Boston, and also a pilot, spent many hours assembling one of the best coverages of an aviation event to be broadcast on a major television station. Press coverage by the *Boston Globe* and the *Providence Journal* was also superb.

Eastern New England members spoke at a Hanscom AFB Open House and Airshow that featured Women In Aviation. They included: Arlene Feldman, Sheila Bauer, Sara Hayden,



*New Colorado Chapter Officers
Jessica McMillan, Sandra Reagan,
Linda Horn and Bonita Ades.*

wallhanging was designed and made by Nancy Wells. Donated to the Australian Section for a raffle in Australia and at The Ninety-Nines' International Convention, the quilt was entitled, "Flight To The Stars." The next Australian Women Pilots' AGM will be held in Perth, Western Australia from 20 - 24 April, 1994. Ninety-Nines are most welcome to attend and more details will be available closer to the date.

Nancy Wrenn, **Carolinas Chapter**, reported that during a recent meeting at the Asheville Jet Center, members of the Carolinas Chapter played a provoking game of PRETEND: GET THERE AND BACK. Satellites had spun off into space, there was no power . . . no GPS, no Loran, no VOR or ADF . . . only a silent and invisible electronic world. The only thing stable, momentarily, was the magnetic North Pole. The challenge was a seven-leg cross country flight over North Carolina departing from and returning to Asheville's Regional Airport. Remembering long ago ground school days and that ever faithful equation "True Virgins Make

SECTION NEWS

Anne Baddour and Martha Dunbar. WASP and B-17 pilot Virginia Williams also spoke about the place of flying women in WW II and a veteran of Desert Storm spoke about helicopter flying all over the world. Eastern New England's Sheila Bauer received an award as "Innovator of the Year" from the Boston Federal Executive Board which represents 40,000 federal workers in the Boston area. She was selected for her many efforts to promote aviation careers and education at all levels in New England schools. Welcome to new member Susan Beauregard.

Bonnie wrote that she signed in at the Ninety-Nines' new tent at EAA Oshkosh '93 and attended a fascinating aviation art forum given by our 99 *News* editor, Ann Cooper. She was also a guest at the New Hampshire Division of Aeronautics luncheon that was hosted by EAA and Harold Bucher, Director, NHDA. About 30 New England 99s attended the world famous EAA fly-in and convention known simply as "Oshkosh."

The Air Race Classic finished in Quonset, Rhode Island, and according to the report, "everyone who worked in the hospitality suite, on the line and in the tower had a wonderful time. Meeting those incredible role models was an inspiration. Anne and Mike Honer and Marilyn Biagetti worked all weekend (and Anne raced, to boot!). Nancy Marstall was chairman for the group that greeted and fed the racers in Asheville, NC. Make a note! The 1994 ARC runs from St. Louis, MO to Columbus, Ohio, though by a devious route, you can be sure."

Linda Morrison wrote from the Pacific Northwest where our outstanding 1993 International Convention was held. "News from the **Greater Seattle Chapter!** Marian Hartley taught us how to create pins out of aeronautical charts to sell at conventions. We are proud of our past chairman, Nancy Jensen, who was elected Vice Governor of our section. Our annual picnic was graciously hosted by Dodie Gann at Red Mill Farm on San Juan Island. We are elated to have Kathryn Gunther home from the hospital after her bout with cancer. Congratulations to Libby Miller who gave birth to a baby girl—a future 99?"

Gloria Sands wrote that members of **Intermountain Chapter** helped support the Washington Pilot Association Flight Festival in August that was attended by pilots and flying enthusiasts from around the Pacific Northwest. They participated on the Planning Committee and sponsored Quincy Edmonds of Embry Riddle Aeronautical University, who spoke on *Communication Differences Between the Sexes*. They conducted tours and had a booth displaying 99s information. □



Partners in Aviation

by Doris Lockness

Audry Shutte, Lucy Shepherd,
Lois Van Zelf, Doris Lockness,
Linda Gray, Michelle Bond,
Diane Schneeweis, and Diana
Ward—Partners in Aviation

"Motivation to fly is the life blood of any nation's potential aloft.

Without it, the total structure grows subtly and deceptively weak."

FLYING magazine, May 1954.

This quotation eloquently depicts the importance of our youth in the future of aviation and is as true today as it was nearly 40 years ago. The "Partners in Aviation" program is designed to foster renewed interest in aviation among high school students through the unique opportunity to inspect a variety of historical and contemporary aircraft first hand and to learn about them from their pilots.

The concept for this program was the "brainstorm" of Diane Schneeweis and the Mt. Shasta Chapter 99s (International Women Pilots) who were responsible for its development and successful inauguration. The title "Partners in Aviation" was derived from the necessary concurrence and coordination required from numerous entities, including the air show administrative staff, the local district school board, air show pilots and ground personnel and the Mt. Shasta Ninety-Nines who organized and sponsored the event.

The Corning, California, Air Show, May 14, 1993, proved to be an ideal opportunity to conduct this program. Mt. Shasta Ninety-Nines established a positive force in aerospace education.

Commitments to support the program were obtained from all parties together with the enthusiastic support of nine renowned air show pilots who exhibited their planes and appeared personally to provide first-hand information regarding all aspects of their unique crafts. A question and answer

period followed the presentations.

All nine air show aircraft were displayed in roped-off areas with sufficient space for groups of 20 students to congregate around the planes and assemble each group for discussions with each pilot. A total of 725 high school students were brought in by school busses to participate in the program. Marshalled into groups of 20, the students were escorted along the tour route by the Mt. Shasta 99s who were official "Squadron Leaders."

The tours proved to be informative and of considerable interest to the large numbers of young people, many of whom had never been afforded this first-hand information and had not had the opportunity to participate in a unique program directed toward possible careers in aviation.

We would like to thank the air show pilots with their special air show aircraft. They gave willingly of their time to foster the love of flying in these students and made "Partners in Aviation" possible: Wayne Handley and the Raven; Joann Osterud and her Ultimate 300S; John Piggott and the SU-29 Sukhoi; Dick Tews and his WWII T-34; Art Vance and his P-51, "Million Dollar Baby;" Jim Williams and his TBM Avenger; Joe Sousa and his PT-19, "Susie Jo;" Pete Peterson and his 1941 Stearman; Dan Buchanan and his Hang Glider, "Flying Colors."

The Mt. Shasta Squadron Leaders were: Diane Schneeweis, founder of "Partners In Aviation;" Candy Murphy, Lucy Shepherd, Doris Lockness, Barbara Boot, Donna Taylor, Lois Van Zelf, Suann Prigmore, Mary Quinn, Michelle Bond, Linda Gray, Audry Shutte, and Dianna Ward.

1994 Application Form

Application must be typewritten and complete in every respect.
Any item not completed may result in disqualification.
READ FACT SHEET CAREFULLY.

