

NEWS

Ninety-Nine



**Diana Nichols with completed kit plane. Story on page 5.
Convention information • Candidates for election**

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Ninety-Nine NEWS

The International
Women Pilots Magazine

March/April 1994
Vol. 20, No. 2

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Building An Avid Flyer
DIANA NICHOLS

Cover photo by Jaye Howes/Cal Photo

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Ninety-Nines Goal

EVER-EXPANDING MEMBERSHIP

to perpetuate our Organization and Purpose
and to provide an ever-increasing resource
for the support and advancement of our mem-
bers' pursuits in and contributions to aviation.

1994

MARCH

18-19 Northwest Winter Board
Boise, Idaho
Anita Lewis
208-377-9244

24-27 Board Meeting
Oklahoma City, Okla.
Lu Hollander
405-942-2260

APRIL

6-10 NCASE
Norfolk, Va.
Beverley Sharp
703-620-3558

9-16 Sun & Fun EAA
Lakeland, Fla.
Barbara Sierchio
813-347-8045

15-17 South Central Section
Fort Worth, Texas
Kelly Hughes
817-428-9617

22-24 Southeast Section
Chattanooga, Tenn.
Nancy Wright
813-937-0561

23 Greasy Thumb Seminar
LaVerne/Brackett, Calif.
Linda Martin
909-594-5611

29-5/1 North Central Section
Harvey, Ill.
Gini Sutherland
313-642-8256

29-30 Mid-Atlantic Section
Bethlehem, Pa.
Gayl Henze
215-843-6456

29-30 West Canada Section
Vancouver, B.C.
Joan Lynum
608-596-7360

MAY

6-8 Transatlantic Flight
Seminar
Kansas City, Mo.
Ruth Stafford
816-578-4161

10-12 ISA+21
Vancouver, B.C.
Terri Donner
502-245-9121

13-15 NY-NJ Section
Albany, N.Y.
Harriet Bregman
518-273-6039

14 New England Poker Run
Fitchburg, Mass.
Hut Ferree
802-362-4853

17-21 NIFA
St. Louis, Mo.
Jan Maxwell
903-297-8860

20-22 GDAC Pinch Hitter
Ann Arbor, Mich.
Dotty Gillis
313-851-3240

20-21 Southwest Section
Tempe, Ariz.
Stacy Hamm
602-661-1449

27-28 New England Section
Laconia, N.H.
Hut Ferree
802-362-4853

27-29 East Canada Section
Ottawa, Ontario
Cathy Fraser
514-694-8658

27-29 West Coast Antique Fly-In
Watsonville, Calif.
Pam Cox
408-496-9559

JUNE

8 Cayman Is. Aviation Week
Grand Cayman
Marilyn Smith
800-346-3313

10-12 Illi-Nines 25th Air Race
Mattoon, Ill.
Mary Lou Mueller
708-397-9004

10-12 Buckeye Air Race
Ashland, Ohio
Ruth Hawks
419-289-0097

10-12 Kalamazoo Air Show
Kalamazoo, Mich.
616-381-1692

11 Northeast Kan. Poker Run
Topeka, Kan.
Brooks Powell
913-232-2819

17-19 Forest of Friendship
Atchison, Kan.
Fay Gillis Wells
703-960-4632

22-25 Air Race Classic
Barbara Lewis
512-289-1101

26 P&N Fly-In
Marion, Iowa
Jan Walton
319-377-0457

JULY

5-10 Ninety-Nines
International Convention
Norfolk, Va.
Bobbie McAdam
301-531-5228

27-8/5 EAA Air Show
Oshkosh, Wis.
Cathy Mayr
414-648-5092

AUGUST

5-6 Palms to Pines Air Race
Santa Monica, Calif.
Claire Walters
310-397-2731

7-20 8th World Congress
Birmingham, England
Diane Cozzi
708-425-4505

19-20 Okie Derby
Oklahoma City, Okla.
Helen Holbird
405-942-6308

SEPTEMBER

9-11 Garden State 300 Race
TBA
Julie Collinge
718-698-8096

15-18 Reno Air Races
Reno, Nev.

17 High Country Poker Run
Western Colo.
Judy Humphries
303-242-0261

30-10/2 West Canada Section
Richmond, B. C.
Joan Lynum
604-596-7360

OCTOBER

6-9 Northwest Section
Sun Valley, Idaho
Anita Lewis
208-377-9244

7-9 North Central Section
Fort Wayne, Ind.
Gini Sutherland
313-642-8256

14-15 Mid-Atlantic Section
Philadelphia, Pa.
Gayl Henze
215-843-6456

28-30 Southeast/SouthCentral
New Orleans, La.
Pat Ward or
Jamie Gonzales
504-924-3303

TBA East Canada Section
Ottawa, Ontario
Cathy Fraser
514-694-8658

TBA Intl. Aviation Womens
Assoc. Conference
Washington, D.C.
Cecile Hatfield
305-895-3330

1995

MARCH

28-4/2 Australia/New Zealand
Women in Aviation Rally
Adelaide, Australia
Barbara Collins
08-379-8527

APRIL

9-15 Sun & Fun EAA
Lakeland, Fla.