THE NINETY-NINES, INC. Amelia Earhart Memorial Scholarship

APPLICANT MAY APPLY FOR ONLY ONE
CERTIFICATE OR RATING

Scholarship would be used for completion of

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

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

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

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

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

** DEFINE OTHER: _____

CERTIFICATES AND RATINGS NOW HELD:

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

Writtens passed for Certificates or Ratings not now held: _____

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

Ultimate career goal: _____

Highest academic degree and where obtained: _____

Present position, employer & date employed: _____

Previous employment (give dates): _____

Marital Status: _____ Husband's name: _____

Husband's position and employer: _____

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

EXPERIENCE (list longest cross country flight)
Date From (city, state) To (city, state) Nautical miles Pilot Hours

Other aeronautical experience or training: _____

THE NINETY-NINES, INC.
1994 A. E. Scholarship Eligibility Form

THIS FORM MUST BE NOTARIZED PRIOR TO DEADLINE: DEC. 31, 1993

DATE: _____

CREDENTIALS:

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

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

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

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

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

Name of school or qualified instructor: _____

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

Address: _____

Title: _____

Signature _____

Telephone () _____ Date: _____

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

Signature _____ Title _____ Date _____

NOTE: Original and six exact copies of all material furnished must be signed and sent to the SECTION SCHOLARSHIP CHAIRMAN, postmarked no later than January 10, 1994

- I have been a member of The Ninety-Nines, Inc. continuously since December 31, 1991
- I have logged at least 150 hours of pilot time.
- If I receive this Career Scholarship, I will complete the project for which this application is submitted by Dec. 31, 1995.
- I agree to retain my membership in The Ninety-Nines, Inc. continuously through December 31, 1995.
- I understand that the funds are to be used ONLY for the purpose for which I am applying.
- I will communicate, at least quarterly, with the Chairman of the Amelia Earhart Memorial Scholarship Fund (AEMSf) and inform her of my progress.
- I attest to the fact that my application reflects an honest appraisal of my ability to complete the goal requested herein.

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

Signature _____

NOTARIZATION MUST BE ON THIS FORM (NOT ATTACHED)

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

Notary Public: _____ My commission expires: _____

The NINETY-NINES, Inc.

1994 Fact Sheet

PERTAINING TO APPLICATIONS FOR AMELIA EARHART SCHOLARSHIPS

ANY NINETY-NINE WISHING TO APPLY FOR A SCHOLARSHIP IS **REQUIRED** TO READ THIS PAGE.

IT IS RECOMMENDED THAT APPLICANTS READ THE GUIDELINES CAREFULLY.

(CONTACT YOUR CHAPTER CHAIRMAN FOR A COPY)

THE CRITERIA FOR AN APPLICANT INCLUDES THE FOLLOWING:

- has been a member of The Ninety-Nines, Inc., continuously since December 31, 1991 and has reviewed the current Guidelines obtainable from Chapter or Section Scholarship Chairman;
- holds a current medical certificate;
- has a current biennial flight review (BFR) for U.S. only;
- has a minimum of 150 hours of total pilot time (does not apply to Research Scholar applicants);
- has financial need of the award;
- agrees to complete the course and/or training by December 31, 1995;
- required ratings/certificates, including medical, needed to be eligible for the scholarship being requested must be completed and verified to A.E. Trustees by February 28, 1994.

Disqualification will result from not meeting these criteria.

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

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

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

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

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

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

Regardless of size, each chapter is allowed at least one applicant. The Chapter Scholarship Chairman may select a committee to assist her in screening applicants. This should be composed of two or three Ninety-Nines or other members of the aviation community. Chapter Chairmen may serve as Scholarship Chairmen. Application **MUST** be received by Chapter Chairman no later than December 31, 1993.

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

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

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

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

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

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

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

THE NINETY-NINES SCHOLARSHIP PROGRAM

Administered by the Trustees of the . . .

Amelia Earhart Memorial Scholarship Fund



HOW DO I APPLY FOR THE 99'S SCHOLARSHIP AWARD?

There is a very simple answer. "Fill out the application and eligibility forms which are published in the Ninety-Nine News each year in a Fall issue.

WHO CAN APPLY FOR THE AE SCHOLARSHIP? The Amelia Earhart Memorial Scholarship is given as a memorial to Amelia Earhart and all eligible 99s may apply for the scholarships which are given annually.

HOW DO YOU PREPARE FOR APPLYING FOR THE SCHOLARSHIP?

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

WHY DO YOU WANT THE PARTICULAR CERTIFICATE OR RATING? You must be aiming for a goal! This does not necessarily mean your goal is to be an airline pilot. There may be a need for a flight instructor at your airport which is what you would like to do. There are many opportunities in aviation and your goals must be REALISTIC. This is one item that is important in evaluating your application.

If you are consider applying for a scholarship, it is IMPORTANT that you study the GUIDELINES carefully. Every Chapter Chairman has been sent a copy for International Headquarters with a monthly mailing. Also, every Governor and AE Section Scholarship Chairman has received a copy. All forms for applying and information are published in a Fall issue of the Ninety-Nine News. The Fact Sheet should be studied carefully. You should meet all criteria and be qualified for the rating/certificate for which you plan to apply. NOTE:

YOU MUST BEGIN YOUR TRAINING WITHIN THREE MONTHS OF WINNING A SCHOLARSHIP. If you are not in a situation to do this you could forfeit the scholarship.

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

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

There are two very important deadlines to be met. Failure to meet a deadline results in DISQUALIFICATION. December 31st is the deadline for the applications to be in the hands of the Chapter AE Chairman. (IMPORTANT: The Chapter Chairman or the AE Chairman must sign the application so it should be in her hands well before the deadline. It is YOUR responsibility to see that the application is signed and not the chairman's.) Chapter's applications must be postmarked and on their way to the Section AE Chairman no later than January 10th. The Section AE Chairman, along with her committee, screens all applications from chapters. She then sends the Section's Quota to the AE Scholarship Trustees, postmarked no later than February 10th. The Trustees evaluate the applications during their spring meeting and forward the finalists' applications to the OUTSIDE JUDGES who determine the final winners.

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

Charlene Falkenberg, Chairman
Amelia Earhart Memorial Scholarship Fund Trustees



Photo views from Headquarters

by Gene Nora Jessen



The Ninety-Nines' buildings rest on six lovely green acres of land near the center of the U.S. Will Rogers World Airport is a busy airport and home to the FAA's air traffic control academy and medical research facility ...and the site of working oil wells. Needless to say, though we might be sitting on a lake of oil, our 99-year land lease with the airport is a typical one in oil country excluding mineral rights.

The one-story building at the left in the photo was our original building, outgrown in a swift ten years. Since it was financed with airport bond funding at quite a low interest rate, the mortgage has purposely not been paid off, but steadfastly decreases via our tenant's rent payments. Our compatible tenant and neighbor is AOPA's title search operation.

The new half-million dollar two-story building was paid for with cash raised by dedicated members and friends to house the organization's management and museum operations. It was encumbered upon completion for furnishings in an amount about the size of a new-car debt. The airport trust participates in the outside maintenance of our park-like property. The new building included an unfinished second story so that we wouldn't again outgrow our property almost overnight. Grant monies have now enabled us to put in second floor electrical, walls and ceilings. We are anxious to complete the second floor for expanded museum space to accommodate accumulated collections. Long range plans call for an atrium connecting the two buildings, with \$10,000 having already been contributed by the Beech Foundation to that end. Can you envision significant historical airplanes displayed under glass, lighted at night, and seen by all Oklahoma City travelers?



This sunrise photo shows the buildings from the opposite or parking lot side. The buildings are located on the back of a six-acre pie-shaped lot which narrows as it reaches the tree-lined airport terminal boulevard. Our street address is 4300 Amelia Earhart Road.

The south wall of the building is all windows on both floors, allowing the lucky board members seated around the circular table who face south to watch the airplanes come and go or the weather develop. We've all heard the phrase, "If you don't like the weather, just wait five minutes." Will Rogers actually said that—and about Oklahoma. The view south includes airport fountains and a huge sculpture of four monster arrows, historically significant in this American Indian country.



As you enter the front door, our membership secretary Cindy Rusher points out historical treasures displayed in the museum area. Along the wall behind her is a display about women astronauts, including several items our astronaut members have carried into space and returned to us—most recently, charter member Louise Thaden's cloth flying helmet.

At the far end of the building is the board room, the Sheldon and Pat Roberts Room, with glass along the entire south wall.



The Trophy Room provides space for a variety of trophies, mostly acquired through air racing. Those on the table are being readied for a formal display and are part of the Edna Gardner Whyte collection; in fact, this is only a third of her spectacular trove.

The Powder Puff Derby race route picture will be moved to another wall to accommodate our newest display. Air racing photos are now being collected for a collage of interesting examples of what goes on in the process of acquiring the trophies which dominate the room.

The trophy room rather sums up the racing mystique—racing is fun, it's exciting, it's surely educational, it hones skills and knowledge, it promotes camaraderie, it enhances the economy and it's rewarding.

As a matter of fact, that pretty well defines The Ninety-Nines and their Headquarters Building/Resource Center.



NEW RATINGS, CERTIFICATES, AWARDS



Sandy Duffy	Minnesota	Comm-, IFR-ME
Chele Gillespie	Australia	Comm
Judy Cadmus	E. Pennsylvania	IFR
Nancy Kyle	E. Pennsylvania	Seaplane
Lois Gionau	Houston	IFR
Jennifer Pekar	Houston	Comm, CFI, CFII
Tina Thomas	Chicago Area	CFII
Marica Higley	Minnesota	CFI-ME
Marcie Smith	Santa Clara	Comm
Belinda Allen	Dallas	Comm-SE, Comm-ME
Etheleyne Harby	FL Firstcoast	IFR
Kelly Poetzman	FL Firstcoast	Comm-ME
Carol Healey	Alameda County	IFR
Dorothy Fujimura	Alameda County	CFI-ME
Ruth Fredericks	Santa Clara	CFII
Robin Anderson	Santa Rosa	Comm
Kris Kaldunski	Santa Rosa	IFR
Berit Lindholm	Santa Rosa	CFI
May Chyle	Tucson	ME, Comm and IFR
Tammy Barron	Gilroy, CA	First Officer in Twin Otter, Scenic Air Lines
Kitty Councilman	Florida Suncoast	IFR
Carol Foy	Austin	Comm
Cindy McIntyre	Pikes Peak	CFI
Denise Hixon	Pikes Peak	Gold Seal CFI
Pam Mahonchak	Pikes Peak	Captain Designate, United Airlines
Stephanie Martin	San Antonio	Comm
Mindy Welsh	Top of Texas	ME
Claire Wilson	E. New England	IFR
Anne Umphrey	E. New England	Helicopter
Steph Epstein	E. New England	ME
Renee Sinicki	N. New England	CFI
Linda Morrison	Greater Seattle	CFI, CFII

WINGS PROGRAM



Wally Funk	Long Beach	XI	Cynthia Pitts	Texas Dogwood	IV
Ilene Helfand	Chicago Area	X	Bonnie Porter	E. New England	IV
Phyllis Webb	Indiana Dunes	X	Marilyn Subach	Phoenix	III
Emmy Hall	Arkansas	X	Barbara Boot	Mt. Shasta	III
Linda Mattingly	Indiana Dunes	VIII	Linda Cain	Old Dominion	III
Mary Lou Falco	NY Capital District	VIII	Bonnie Feather	Texas Dogwood	III
June Bonesteel	Phoenix	VIII	Barbara Martin	San Antonio	II
Jerry A. Jurenka	Texas Dogwood	VIII	Dee Nusbaum	Indiana Dunes	II
Lois Gionau	Houston	VII	Cynthia Grant	Austin	II
Margaret Nelson	Houston	VII	Carol Foy	Austin	II
Joan J. Smith	Minnesota	VII	Shirley White	Phoenix	II
Marcia Gitelman	Finger Lakes	VII	Helen Pillars	San Fernando	II
Margot Eld	E. Pennsylvania	VII	Leslie Jenison	N.E. Kansas	I
Lou Anne Gibson	Long Beach	VII	Carol Moore	Houston	I
Carol Brackley	Houston	VI	Maria Gagliardo	Old Dominion	I
Lois Van Zelf	Mt. Shasta	VI	Marge Shaffer	Old Dominion	I
Reva Carpenter	Carolinas	V	Misti Barrett	Old Dominion	I
Bunny Newman	San Fernando	V	Colleen McGrady	NY Cap. District	I
Zoan Harclerode	Phoenix	V	Donna Lombardo	E. Pennsylvania	I
Tanna Romberg	Phoenix	IV	Katharine Barr	E. New England	I
Toni Patino	Phoenix	IV			

NOTAMS

INTENT TO SEEK ELECTION

From June Leach, Nominating Committee
Chairman

The Elections of Officers and members of the Board of Directors and Nominating Committee will be held in April, 1994. Those wishing to seek election must fill out the Intent To Seek Election Forms found in The Ninety-Nines' Membership Directory. All forms must be postmarked by November 30, 1993 and received by December 14, 1993.

Please send your completed forms to:
June Leach
1005 Tularosa Avenue
Orange, California 92666 U.S.A.
714 532-3207

SCHOLARSHIP

The Amelia Earhart Memorial Scholarship Fund Trustees Announce: A ONE TIME AWARD DONATED BY UNITED AIRLINES THAT ENTITLES THE AWARDEE TO ATTEND (AT A MUTUALLY AGREEABLE TIME) A FLIGHT ENGINEER TRAINING PROGRAM AT THE UNITED AIRLINES FLIGHT CENTER IN DENVER, COLORADO, USA. CONTACT CHARLENE FALKENBERG, CHAIRMAN, OR ANY TRUSTEE FOR FURTHER DETAILS.

International

Women In Aviation Conference

IWIAC, the fifth annual Women In Aviation Conference, is now officially international in scope. With a conference theme of "Women Helping Women In Aviation," the event will be held at Disney's Contemporary Resort in Lake Buena Vista, near Orlando, Florida, on March 10-12, 1994, and will again be under the able leadership of Dr. Peggy Baty, Assistant Vice President and Dean, Parks College of Saint Louis University.

Donna Villas Fisher, nationally known speaker and author, will be the keynote speaker and will address, "Power Networking." Ed Stimpson, president of General Aviation Manufacturers Association, will speak. Pat Wagner, Julie Clark and Linda Meyer will participate in a panel discussion by women in the airshow business. June Morris, founder of Morris Air and the only woman CEO of a regional airline, will also be a featured speaker. Participants will be invited to tour the new "Fantasy of Flight" aviation museum and theme park in Polk City, FL, scheduled to open in the spring of 1994.

During the conference, three women will be inducted into the Women in Aviation Pioneers Hall of Fame: Mary Feik, first woman engineer in research and development in the Air Force's

Air Technical Service Command and a pilot; Evelyn Bryan Johnson, flight instructor with more than 53,000 flight hours, FAA examiner and airport manager at Morristown, Tennessee; and Jessie Woods, whose 65-year career in aviation includes wing walking, piloting and the flight instructing of military pilots for WW II.

Last year's conference drew 540 people from 40 states and several foreign countries. For more information about the 1994 conference, call Parks College: 618 337-7575, extension 299.