MAY

TBA Southwest Section
Rohnert Park, Calif.
Stacy Hamm
602-661-1449

TBA NCASE
San Diego, Calif.

TBA Southeast Section
St. Petersburg, Fla.
Nancy Wright
813-937-0561

JULY

5-8 Ninety-Nines
International Convention
Halifax, Nova Scotia
Sue Ehrlander
519-448-1567

**TO LIST A MEETING OR AVIATION
ACTIVITY, WRITE OR FAX:**

Doris Abbate
International Date Coordinator
2 Exeter Place
Glen Head, NY 11545
U.S.A.
Fax 516-676-7971

Please indicate the name and
location of the event and the
phone and fax numbers of the
Ninety-Nine contact. Dates are
perpetual until they expire or
until written notice is received
of their cancellation.

LU HOLLANDER

"How did you happen to take up flying?"

WHILE PREPARING FOR A SPEECH to present at the Northwest Aviation Trade Show and Conference,

I've had occasion to spend some research time in our archives and library at International Headquarters. What an amazing collection of information, photographs and other memorabilia we have!

I thought you might enjoy the following item, excerpted from Number 27 in a series of press releases about women pilots written by Clara Trenckmann for the Curtiss Wright Corporation, this one dated March 16, 1930.

"Every woman pilot and flying student has at one time or another been asked one certain question... 'How did you happen to take up flying?'" Here are some of the answers given at that time.

- It's more fun than golf or tennis or swimming.
- Flying has always fascinated me.
- It is the most interesting way to make a living.
- Flying is the fastest way to go places.
- It is good for an inferiority complex.
- It is good for a Narcissus complex.
- Flying takes you out into the fresh air.
- I fell in love with an aviator.
- Lindbergh flew the Atlantic.
- You get on speaking terms with the sky, and the wind.
- There are so many interesting people in aviation.
- My brother bet me I couldn't learn.
- It's a good clean sport.
- It's more fun than anything else in the world.

I think it's appropriate to assume that our responses today—64 years later—would be quite similar in content.

Membership campaign underway

Please join me and all your leaders in extending full support to our six-month membership campaign, "1,000 more in '94."

Each of you can make a significant contribution to the 99s by bringing just one new member into the organization, or by contacting someone who's drifted away and encouraging her to reinstate.

In 1929, our founders contacted an audience of 117 women pilots; they gained 84 percent of that available membership source to form the 99s.

Today, we have an available audience of over 20,000 women pilots who aren't 99s—women we can contact and invite to share our objectives as an organization. At our current membership of 6,500, we comprise about 24 percent of today's women licensed pilots. If each of us were to contact four prospective members in the next few months, we could reach all those non-99s.

That's easy! Not much of a hill for a climber, as the saying goes. If each one of us contacts and brings aboard only one prospective member or reinstate-

ment, we'll have gained more than six times our goal of "1,000 More in '94."

Complete details can be found in the January-February issue of the *Ninety-Nine News*. Let's go for it—"1,000 More in '94." We can do it!

Please welcome new International Committee Chairmen Toni Brown, Aerospace Education; Jennifer Caine, 66 Chair; and Barbara Mead, who will be working on Ways and Means. ✨



You can make a significant contribution by bringing just one new member into the 99s.

COVER STORY

Building an Avid Flyer

BY DIANA NICHOLS
San Fernando Valley Chapter

IMUST HAVE BEEN BORN with this desire to be around airplanes. I built model airplanes from the age of 8. While my sisters were playing with dolls, I was launching gliders and rubber band powered wood and tissue aircraft into the sky.

When I saw the ad for the Avid Flyer kit plane, I had a very good feeling about it. The Avid Flyer won "Best New Design" at Oshkosh in 1983. The easy-to-fold wings and towability of the aircraft makes it perfect for the pilot who can't afford the high cost of a hangar here in the Los Angeles area. I keep the Avid in my two-car garage.

I also liked the Avid Flyer because it was tube and fabric construction which is easy to work with and provides a very safe framework. You can have a speedwing/aerobatic model or



"Building your own airplane is a very rewarding experience. It really gives you something special in the air."

a STOL/heavyhauler just by changing the wings. Seventy-five percent of the kits sold are taildraggers but the nose gear option is there for those who prefer that type of landing gear.

The kit is very complete and all the builder has to buy is the

continued on page 8

A Busy Month

LORETTA GRAGG, EXECUTIVE DIRECTOR

OUR MEMBERSHIP DRIVE has begun with a bang and Headquarters is already receiving applications using the \$5.00 rebate coupons. A list of new members may be found on page 15.

Marilyn Smith, membership chairman, is planning to contact all members who have not renewed their membership over the past several years. She will be sending them a letter with a questionnaire and a copy of the latest *Ninety-Nine News*.

If you know any of these pilots in your chapter who have not renewed their membership, please give them a call and encourage them to renew. We want them back.

Jayne Loader of Ft. Worth, Texas, a delightful young woman, arrived at Headquarters to do some research on the current favorite topic of this season: The 1929 Air Derby. Her research will be used for her first nonfiction book, tentatively titled *Flygirls: The Story of the Women's Air Derby*.