WOMEN IN THE MILITARY

Colonel James C. Burdick, Commander 107 Fighter Group, Niagara Falls, New York, wrote in *Thunderbird*, the magazine of the New York Air National Guard, "The 107th Fighter Group is about to embark on a major cultural change following Secretary of Defense Aspin's announcement of 28 April 1993 allowing women in cockpits of our aircraft. It has always been our policy... to place the most qualified person in the cockpits of our aircraft... We are very fortunate to have a highly qualified pilot that meets our standards. Major Jackie Parker was an Air Force Instructor Pilot. She was the first female to graduate from the Air Force Test Pilot School and she has flown many different Air Force aircraft. Major Parker is one of the best and we are proud to have her as a member of the 107th Fighter Group." Named as the first woman fighter pilot in Air Force history, Major Jacqueline S. Parker flies ANG F-16s.

Lt. Col. Patricia Fornes was sworn in as the commander of the 740th Missile Squadron at Minot Air Force Base, North Dakota, making her the first woman in U.S. Air Force history to command a missile squadron. It is the same squadron that her father commanded 20 years ago. Lt. Col. Fornes is in charge of 74 people and five missile launch control centers with 10 Minuteman III missiles each.

2nd Lt. Jeannie Flynn was named the first U.S. woman to begin U.S. Air Force fighter pilot training at Holloman Air Force Base. **KUDOS TO MAJOR JACKIE PARKER, LT. COL. PAT FORNES, and LT. JEANNIE FLYNN!**



Congratulations to NIFA Competitors and Volunteers!

Embry Riddle Aeronautical University of Prescott, Arizona, was awarded the coveted National Championship Trophy at the 1993 National Intercollegiate Flying Association's SAFECON which was held in Killeen, Texas. Second place was garnered by the United States Air Force Academy and Western Michigan University placed third. The Top Woman Pilot award, sponsored by ALL-OHIO Chapter, was given to Louise Ronnerman of the University of North Dakota. Kathy Robinson, ERAU-Prescott, and Luann Schwietzer, ERAU-Prescott, placed second and third, respectively.

RESIDENTIAL AIRPORT DIRECTORY

Publisher Dave Sclair, *General Aviation News and Flyer*, has announced the publication of a 1993 edition of, "Living With Your Plane—Residential Airport Directory." Topping the list is Washington State boasting the most residential airports with 42. Florida is second on the list with 40. The directory, covering name, location, information about the runway and related facilities plus data about homesites, also lists a contact name and telephone number in most instances and contains 20 tabloid pages with 306 individual listings. "This is the most accurate directory of residential airports that has been compiled to date," Sclair said. You can obtain copies (\$5 per copy) or information about the directory from *GANews & Flyer*, #98786, Tacoma, WA 98498.

BUHL FAMILY MEMORIAL SCHOLARSHIP AWARDS

The Long Beach Chapter of The Ninety-Nines, Inc., and the Buhl Family awarded three \$500 scholarships to Kim Barras of Long Beach, Kristine Mizutani of West Covina and Dennis Pendergast of Orange. All three recipients are working on their instrument ratings. The fund was established in memory of Rita Buhl and two of her children, Eileen and Tommy, who left this earth for new horizons on September 14, 1991, as their Cessna 210 crashed off Long Beach Airport. The Buhls were very active members of the aviation and Long Beach communities and all three were licensed pilots. The scholarships are funded by donations from family and friends. For information on next year's scholarships, contact Connie Farmer, Scholarship Chairman, The Ninety-Nines, Inc., P.O. Box 2339, LaHabra, CA 90362.

\$1000 SCHOLARSHIP

The Santa Paula Chapter is pleased to announce a scholarship of \$1000. 1993 marks the 20th year anniversary of the formation of the

please turn the page

NOTAMS, continued

chapter. Members are celebrating by offering this scholarship to a qualified woman pilot to further her aviation education. Pilots with at least 100 hours of PIC time who live in the Southwest Section—CA, NV, AZ, UT, HI—are eligible. The deadline to apply is December 1, 1993. For application and additional information, write: Santa Paula Ninety-Nines, Scholarship Committee, Box 4070, Ventura, CA 93007.

JESSIE WOODS SPACE CAMP SCHOLARSHIP WINNER

Nancy Wright, chairman Suncoast Chapter Aerospace Education, noted that two winners were chosen for the 1993 Jessie Woods Space Camp Scholarship: Angela Millar, 15911 Northlake Village Drive, Odessa, Florida 33556 and Celisse Atkinson, 753 Seminole Blvd, Tarpon Springs, Florida 34689. The competition was based on the theme, "In What Way have Women Influenced the Field of Aviation and Space?" Applicants were judged on an application, letter of recommendation, a biography and an essay in response to the theme. Any Ninety-Nine is invited to write encouragement and congratulations to the girls.

THE 99athon IS COMING!

FREE COLLEGE AEROSPACE EDUCATION INFORMATION PUBLICATION AVAILABLE

The FAA has recently released its 93-Page *POST-SECONDARY AVIATION & SPACE EDUCATION REFERENCE GUIDE*. This work lists over 500 aviation and space program-offering U.S. colleges and universities. Also included are detailed descriptions of 12 collegiate aerospace degree areas and 21 scholarship source possibilities. A copy of the Guide can be obtained by writing: FAA Headquarters, Attn: Mr. Phillip Woodruff/AHT-100, 800 Independence Ave., S.W., Washington, DC 20591.

FLIGHT COMPUTING CATALOG

A FREE 64-page full color catalog offers a complete line of aviation related computer software and peripherals including flight simulation, flight planning and navigation, business and aircraft management and flight games products. "Now customers can be assured that they will receive the same low prices offered by manufacturer's direct outlets and warehouse stores. And they also know they need only make a phone call for all their flight computing needs," says Nancy Palozola, COO Tailwinds Catalog of the Skies, and pilot who, with her mother, Marion Jayne (co-founder of Tailwinds Catalog), won second place in the 1992 'Round the World Air Race.

For your FREE copy, call 1-800-992-7737.

BEST WISHES, SUE PARRISH

After having flown high performance aircraft for almost fifty years, Sue Parrish flew in her last performing season this year. Piloting her distinctive "desert pink" P-40 Warhawk, Sue has been a familiar sight in a roll or a speed dash across air show center during the Warbird portion of EAA's Annual Convention and Fly-In as well as a star attraction of the Kalamazoo Aviation History Museum and air shows throughout Michigan and elsewhere.

Sue learned to fly at the age of 18 in an Aeronca Chief that is displayed at the Air Zoo. Accepted into the WASPs on her 21st birthday, Sue had already amassed impressive credentials—her commercial, instrument and CFI. A graduate of Avenger Field, Sweetwater, Texas in the Class 44-W-6, she became a test pilot, putting returning combat pilots through instrument training as they rotated back to the U.S. from overseas.



To the mother of five and grandmother of fourteen, Happy 70th, Sue, and many delightful returns of your day.

DEERMAN CESSNA, A MUSEUM PIECE

Ruth Deerman, CFI with 3,500 hours and a fixed- and rotary-wing pilot and past president of The Ninety-Nines (1963-1965), has donated her Cessna 140A to the War Eagles Air Museum at Texas' Santa Teresa Airport, according to a photo and article in the El Paso, Texas, *Herald-Post*. The Cessna, "Cotton Clipper Cutie," was built in 1950 and carried Ruth and co-pilot Ruby Hays to victory in the 1954 Powder Puff Derby. The accompanying newspaper article, also on exhibit in the museum and from a 1954 edition of the same *Herald-Post*, headlines, "Determination Wins For Women Fliers." As the line from the song from *Les Miserables* states, "Nothing changes, nothing ever will." The Ninety-Nines salute you, Ruth. When we are in the El Paso area, we'll check out that perky Cessna suspended as if still airborne.