Jayne's two-day visit coincided beautifully with the arrival of the Louise Thaden limited edition T-shirts (now on sale at Headquarters). Jayne was thrilled with the replication of the actual telegram Louise sent to her mother from Cleveland dated August 26, 1929, 3:40 p.m.: "Landed OK Cleveland. First. Love Louise."

Louise Thaden was the fourth woman in the U.S. to receive a transport license in 1929, No. 1943. In 1936, teaming up with Blanche Noyes, she won the Bendix Transcontinental Race, New York to Los Angeles. Winning this race in the first year that women were "permitted" to enter was the highlight of her aviation career.

Louise's daughter, Pat Webb, and her granddaughter, Terry vonThaden, are both 99s. Her flight helmet, taken into space by



Jayne Loader at Headquarters researching material for her book.



Robert Triplett mounting movable panels.

99 astronaut Linda Godwin on STS 37, April 5-11, 1992, was presented to the 99s at the International Convention in July of 1992, is on display at Headquarters. Our sincere thanks to her children Pat Webb and Bill Thaden, both pilots.

In February, Gene Nora Jessen, our Resource Center Director, returned to headquarters to complete the Jessie Woods photo collection display.

Wingwalker and pioneer aviator Jessie Woods' career is commemorated by the photos given to Headquarters along with the display by the Northwest Section. Jessie taught herself to walk and sit on the wings while her pilot husband did barrel rolls and loops. Overcoming her dislike of airplanes, she performed gymnastics on a rope ladder hanging beneath the plane. "Once I got the feel of the plane," she said, "once it became a part of me, I loved it." She never again used any safety ropes or, if possible, any parachutes. This collection was on display in February thanks to the Northwest Section.

The condensed minutes of the 1993 business meeting were mailed to all chapters and sections in February. ✧

INTERNATIONAL BOARD REPORT

Talking Directly

CAROLYN C. CARPP, INTERNATIONAL DIRECTOR

YOUR INTERNATIONAL Board of Directors communicates often by individual phone, fax and letters, but there are times between the regularly scheduled meetings in Oklahoma City when we must talk to each other directly through a conference call.

This is a sharing of information and discussion regarding current issues, often followed by a motion and a vote. Just such a conference call occurred on January 6. In addition to the elected Board of Directors, on line were Loretta Gragg, Executive Director; Cathy Fraser, Council of Governors Spokesperson; and Marilyn Smith, Facilitator and Membership Chairman.

Once again focusing on the Goal—Ever Increasing Membership—the Board determined to make decisions by applying the process and discussing issues at length before taking a vote.

Booths promoting the Ninety-Nines at the Women in Aviation Conference, National Congress on Aviation and Space Education and EAA-Oshkosh were approved unanimously. The

Board hopes that local Ninety-Nines will volunteer to participate in these activities.

The Board also approved the new membership drive: 1,000 more in '94! as presented by Membership Chairman, Marilyn Smith. Detailed information will appear in *Ninety-Nine News* and the monthly mailings to Chapter Chairmen and Governors.

Regarding the Amelia Earhart Birthplace Museum, the Board voted to relieve Pamela Mahonchak of her responsibilities as Chairman of the Board of Administrators. The Board also voted to have President Hollander contact legal counsel, Larry Cassil, regarding changes in or an addendum to the Museum Coordinator Agreement. This agreement provides for Ninety-Nines to participate in the selection of a Museum Coordinator for all of the museums in Atchison, Kan.

President Hollander will serve as interim representative to the Atchison Advisory Board for the Museums until the 1994 Spring Board Meeting. Any questions regarding the Amelia Earhart Birthplace Museum should be directed to her.

The next meeting of the Board of Directors is scheduled for March 24-27. We welcome your thoughts and ideas as we continue to work together. ✧

New Directions

BETTY ROWLEY, EDITOR

RESPONSE TO THE NEW LOOK has been very positive. Many of you have written, called or faxed your approval—and I truly do appreciate your kind words.

I've talked to quite a few members on the phone and I've enjoyed the January and February luncheon meetings with the Kansas Chapter. So I feel more comfortable with the job you've chosen me to do.

As you have observed in the Jan/Feb issue, the magazine is now organized into several categories or departments.

Some of the regular category headings you'll find in the "Grass Roots" section (formerly Section News) are: Ratings and Wings; Races, Rallies and Reunions; Fairs and Fly-ins; New Horizons; Youth Education, Achievers and Scholarships.

Essays of not more than 500 words on any aviation related subject will be used as space allows. Include a photo of yourself if you like.

It would be very much appreciated if you would double-space your articles and mark the name of the category you're sending them for at the top of the page, along with your name and Chapter. Your phone and/or fax number is helpful in case I need to request more information but as a general rule, it would not be published unless it is necessary for a response directly to you from the membership.

Good clear black and white or color snapshots are needed—but please don't send me originals because I can't guarantee they would be returned. (Photos usually pass through many hands before they find their way back to me.)

Photos should be *labeled* on the back with names of any people included, and a line or two about what the people are doing and where the photo was taken.

You'll notice in this issue that we have given a considerable amount of attention to youth education. For our next issue, articles about companion courses, safety seminars, and proficiency classes are especially welcome.

If your Chapter has had an unusually successful fundraising activity, share how you did it.