THE 99athon IS COMING!

U.S. D.O.T. Announces Radio-Nav Systems Users Meetings

Users are encouraged to attend the meetings to provide comments for the 1994 plan for U.S. Government-provided GPS, DGPS, Loran-C, Omega, VOR/DME, ILS/MLS, Transit, Radio Beacons.

Dates and Locations:

November 9-10 FAA, Washington, D.C.
November 30 Ohio DOT, Columbus, OH
December 2 Seattle Hilton, WA

For Info about the Fed. Radionavigation Plan:

Elizabeth Carpenter
Volpe Natl Transportation Systems Center
Center for Navigation (DTS-52)
55 Broadway
Cambridge, MA 02142-1093
617 494-2126

60TH Anniversary of the Washington DC Chapter—You're Invited! November 19-21

Tour Dulles Airport Tower, the Air & Space Museum Annex, Smithsonian, with optional tours and many other exciting events, including a gala dinner dance and Sunday's VIP Breakfast Tour at NASM, before the museum opens to the public.

For reservations/information:

Morgen Reeb: 804 493-0518.

HARRIET QUIMBY is the subject of three newly published books: "Her Mentor Was An Albatross," has been written by Henry Holden—his sixth book. Well-known for his highly successful pair, *Ladybirds I* and *Ladybirds II*, on which he collaborated with Captain Lori Griffith, Holden has also written about the DC-3, the Boeing 247, the Ford Trimotors. Holden published Ann Cooper's book, *ON THE WING, Jessie Woods and the Flying Aces Air Circus*. His book on Harriet Quimby is available from Black Hawk Press, call 800 247-6553. All four books about women pilots can still be ordered from Black Hawk. Quimby is also the subject of Ed. Y. Hall's book, *Harriet Quimby: America's First Lady of the Air*. In a companion volume, Dr. Anita Davis has compiled a children's activity book, co-authored with Ed. Y. Hall, titled the same and filled with activities that educate and interest children. Both are available from one source: Honoribus Press, Box. 4872, Spartanburg, SC 29305. The telephone number is: 803 597-4382. A movie starring Brooke Shields is in progress, Dr. Davis reports.

THE CHILDREN'S ART CONTEST NEEDS YOU!

by Sigrid Ramelli

"Flight, Yesterday and Tomorrow," the theme of this year's children's International Aviation Art Contest, inspired thousands of students from 15 countries to express their conception of flight in drawings or paintings. In its sixth year, the contest, which is jointly sponsored by the Federation Aeronautique Internationale (FAI), the U.S. Federal Aviation Administration (FAA), NASA/CARE and the National Aeronautic Association (NAA), has motivated the young of FAI member nations to create works of art and, in the process, to become more familiar with aeronautics, engineering and the sciences.

Beginning with competition at the state level in the United States in January, 1993, more than 10,000 paintings were entered in competition throughout the United States and state winners competed nationally in Washington. Divided into three categories based on age groups, the national winners earned first, second and third place certificates and ribbons. The works of national winners were forwarded for international judging by members of the FAI/CIEA (Comité International Education Aeronautique). Winners at the International level received Gold, Silver and Bronze medals.

This year I had the honor of attending the finals, by invitation from the First Vice President, FAI/CIEA, StD. Klaus Strienz. The judging took place near Munich, Germany, on April 14, 1993, under the guidance of Madame Susie Gebb, Aero Club de France, and Monsieur Max Bishop, president of the FAI/CIEA and Secretary of FAI.

Nine entries from each of the 15 countries competed. The United States entries were awarded four medals. A Gold in the 5 to 8 age group went to Mo Zhang, China; Silver went to Mark Young, USA; and Bronze went to Brandon Simms, USA. In the 9 to 12 age group the top awards went, respectively, to Turkey, Germany and Italy. In the 13 to 16 age group, two Gold medals were awarded for especially outstanding entries—a shared first prize. Nathan Knott, Nebraska, and Kyle Lankford, Oklahoma, shared the honors. Silver went to a student from Switzerland and Bronze to one from Austria.

Special awards were given to Nicholas Rawlings, South Africa, and to Vile Baleb, Czech Republic, for their entries. They had not met the contest entry date or contestants' age limitations, but the quality of their entries earned special recognition.

Believing it to be important for youth to establish positive goals, one member of the American Society of Aviation Art (ASAA), P.J. Walsh, has agreed to be a coordinator for the Children's Aviation Art Contest in the USA. An artist, parent and grandparent himself, P.J. feels that our youthful art and aviation enthusiasts should receive as much encouragement as possible in the form of rewards for their artistic endeavors. In addition to certificates and ribbons, P.J. would like to see the talented young artists receive posters, airplane models, books, introductory flights or even a scholarship available for training programs.

If you are interested in encouraging a budding artist and aviation lover with contributions, please contact P.J. Walsh, 8620 N. 12th Avenue, Phoenix, Arizona 85021 or call 602 943-0522 (H), 602 921-2997 (W) or 602 921-7995 (FAX). □

EVELYN SHARP by Diane Bartels

On January 28, 1993, Evelyn Sharp, a charter member of the Nebraska Chapter of The Ninety-Nines and an original member of the Women's Auxiliary Ferrying Squadron (WAFS), became the first woman to be inducted into the Nebraska Aviation Hall of Fame.

Born on October 20, 1919, Evelyn was one of the youngest pilots in the U.S. when she learned to fly at age fifteen in a Sandhills Nebraska pasture near the beautiful North Loup River. Jack Jefford, a barnstorming pilot who lodged with her parents, gave Evelyn free lessons to help pay for his board and room.

Local business people in Ord, Nebraska, saw promise in this young woman and raised money to put a down payment on a new Taylor Cub. Evelyn repaid them for their well-placed confidence. She barnstormed across her native state, into Iowa and into Kansas in 1938 and 1939, giving rides for a dollar and personally recording over 5,000 names of her passengers.

With an instructor's rating in 1940, she taught in the Civilian Pilot Training Program (CPTP) in South Dakota and California. Over 350 men learned to fly with Evelyn's help, many of them becoming pilots for the Army Air Corps when the United States entered World War II.

In September, 1942, she was invited to join the WAFS, an experimental program designed to free male pilots for combat. Flying everything from trainers to pursuits, she ferried aircraft across the U.S. and into Canada until April 3, 1944. On that day, Evelyn lost an engine on her P-38 while taking off from New Cumberland Airport near Harrisburg, Pennsylvania. She did not survive the ensuing forced landing.

Evelyn was buried in Ord, a half-mile southeast of the airport that now bears her name. Today, at Evelyn Sharp Field, pictures and other memorabilia hang on the walls of the fixed base operator's building. A Nebraska State Historical Marker, commemorating her accomplishments, designates the entrance to the airport. Evelyn Sharp is truly deserving of the honor accorded her by membership in the Nebraska Aviation Hall of Fame.



MEDICAL FACT FROM DR. JUNE MILLS, Penticton, B.C., Canada

Dr. Mills has submitted an interesting article, G and U, to the Ninety-Nine News. Printed in part, watch for the remainder of the article in the November/December issue.

Survival is a vast subject, so I am going to cover only a few aspects. ...One of those aspects is the unwitting use of over the counter (O.T.C.) drugs. There is television high pressure salesmanship on many products, especially the antihistamines. They are widely touted not to cause drowsiness, but to more sensitive persons this is not so, especially to those flying at even low altitudes where the oxygen levels are decreased, even in "pressurized" craft. None is pressurized down to sea level.

In particular, terfenadine (Seldane) has been noted to interact with an antifungal agent ketoconazole to sensitize otherwise normal heart to dangerous changes in rhythm. Thus women with vaginitis (and even their spouses) may be on similar drugs, often once a day as long term therapy, so innocent in itself until some allergic reaction occurs with the need for short term antihistamines. It is my belief that this may occur with any antifungal/antihistamine combination.

The following is excerpted from an article included with Dr. Mills' submission:

AMA alert: Seldane

The combination of two commonly used drugs can cause a rare form of cardiac arrhythmia and possibly even fatal cardiac arrest, according to two studies published recently. The two drugs are terfenadine (e.g. Seldane), an antihistamine that was prescribed more than 16 million times in the U.S. in 1991, and ketoconazole, an oral antifungal agent. The U.S. Food and Drug Administration has identified ketoconazole as a risk factor for cardiac problems when administered with terfenadine....Researchers found that terfenadine fails to metabolize in the system when taken in conjunction with ketoconazole, and the result is an accumulation of a substance that can cause arrhythmias.

New Horizons

ALICE HAMMOND

Graduate of University of Michigan
Attended Curtiss-Wright School of Aviation which became the Grosse Ile Naval Air Station
Became a private pilot in 1931
Won the air race for women in 1933
Participated in 16 Powder Puff Derby air races
Took command of the first and largest women's flying squadron of the Civil Air Patrol
Executive Officer of the Great Lakes Region, CAP
Joined The Ninety-Nines in 1931
Served as an officer on every level
Served as Ninety-Nines President in 1951-1953
Instrumental in founding the AE Scholarship Fund
Served as permanent trustee for the AE Scholarship Committee
Served as Historian for the AE Scholarship Committee
Named one of Michigan's 150 Women of Achievement, 1951
Named one of Michigan's 10 Outstanding Women
Named original member of FAA's Women Advisory Comm. on Aviation by Pres. Lyndon Johnson
Inducted into the Michigan Aviation Hall of Fame in 1990
Died June 28, 1993 at 86 years of age
"Flying made the difference in the life of our ever radiant past-president. She spent her last weekend at the Forest of Friendship, as always lively, perky, and 'for the fun of it!' Goodbye, dear friend!!!" —Charlene Falkenberg

Knowing Alice Hammond was a remarkable experience. Her incredible zest for life was an inspiration to us all. She was a loyal friend, a person with whom you could easily confide, someone who would always listen and genuinely care.

We'll remember her for her great contributions to aviation history and for her service to our community. But we'll also remember her love of gardening, literature and, most of all, her family.

Alice lived every day to its fullest, an attribute we all wish we could boast. Her smile was contagious. She was proud of her independence. Her love for life was as boundless as the atmosphere when she flew. And now we truly believe she is soaring with angels.

Thank you, Alice, for all you've given us. We love you and we'll miss you greatly. —Maryann Gibbons & Donna Vertolli

Alice Hammond's son and daughter have requested that any memorial gift be to either the International Women's Air & Space Museum, IWASM Building Fund, or to the Amelia Earhart Memorial Scholarship Fund. Please send check to: Barbara Hammond Sepenuk, 195 SW Birdshell Road, Portland, Oregon 97219 so that Barbara can write a letter of thanks to each donor. Checks can be sent to Charlene Falkenberg, as well, marked AEMSF for Alice Hammond so that a scholarship can be started in Alice's memory and name.

MARGARET CARSON

On June 9, 1993, after a long illness, Eastern Ontario member Margaret Carson passed away in Miami, Florida. Margaret, once a member of a Florida chapter, divided her time between Ottawa and her southern home.

Despite her desire to fly for the Air Transport Auxiliary in WW II, the RCAF kept Margaret as an Administrative Officer though her pilot's licence was earned in 1940. Upon discharge from the armed services, Margaret devoted much time and energy to civil aviation in Canada. Canadian pilots owe her a debt of gratitude as she was a driving force behind the formation of COPA, Canadian Owners and Pilots Association.

Margaret Carson won the Angel Derby (Orlando, Florida to Welland, Ontario) in 1951. Throughout the '60s she owned and operated Ottawa Aero Services, a flight school and charter business. In later years she worked tirelessly to assist in releasing pilots from Cuba's jails.

Our Chapter has lost a member whose life witnessed significant changes in the position of women pilots everywhere, changes in which Margaret participated fully. She will be sorely missed. *Contributed by Lorna de Blicquy.*

HELEN FARGHER

Helen Fargher, Columbia Gorge Chapter, took off unexpectedly for New Horizons on August 4, 1993. A charter member of the chapter, she served capably in many offices including secretary and newsletter chairman. She and her husband, Walter "Mugs" Fargher had just returned from a flight to Lake Tahoe preceded by a fishing trip in Canada in their C-206.

The Flying Farmers Organization was a major interest for Helen. She was Queen in 1989 and Women of the Year in 1993. She was a skillful pilot and often flew her C-150 to chapter meetings.

Memorial services were held beside the grass strip where she had hosted many 99s' swimming parties with a bounty of food and flowers from her huge garden. The sparkling sunshine over Mt. Hood and the surrounding foothills enabled many to fly in to join family and friends to say good-bye. We will miss her and remember her often. *Contributed by Jeanne Hillis.*

OLIVE ANN BEECH

Olive Ann Beech, who co-founded Beech Aircraft Corporation with her husband the late Walter Beech, died July 6, 1993 at her home in Wichita, Kansas. Financially precocious, the young Olive Ann had a bank account at age seven and, at age 11 was given the responsibility of writing checks and paying the family bills. Employed by the Travel Air Manufacturing Company in 1924, Olive Ann handled the management of the office. Married in 1928, Olive Ann and Walter Beech moved to New York City where Mr. Beech was President of Curtiss-Wright Airplane Company and Vice President in charge of sales of Curtiss-Wright Corporation, returning to Wichita in 1932 to establish Beech Aircraft Company. Their two daughters were born in 1937 and 1940 and Olive Ann became a combined homemaker and businesswoman. When Mr. Beech died suddenly in 1950, Olive Ann was elected President and Chairman of the Board, the new leader of Beech Aircraft.

In her illustrious career, Mrs. Beech was a philanthropist, a patron of art, music, education and religion and a strong supporter of youth. Highly respected for her business acumen, she was appointed to high ranking positions, received many awards in recognition of significant public service, elected into the prestigious Aviation Hall of Fame, conferred with honorary degrees, and well deserving of high praise for her distinguished career.

President of Raytheon and chairman and CEO of Beech Aircraft, Max Bleck, said, "Olive Ann Beech was highly respected, not only as a pioneer in aviation, but also as a leader in business. Her devotion and dedication to Beech Aircraft Corporation and its employees laid the groundwork for the success of the company and its reputation for excellence. She was truly the first lady of aviation." *by Ann Cooper*

Over the Race Course

text and photos by Glenn Buffington

AIR RACE CLASSIC—ARC

The 17th annual Air Race Classic was flown June 22-25, over a 2532.43 statute mile course from Corpus Christi, Texas to Tyler, Texas; Pittsburg, Kansas; Decatur, Illinois; Muscle Shoals, Alabama; Asheville, North Carolina; Morgantown, West Virginia; Binghamton, New York and to the terminus, North Kingstown, Rhode Island. The entry list included 100 pilots, 48 planes, four of which carried a crew of three. Thirteen first time crews were included in the roster and, overall, 27 of the United States were represented. As usual, the race was well handled by the Board of Directors who had to make some difficult decisions. Forty-one crews comprised the summary roster.