We've had requests to hear more about interesting and out-of-the-ordinary vacation spots with airstrips nearby. Articles related to personal flying experiences have lots of appeal to many members.

Please be sure that the facts presented in your articles cover the who, what, when and where—and we'll do our very best to fit what you send into the magazine.

Letters to the editor are most welcome. Any corrections and/or comments on *previously published material* will be published in this space.

Please bear in mind that it's an editor's responsibility to edit for clarity and to trim where necessary to allow the text to fit into the space available—while retaining the intent and flavor of the letters. So sometimes, even though you've written an extremely well thought out and carefully constructed article or letter, when it comes to fitting type in the column and making it look good, sometimes a word or a paragraph or even a whole page or more may not fit.

Every other month, *Ninety-Nine News* finds its way into almost 7,000 homes and businesses all over the world. I hope there will be news you can use in each issue.

The next deadline is April 1. No foolin'.



I hope there will be news you can use in each issue of this magazine.

LETTERS

THE *NINETY-NINE NEWS* looks great! Thanks. —*Gene Nora Jessen*, Idaho Chapter

JAN/FEB ISSUE LOOKED outstanding. —*Dave Sclair*, General Aviation News & Flyer.

YOU ARE DOING GREAT with the *Ninety-Nine News*. I love it! —*Carolyn C. Carpp*, International Director

THIS *NINETY-NINE NEWS* is outstanding, well organized, pure quality and class. Congratulations and thank you for a beautiful effort. —*Jan Mauritsen*, Tulsa Chapter

THE XXI ISSUE of the *Ninety-Nine News* looks great and thanks for including "our" piece regarding the Mile High Air Derby. I'm

sure the gals appreciate the coverage. —*Glenn Buffington*, El Dorado, Ark.

THE JAN/FEB ISSUE of *Ninety-Nine News* is magnificent, and a class act. I like the slick paper, the headings, the layout and the ease in reading. I guess I just plain like it. It certainly is nice to know that we are being kept up to date on happenings within our organization and the field of general aviation. Is it possible to have certain articles or reports every month, such as Forum, Legislation, Membership and the feature articles from different guest writers such as The Wright Stuff? —*Lois Feigenbaum*, Past International President, Cape Girardeau Chapter

IT WAS WITH SADNESS and nostalgia that I read that Pat

Gladney of Santa Clara Valley Chapter had gone to New Horizons.

It was Pat, as a CAA designee, who gave me my private license in 1948. Although it has been 44 years since that day in October, I can remember every minute of the flight in the Aeronca Champ and my elation when she signed that coveted ticket. I was 21 at the time, and stationed at San Francisco while finishing up a four-year hitch in the Marines. I was surprised that my examiner was a woman but I wanted the license so badly that I readily accepted her authority and expertise.

Our paths crossed several times over the years at 99 functions and she was always special to me because we had shared a memorable moment in my life. That ticket opened up wonderful opportunities for me and also for

my wife Doris who followed along by obtaining her license in 1960

Only those of us who have been given the wonderful opportunity to experience flight can really appreciate the beauty of the world that we live in. Thanks a million, Pat. I have loved every minute I have logged. I know that wherever you are, you can reach out and touch the face of God.

—*Rex H. Minter*, 49 1/2, San Fernando Valley Chapter

Letters to the Editor, with the writer's name and Chapter should be sent to Betty Rowley, 807 N. Waco, Suite 22, Wichita, KS 67203 or faxed to 316-263-7350. Letters may be edited for space and clarity.

color paint and whatever avionics she desires. I added a lot of custom touches as does every builder. I put a wood facing on the fiberglass instrument panel and mounted the instruments from the front. This gives an antique look and allows easy access to the instruments.

Ease of maintenance. As an A&P mechanic, I was building with ease of maintenance in mind. I have a King KX99 nav/comm, Foster 500 Loran, King Mode C transponder and an intercom. I added a vertical card compass, electric turn coordinator, rate of climb, volt/amp meter, electric hobbs and an electric emergency fuel pump. I also installed a cigarette lighter adapter for charging the battery or using the battery to charge the handheld radio.

I started the project in March 1990 and it was essentially finished by March 1993. I actually built two or three airplanes—if you count all the times I changed my mind about what I wanted. I strongly suggest that anyone building an airplane have a good project plan to work by. Read the builder's manual and *be sure* you understand what is to be done *before* starting any task.



Avid is easy to tow behind a small pickup.

Kits are economical. Kits have made building your own airplane a very economical way to get airborne, but it still requires an understanding of mechanics and safe building principles.

I was asked to display the plane at the Van Nuys Air Expo in August 1993. The theme was "Women in Aviation" and our San Fernando Valley Chapter was there in force. Paula Sandling with a Stinson Dakota, Bertie Duffy with her Stearman and me with the Avid Flyer all had our aircraft lined up for over 200,000 people to view and ask us questions.

Most of the aircraft there were military and many of the women pilots and air crew visited with us. The Chapter had a huge display in the hangar with lots of photos and videos about women in aviation history, careers in aviation and the 99s.

The Friday before the show I rolled my airplane beside an F-15 and Bertie got some great photos. The airplane was towed to Van Nuys with no problems except for a lot of stares from other motorists. It is probably the next best thing to actually having an "air-car."