Cathy Wappler and Rose Lepore, Texans, rated the winner's circle. They placed ninth in the 1990 ARC and seventh in both the '91 and '92 ARCs. Second place was won by perennials Margaret Ringenberg and Lois Feigenbaum. Veterans Marge Thayer and Ruby Sheldon placed third and last year's winners, Susan Collier and Nancy Toon, were fourth. Mother-Daughter team, Merle and Kimberly Starer, finished in fifth place.



Winners of the 1993 Air Race Classic, Rose Lepore and Cathy Wappler

PALMS TO PINES

The 24th annual Palms to Pines Air Race was flown August 6-8, 1993. The 750 statute mile race was flagged off at Santa Monica, California. A fly-by or landing was made at Modesto and Redding, the RON (Remain Over Night). The Terminus deadline was noon the 7th at Bend, Oregon. The race was sponsored by the Palms Chapter of The Ninety-Nines. San Joaquin Valley Chapter members handled Modesto Airport activities, Mt. Shasta members took care of Redding, and Central Oregon Chapter members did the honors at Bend. Forty-four aircraft carrying 92 participants made the Terminus roster, and 15 pilots entered in the competition were from outside of California.

Lillian Camden, of the race committee along with Claire Walters (Chair and Race Founder) and Nina Laughbaum, said, "The weather was beautiful and the takeoff began on time. Rumor has it that after the last plane took off the weather became a little testy and began drooling white clouds along the shoreline and over the Santa Monica Airport. Not to worry; we were off and beyond the white horizon. No turbulence: smooth as glass. No problems throughout the whole race. Everything was gratifying and pleasurable. NEXT YEAR IS OUR TWENTY-FIFTH!!"

First place winners were Christine Emmons and Susan Chapple. Dené Chabot-Fence and Gloria May were second. Sandy Fisher and Lou Carroll were in third place and in fourth and fifth, respectively, were Gail Swain and Cyndi Gilbert, and June McCormack and Carol Colburn.



Winners of the 1993 Palms to Pines Air Race, Christine Emmons and Susan Chapple

Editor's Note: Air Racing generates interest. Competitors (and Ninety-Nines!) Carla Yancey and Rhea Bastian were photographed and interviewed for the *Herald and News*, the newspaper published in their locale, Klamath Falls, Oregon. Marilyn Moody, whose car license plate reads, "LUV2FLY" competed with Carolyn Carpp in Carpp's Cessna 177. Moody owns a Beechcraft Bonanza that she purchased in 1984. Marilyn, of Greenbank, Washington, recently flew from the Pacific Northwest to the Bahamas for a vacation. Her flying exploits and her competition in the Palms to Pines generated photos and a story in the *Whidbey News-Times* of Whidbey Island in Puget Sound. Congratulations to Carla, Rhea, Carolyn and Marilyn, who represent all of the racing pilots that have competed so ably in air races this year. Happy landings!

Congratulations, too, to Glenn Buffington, writer and historian. Glenn was chosen to receive an Award of Merit of The Ninety-Nines and deservedly so. Glenn has made a significant contribution to aviation history and to The Ninety-Nines. We appreciate his input and his knowledge.

The 99s Career Network

by Jenny Beatty, Project Director

Are you working towards the day when your flying makes cash flow into your bank account instead of out of it? Are you a professional pilot looking for a better flying job? Or are you a 99 interested in helping someone launch her aviation career? Then there is a place for you in the 99s Career Network, a special project of The Ninety-Nines, Inc. The network is comprised of a Job Bank of qualified women professional pilots, a Scholarship Clearinghouse of financial information, and a Mentor Network to link together aspiring Ninety-Nines with successful aviation professionals. These services, described more fully below, are absolutely FREE to 99s members—another one of the perks available to you just for being a part of our special network of women pilots: The Ninety-Nines.

The Job Bank is designed to supplement your job search efforts and to promote professional women pilots in the aviation community. Those of you who are 99s already holding FAA commercial pilot or airline transport pilot certificates are strongly urged to join this computerized databank to increase your exposure to potential employers. The Job Bank has been in existence at International headquarters for a number of years, but we've been busy updating and expanding the database to include much more information about each participant. A promotional effort is underway among corporations, airlines, government agencies, and aviation businesses to spread the word about the many qualified women pilots available for positions. Other companies charge high fees for this type of employment service, but for Ninety-Nines members, this service is free. And when we receive a request for the names of women pilots—you want to be on that list! To participate in the Job Bank, please fill out a new Data Sheet and send it in with a one-page resume. If you were previously a participant, please do the same so that we have complete, current information about your qualifications. Coordination and promotion of the Job Bank is directed by Jenny Beatty, and International headquarters staff maintain the computerized database. Both are sources for the new Data Sheets.

The Scholarship Clearinghouse is a great source of information to 99s members about scholarships and internships which may be available to help finance your aviation career. The Ninety-Nines has long been committed to helping professional women pilots with financial assistance to earn higher ratings and certificates. Our organization is well-known for the Amelia Earhart Memorial Scholarship Fund which distributes several thousands of dollars each year to six to 20 worthy 99s. (If you haven't done so already, you should definitely check it out—the application deadline for the AE Scholarship is rapidly approaching in December.) But did you know that many 99s chapters also offer their own scholarships? Each one has its own criteria for eligibility, and some may even help you get your private license! But that's not all—there are many more scholarships, internships, and loans available to beginning professional pilots from other aviation organizations such as the Whirly-Girls, ISA+21, EAA, and AOPA. With a lot of footwork, you could find this information on your own—but why? The Scholarship Clearinghouse, directed by Carol Hathcock, can provide leads about scholarships and other sources of funding to get you into the air. And if your chapter or section has a scholarship, or if you know of other sources of funding, please pass your tips along.

We all could use some advice and encouragement when we encounter turbulence in our career paths. Yet finding a mentor on your own might not be so easy. Through the Mentor Network, we plan to bring together the many successful women and men in the aviation community within a computerized database. These people will be tapped to become mentors to 99s who aspire to aviation careers, to provide information about climbing the career ladder, and to participate in a speaker's bureau. The Mentor Network is being developed in the Dallas / Fort Worth area by Jacque Boyd, with the aim of being expanded and modified as the project progresses. Your ideas are welcome.

The 99s Career Network also provides referrals to employment agencies, career counselors, aviation organizations, and other resources. A series of articles featuring different aviation careers and highlighting successful aviation professionals is planned. Watch for them in future issues of the *Ninety-Nine News*. For more information, please contact us: 99s Career Network and Job Bank: Jenny Beatty, 2118 Central SE, Albuquerque, NM 87106 Scholarship Clearinghouse: Carol Hathcock, 8382 Abbotshill Road, San Diego, CA 92123; (619) 565-2675 Mentor Network: Jacque Boyd, 1600 Circle Lane, Bedford, TX 76022; (817) 571-3544

About the Directors of the 99s Career Network: Jenny Beatty, former Chairman of the Albuquerque Chapter, flies for a regional airline full-time and job-hunts part-time. Jacque Boyd, Chairman of the South Central Section Careers Committee and former Chairman of the Golden Triangle Chapter, flies a Grumman Tiger, is an adjunct university professor, and owns Aero Infosearch, an independent aviation research service. Carol Hathcock, former Chairman of the San Diego Chapter and a computer design and database management specialist, is a private pilot who flies her Piper Warrior with her co-pilot husband.