Easy to load. I have no problem loading the aircraft on or off the trailer by myself. Folding the wings is a simple matter of pulling a pin at the leading edge attach point and swinging the wing back, then securing braces for travel. The whole process takes about 10 minutes.



F-15 and Avid Flyer at Van Nuys Air Expo.

Even if you decide not to keep the plane at home, the folding wings allow you to tie down under the wing of a C-172 or use a corner of a hangar. The folded dimensions are 8 feet x 17 feet. The airplane is 5 feet, 7 inches at the highest.

It took the FAA six weeks to come out and inspect the plane for its airworthiness certificate. The FAA inspector said his mother had been a 99 in the southern California area so I knew there would be no problems with getting the certificate. I did the one hour engine break-in run on the two-stroke Rotax engine that afternoon.

Specs and performance. There are a variety of engines that can be installed in an Avid Flyer. I have the 65 HP, liquid cooled Rotax 532. The Rotax has become a very reliable engine for these light kit planes. It is also economical to operate. Fuel burn is 3.5 to 4.5 gph and uses auto gas or 100LL avgas. The cruise of the speedwing Avid Flyer is 115 mph. With two wing tanks holding 36 gallons, you can go a long way.

My airplane weighed in at 508 lb. empty even with all the "extras." I have the large tundra tires, but floats or skis can easily be attached. Stall is about 35 mph and even the speedwing has unbelievable short field takeoff and landing performance. The flaperons allow for 100 foot takeoff rolls for getting into those tight mountain strips. An Avid Flyer was flown to the North Pole as a testament to its ruggedness and versatility.

Most of the extras I gave my "C" model are now standard on the Mark IV Avid Flyer. The airplane is painted in a World War II trainer aircraft scheme. I wanted to paint it like that to honor the WASPS and the women military mechanics of WWII.

Avid rep for 99s. Avid Aircraft President, Charles "Tuna" De'Rego has named me as the Avid representative to the 99s. I'm always available to answer any questions 99s have about any of the Avid Flyer models. I have also written a project planning guide for those who want to organize the building of their kit plane. The next Avid Flyer I build will go together a lot quicker.

Every year for the past 10 years, the home built aircraft market has produced more aircraft than Cessna, Beech, Piper, etc. If it were not for these custom builders, general aviation would be history in this country.

Building your own airplane is a very rewarding experience. It really gives you something special in the air.

Diana earned her pilot certificate in September 1977 and her A&P in 1978. She is writing a book about her experience in building her own plane from a kit.

Position Statements

In 1994, all international candidates have the option of preparing a position statement of no more than 500 words. Their own words follow.

AS CHAIRMAN of the Nominating Committee of The Ninety-Nines, Inc., such committee consisting of myself, and Peggy Blinco, Harriet Fuller, Marie Oswald and Nancy Wright, I am pleased to provide the names and chapter affiliations of the candidates whose names will appear on the ballot. Ballots will be mailed to all members on April 1; returned by June 1 postmark.—*June Leach*

President

Doris Abbate, Long Island
Joyce Wells, Bay Cities

Vice President

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Alexis Koehler, Florida Spaceport

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A. Lee Orr, Blue Ridge

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Old Dominion
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Betty Prakken, Columbia Cascade
Vicki Lynn Sherman,
Florida Spaceport
Mae Smith, Long Island
Virginia Sutherland,
Greater Detroit Area
Shirley Winn, Sacramento Valley

The following Ninety-Nines are also eligible for the Nominating Committee. Their names will appear on the ballot as write-in candidates. (The Nominating Committee had to make choices because members must be from different sections.)

Write-in Candidates for Nominating Committee

Barbara Evans, Livermore Valley
Louise White, Blue Ridge



**For President
DORIS ABBATE**

What I stand for as president.

On this CAVU day in New York, November 2, 1993, I'm fueled by flight and democracy. Another 99 astronaut lands in a record breaking space flight as national elections end. More women claim space and government jobs! Accessible, accountable people, many of them women, are winning, yet headlines report precise vote counts.

It's amazing what we can accomplish when we work together! Let's bring the best of 99s history into the 21st century: Camaraderie, networking, trust, roots, variety, harmony and unity.

Cast your ballots for a focused flight plan in charter 99s' footsteps to benefit joint ventures, mutual support and mutual respect. I'm cleared for takeoff, ready and willing to dedicate my time and energy to represent you. My compass is set for a cohesive board and organization. My agenda is your agenda.

Let's put our lion's share of time and money into member needs, the smorgasbord of aviation programs and expanding worldwide network. In all phases of our organization, *your* resources are key.

Helping each other, 99s opened big doors. Women, motivated by flight, challenge and fun, accomplished their reason to unite 65 years ago. Many women without recognition planted our roots firmly in history. Many mold our

image by accomplishments, big and small. Ninety-Nines first purpose, "to provide a close relationship among women pilots, and to unite them in any movement that may be for their benefit, or for aviation in general," holds true.

*Coordinate. Cooperate.
Communicate.*

I hear you loud and clear. I support more two-way transmissions too: Monthly *Ninety-Nine News*, calendar, archives, grassroots oral histories, resource center, AE birthplace, headquarters, annual directory, awards and committees, conservative conventions with time for business, aviation and camaraderie, moderate dues and forthright interim reports—financial, minutes, etc.