Evolution of the 99s Career Network
Or, how I went to Las Vegas and 'won' the leadership of a new project

Early in my flying career, I flew a charter in to a small New Mexico airport and was met by "Are you a 99?" Wally Funk promptly shanghaied me for breakfast and conversation, and she's been a friend, advisor, and mentor ever since. This is networking at its most basic level, and has its roots in one of the founding tenets of The Ninety-Nines when it was formed in 1929: women pilots helping each other find flying jobs.

But there has been a lack of formal, organized support for professional women pilots. They have been set adrift in limbo, challenged with transforming themselves from 250-hour CFIs into 2500-hour ATPs. Many of these women pilots are out there alone; if they've heard of The Ninety-Nines at all, they feel that it has little to offer them for the cost of dues. Let's face it, despite our many programs, The Ninety-Nines still has the image of being a mostly social organization. So why is it that school-age kids have career days sponsored by the 99s, private pilots have AOPA, "pale male" corporate pilots have the good-ol'-boys network, and airline pilots have employment agencies like FAPA? Why don't we 99s do something for professional women pilots ourselves?

These were my thoughts when I attended the International Women in Aviation Conference in Las Vegas in March of 1992, a fantastic event organized by Peggy Baty, Dean of Parks College. During a free-form open session with a group of pilots like me, including fellow 99 and computer nut Jacque Boyd, we discussed these issues and developed a plan for a network. Me and my big mouth: I soon found myself leading a new project. In the following months, and with the input of many 99s, Jacque and I launched a computer-based network to help link together the growing number of women pilots entering the aviation industry.

As a part of The Ninety-Nines, the 99s Career Network will reach the greatest number of women pilots, and at the same time could increase membership among new pilots, the majority of whom are learning to fly as a vocation. The 99s Career Network received strong support from the International Board of Directors, particularly President Lu Hollander, Doris Abbate, and the late Bonnie Gann, and was approved last fall as a special project of The Ninety-Nines. Designated the Board liaison to the project, Bonnie jumped in with both feet and became a vital source of ideas. Her contribution was tremendous because of her unique combination of computer savvy, attention to detail, and ability to see the big picture. Her death early this year was a blow, and we all feel her loss.

As we look ahead, the 99s Career Network has nearly unlimited potential for The Ninety-Nines, both for individual members and the organization as a whole. The Network has already expanded with Carol Hathcock bringing her talent to the task of organizing the Scholarship Clearinghouse. We hope to grow to include more information about time-building jobs for low-time pilots, and perhaps branch into related aviation fields such as maintenance. By utilizing the resources and expertise of talented 99s, and working in coordination with other aviation organizations, the 99s Career Network will help link together and mentor the next generation of women pilots. Be a part of it. That's what The Ninety-Nines is all about.



99s Career Network Job Bank

Instructions

Return completed Data Sheet with a current one-page resume suitable for photocopying and sending to interested firms.
Send in an updated Data Sheet and resume within six months, or sooner if qualifications change significantly.

- ☐ New Job Bank Participant
- ☐ Update (must include all personal data, signature, and date)

Personal Data

First Name	Middle	Last Name	
Mailing Address		City, State	ZIP Code
Home Phone Number		Work Phone Number	
Ninety-Nines Member Number		FAA Pilot Certificate Number	
Willing to relocate?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Legal to work in the US?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	

College Education

- ☐ Some college
 - ☐ Two-year degree
 - ☐ Four-year degree
 - ☐ Masters degree
- Type of degree and major: _____

FAA Certificates and Ratings

Check all that apply

- ☐ Medical Certificate: ☐ First Class ☐ Second Class
- ☐ Commercial Pilot: ☐ Instrument ☐ ASEL ☐ AMEL ☐ Helicopter
- ☐ Airline Transport Pilot: ☐ ASEL ☐ AMEL ☐ Helicopter
- ☐ Aircraft Type Ratings: _____
- ☐ Flight Instructor: ☐ SE ☐ ME ☐ Instrument ☐ Helicopter
- ☐ Ground Instructor: ☐ Basic ☐ Advanced ☐ Instrument
- ☐ Flight Engineer: ☐ Recip ☐ Turboprop ☐ Turbojet
- ☐ Mechanic: ☐ Airframe ☐ Powerplant ☐ Inspector Authorization
- ☐ Aircraft Dispatcher: Type: _____
- ☐ Written Exams: ☐ Airline Transport Pilot ☐ Flight Engineer
- ☐ Other: _____

Aviation Experience

Check all that apply

- | | | | |
|---|--|--|--|
| <input type="checkbox"/> Military Pilot: | <input type="checkbox"/> Aircraft Commander | <input type="checkbox"/> Co-Pilot | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Civilian Pilot: | <input type="checkbox"/> Part 141 | <input type="checkbox"/> Part 135 | <input type="checkbox"/> Part 121 |
| <input type="checkbox"/> Cargo: | <input type="checkbox"/> Recip | <input type="checkbox"/> Turboprop | <input type="checkbox"/> Turbojet |
| <input type="checkbox"/> Passenger Charter: | <input type="checkbox"/> Recip | <input type="checkbox"/> Turboprop | <input type="checkbox"/> Turbojet |
| <input type="checkbox"/> Corporate: | <input type="checkbox"/> Recip | <input type="checkbox"/> Turboprop | <input type="checkbox"/> Turbojet |
| <input type="checkbox"/> Airline: | <input type="checkbox"/> Recip | <input type="checkbox"/> Turboprop | <input type="checkbox"/> Turbojet |
| <input type="checkbox"/> Flight Instructor | <input type="checkbox"/> Chief Flight Instructor | <input type="checkbox"/> Chief Pilot | <input type="checkbox"/> Check Airman / DE |
| <input type="checkbox"/> Pipeline Patrol | <input type="checkbox"/> Aerial Photography | <input type="checkbox"/> Agricultural | |
| <input type="checkbox"/> Banner/Glider Tow | <input type="checkbox"/> Scenic Tours | <input type="checkbox"/> Air Ambulance | |
| <input type="checkbox"/> Other: _____ | | | |

Flight Time

List flight time rounded to the nearest hour

_____ Total hours	_____ Last Six Months	_____ Actual IFR
_____ PIC	_____ SIC	_____ FE
_____ ASEL	_____ AMEL	_____ Helicopter
		_____ Turbine

Career Goal

- ☐ Charter Pilot ☐ Corporate Pilot ☐ Professional Flight Instructor ☐ Airline Pilot
- ☐ Aviation Management: _____
- ☐ Military Branch: _____
- ☐ Government Agency: _____
- ☐ Other: _____

Release

I certify that I am a member in good standing of The Ninety-Nines, Inc., possess a valid FAA Commercial Pilot or Airline Transport Pilot Certificate, and can legally work in the United States. I understand that my participation in the 99s Career Network Job Bank is voluntary, and that my name and employment information can be removed from the Job Bank if my Ninety-Nines membership lapses, if more than one year passes since my last update, or upon my written request. I authorize The Ninety-Nines, Inc. to release to interested firms the information contained in this Data Sheet, in the enclosed resume, and in future updates. I also authorize The Ninety-Nines, Inc. to utilize this same information, with my name and personal data removed, for research and promotional purposes.

Signature _____

Date _____

Send with resume to:

99s Career Network Job Bank
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7/93

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