Participatory management brings trust in the system and in each other. I'll encourage open board meetings, volunteer talent, energy and viewpoints. I'll implement your collective wishes and be your enthusiastic spokesperson.

Protect precious freedom of expression. General Henry Martyn Robert, author of Robert's Rules of Order, is known as "The Great Peacemaker." I agree: "The Great lesson for democracies is for the majority to give to the minority, a full and free opportunity to present their side, and then for the minority, having failed to win a majority to their view, gracefully to submit, and to recognize the action as that of the entire organization and then cheerfully to assist in carrying it out."

*Enthusiastic. Dedicated.
Experienced.*

- Long Island: Life Member. Active for 33 years.
- International: Secretary, Director, Nominating Committee, Governors' Liaison, Perpetual Calendar, USPFT, WPFC.
- NY-NJ Section: Governor, Vice Governor, Secretary, Treasurer, Bylaws.
- Professional registered parliamentarian; PRP #6891, National Association Parliamentarians.

• Retired owner of three manufacturing corporations; operator, comptroller.

Your vote for Doris Abbate strengthens our commitment to grassroots 99s who renew year after year. You are key to sustaining our foundation. Thank you for the chance to serve the 99s and for your tremendous encouragement to work *for* you and *with* you. Let's touch base often. More later...



**For President
JOYCE WELLS**

"Joyce Wells doesn't equate flamboyant or dazzling but, rather, dependable, meticulous, fair, steady, knowledgeable and tenacious."

—Anonymous quote

I seek the office of president after much thought and concern for the 99s, as well as knowledge of the necessary personal sacrifices of time, treasure and family.

I have been a part of the management team at all levels since joining in '69. Organization plays a key role in my job as a professional nurse/educator, dealing independently with three schools, their administrators, staff and parents.

I also have the desire and ability to be flexible, listen, implement and continue to learn. Over the years I have had the opportunity to grow into a leadership role by working on the following projects: membership benefits, directory advertising, revising SOPs Policy Book, Standing Rules, Bylaws,

Nomination and Election Procedures and Conventions, as well as liaison to most of the standing committees. I have helped staff the booth at Oshkosh, NCASE, AOPA, Section and Conventions.

As vice president, I have given long hours to convention planning, written comprehensive SOPs and inspected sites. Working and communicating with the convention site 99s and meeting planners is an ongoing task. I have worked with and represented four different presidents and recently presided at a board meeting in the absence of the president. My expertise increases steadily.

Concerns and goals:

1. Increase membership by retaining, retrieving and encouraging new members. Offer members a variety of 99 projects to support and participate in (i.e. Scholarships, AE Birthplace, Resource Center, 21st Century Fund, NIFA).
2. Keep the channels of communication open and flowing, remembering that we are international.
3. Future planning is important to any maturing group. Keep up-to-date as a business, extend continuity of experience on strategic committees, seek financial security by means other than dues, institute in-service training for officers at all levels.
4. Expand the charitable, educational and scientific activities of the 99s. Doing for others!
5. Solutions to internal problems must be found by working together, not by changing bylaws annually or personal criticism of individuals. Members should take the time to be well informed about 99s business and come to annual meetings with the intent to do business efficiently and intelligently.
6. Regain respect in the aviation community by renewing official participation in other general aviation organizations.

I continue to support my chapter and section and find time to participate in two cross-country air races each year: the Air Race Classic and the Palms to Pines. The friendship and camaraderie experienced is a joy. The 99s are a diverse, talented and strong group of women whose association I value and for whom I'm proud to work.



**For Vice President
LOIS A. ERICKSON**

I understand the responsibility and commitment of the offices in our organization and know that I can capably serve as international vice president. My supervisory and management credentials include a masters degree in business administration, in addition to many years of experience as a Professional Nursing Administration Consultant throughout the U.S. for agency reorganization, staffing and budgets exceeding seven figures.

In 1992, as a member of the original Council of Governors, I served that body as correspondent on member and board affairs. As both a Governor and as International Secretary on the Board of Directors, I have attended meetings in every U.S. Section and East Canada in the past three years.

I offer 23 years of service to The Ninety-Nines from the grassroots level through my current position as International Secretary on the Board of Directors in my candidacy for International Vice President.

I have succeeded in my election to every office in the Southwest Section and at the Chapter level in both the North Central and Southwest Sections. I have also edited Chapter newsletters, chaired Aerospace Education and Aviation Activities Committees and participated under the leadership of other 99s in a variety of projects and events. I have served on both Section and International Convention host Committees, flown and staffed several 99s sponsored air races and judged precision aviation competition.

As International Vice President, I pledge to promote the ongoing evaluation and revitalization of our purpose, projects and cor-

porate operation to the benefit of the membership without whose support, dedication and labors this organization would not exist.

I am committed to a brilliant future for The Ninety-Nines as an organization and as a premier influence on the role of women in the field of aviation throughout the world. I believe that I can further facilitate that commitment with my professional experience and my history of service to The Ninety-Nines in the office of International Vice President.

I believe that 99s worldwide are intelligent, independent thinking women who were drawn together by the fellowship, promotion and support of women in aviation envisioned by the charter members.

I also believe that each and every 99, while wishing to be a part of the decision-making process, recognizes and accepts the responsibilities that come with the privilege of membership.

We must continue to support the original philosophy and goals of the organization while, at the same time, look to make the progressive changes necessary to increase our membership and meet the needs of the members. We must communicate, evaluate and work together to ensure a strong and viable future.



**For Vice President
ALEXIS KOEHLER**

Dedicated and committed to the 99s since 1976 when she became a member, Alexis is presently serving as International Treasurer. Previously a member of the Board of Directors, she has utilized her business and management expertise, human resources training and knowledge of the organization to represent the mem-

bers and to assist the officers in developing a plan to lead us into the 21st century.

A manager in Southern Bell for 27 years, Alexis retired early to join her husband in starting two new businesses: a franchise packing and shipping store and a maid service. This organizational experience enhances her qualifications as an officer for the 99s.

Alexis has become heavily involved in the Florida Race Pilots Association and Great Southern Air Race where she has served a variety of elective offices: board member, president and treasurer. Herself a multi-engine, single and instrument rated pilot, she and her husband own a Piper Archer in which they race and remain current. The above experiences have enabled Alexis to develop skills in organizing, negotiating and communicating which are vital in interacting with groups and individuals.

Alexis is a team player and believes in getting things done using consensus and teamwork. Her 99s experience includes serving as Chapter Chairman and Treasurer, Section Governor and Vice Governor, International Director and Treasurer.

She has chaired Fear of Flying seminars, poker rallies, membership committees and various other committees. Interested and involved with the entire organization, and especially on an international level, Alexis has attended every International Convention from 1977 through 1993 and has been a "doer" at the Section and Chapter levels.

Alexis' goals are simple and direct. She wishes to be responsive to the members, to assist the organization in achieving membership growth, to fuse the Board of Directors and the members, and to assist the Board of Directors in governing effectively and wisely.

To these ends, she will use all qualities and tools at her disposal. Alexis is known to be persistent, optimistic, diligent, supportive, dependable and capable. Her team approach will enable her to achieve her goals for the 99s in a timely manner.



For International Secretary
A. LEE ORR

I was first elected to a two-year term on International Board of Directors in 1991 and was honored by the current Board's request to remain another year to fill a vacated Director position through 1994. I feel that my recent experience on the Board of Directors and a year on the Council of Governors qualifies me to serve in the office of International Secretary. I am familiar with the projects and issues presently under consideration by the Board and the views of the members in the future of the organization.

From my first experience with the Arkansas Chapter in 1971, The Ninety-Nines, Inc., has served to encourage and motivate me. They showed me that I could represent the best that women pilots can be in the highly competitive and now technologically advanced field of aviation.

In 1974 I helped to charter the Blue Ridge Chapter in the Carolinas and I have served in all chapter offices. The 99s honored me with an AE Scholarship in 1988 to assist me in my professional advancement in aviation.

I learned about the camaraderie and support offered the members of this organization from those 99s in my early experiences who gave me the courage to achieve as a professional pilot. They taught me to pass on the historical legacy of the 99s of mentoring the aspirations of other women pilots.

After encouraging others to run for the offices of the Southeast Section as a member of the 1981-83 SES Nominating Committee, I was elected to the office of Secretary of the Southeast Section in 1985. I went on to serve as 1989-91 Governor and as such was a

charter member of the Council of Governors. I have attended 45 Section meetings and 22 International Conventions. I am an AWTAR alumni and an Air Race Classic participant.

I am a business woman, professionally engaged in general aviation and owner of an FBO and Chief Pilot of a 141 Flight School in Shelby, N.C. I am an FAA Examiner, FAA Written Test Examiner and an FAA Accident Prevention Counselor for both North and South Carolina. I am the recipient of the Spartanburg Junior Women Clubs' First Achiever Award-1993, a member of the Spartanburg Aviation Association and the South Carolina Flying Association.

After four years of close exposure to and active participation in the management of the business affairs of the 99s, Inc., I am willing to accept the added responsibility of officially documenting the decisions and actions of the Board and the achievements of the international organization, both for its historical significance and constitutional record as International Secretary.



For Treasurer
DIANE COZZI

I have been a dedicated Ninety-Nine for over 20 years, having served as Chicago Area Chapter Chairman, North Central Section Governor, and most recently as International Director and Chairman of the International Standing Rules Committee.

I have also served on numerous committees at chapter and section level, being particularly active in aerospace education and membership; currently Chapter Membership Chairman as well.

Since the best part of being in the Ninety-Nines is meeting other

Ninety-Nines, I've attended virtually all International and NCS Section meetings since joining. I have also enjoyed visiting meetings in other sections as well and would recommend that all members attend other section meetings, too, (even if you're not campaigning).

As for flying, I'm instrument rated, a licensed ground school instructor and "hands-on" amateur A&P.

Other aviation-related affiliations include: Member of the Board of Directors for the World Aerospace Education Association; Major in Civil Air Patrol (former Squadron Commander, Director of Public Affairs and Aerospace Education Officer for the Illinois Wing); and member of AOPA.

I feel my two years on the Board have given me the experience and understanding necessary to carry out the role of Treasurer; and despite the requirements of the modern fiscal world, I believe I would make it less complicated and more straightforward.

This is all I have time to write.

—Gone Flying!



For Board of Directors
ELIZABETH L. LUNDIN

My entire career has been spent bringing order out of chaos through my abilities at organization and cash management. I also believe in reaching agreement through negotiation and consensus.

I can bring these skills to the Board at a time when we need to reestablish team cooperation within the organization in a professional, well structured way.

With my extensive financial budgeting and cash flow background, I can be of great assistance in doing more with our limited resources.



For Board of Directors
R. J. McGLASSON

As a member of the Board of Directors, I would bring many years of business and management expertise, interpersonal skills and an intimate knowledge of the organization. Since joining the Ninety-Nines in 1985, I have actively participated at all levels of the organization, i.e., AE Scholarship Committee at the Chapter and Section levels; Chapter Chairman, Washington, D.C. Chapter; Governor, Mid-Atlantic Section; Council of Governors; International Bylaws Committee Chairman, 1991-92; Standing Rules Committee 1993; and 1994 International Convention Chairman.

As an individual, I am known for my ability to work as a team member to get the job done, to be honest, fair and considerate of the views of others.

My goals for our organization are:

To focus on where we want the organization to be in the year 2000 and beyond. With the help of the members, develop a strategic plan with specific goals to lead us into the future.

To increase our international membership.

To expand our role in the general aviation community.

To increase our activities in the scientific, charitable and educational areas.

To expand our involvement with aviation around the world.

In summary, I pledge my personal commitment and the application of my expertise to the task of moving our organization ahead into the 21st century, exchanging introspection for innovation and forward thinking in order to better prepare our organization for the challenges of the future.

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For Board of Directors
BEVERLEY SHARP

I joined the 99s upon getting my license. Within months, I became Membership Chairman and through persistent personal contact, nearly doubled our chapter's ranks. As Chapter Chairman, I led the successful effort to raise \$25,000 for the perpetuating Gerda Ruhnke Memorial Scholarship Fund administered under the AE Scholarship program. As newsletter editor, I established a standard that drew praise from many quarters, including the International President, and subscribers outside the chapter.

As Section Treasurer, I introduced standard fund-accounting and financial statements, established budgeting on a fiscal year basis and instituted an annual audit in keeping with our by-laws. Based on this performance, I was re-elected. As International Grants Committee Chairman, I established a clearing house to help us obtain corporate and foundation funding.

I've flown Chapter and Section Pennies-a Pound and Wings of Warmth, attended many section meetings, conventions and Forest of Friendship celebrations and visited other chapters and sections. I always enjoy the special camaraderie of the 99s.

As an FAA Accident Prevention Counselor, I've arranged many safety seminars and coordinated VA Aviation Safety Week. Since May 1993, I've represented the 99s on the General Aviation Action Plan Coalition, serving on the Accident Prevention Working Group.

My favorite project is flying kids in the Herndon Success Campaign (nee Flunkbusters) which I've coordinated for six years. I

was the chief organizer for the Washington, D.C. Chapter's 60th Anniversary Celebration, a wonderful weekend that drew celebrants from as far as California.

I am president of a computer consulting firm supporting small businesses and nonprofit organizations with financial, accounting and management information systems. As a volunteer with United Way, I oversee the administration, programs and budgets of 145 nonprofit agencies with operating budgets exceeding \$325 million and allocate approximately \$30 million in non-designated funds.

As a member of the Board of Directors, I will strive to:

- Determine our members' needs, interests, skills and expectations so we can conduct exciting programs to support our members and aviation.
- Restore member control and encourage member participation at all levels.
- Keep our dues affordable.
- Launch an aggressive three year 30,000 member recruitment campaign.

Once we find out what our members want from the organization, perhaps we can then focus our energy on safety or flying activities. I strongly support pro-active committees to spread the work around.

I support revising our governing documents to establish our membership as the ultimate authority and wider eligibility for holding international office. I will work to achieve more affordable conventions that suit members' needs and to restore the *Ninety-Nine News* as our internal communication tool. I support restructuring the Board of Directors to include regional representatives, giving *each member* a direct link.

I will emphasize seeking other funding sources besides dues and work to tighten financial controls to avoid the operating deficits characteristic of the last several years.

My recruitment concept is simple: If half our members find one new member each year, we'll be 30,000 strong in '97!

I'm ready to bring professional expertise and "can do" leadership to the 99s.



For Board of Directors
PAT WARD

With 30 years of experience and participation in The 99s, I have a strong allegiance to our organization and a solid appreciation for the responsibility of our elected and appointed offices at all levels. As current International Bylaws chairman, I have engaged in an in-depth study of the governing documents and corporate operations of The 99s.

I am one of the originators of the concept for the Council of Governors and wrote the resolution creating the COG at the meeting in Las Vegas in 1990. Through hands-on experience at Chapter, Section and International levels, I have a sound working knowledge and understanding of the commitment to the membership of this organization necessary to the management of our corporate affairs.

In our examination and evaluation of our operation over the past several years, we have rediscovered our commitment to excellence of service to the art and science of contemporary aviation. We have recognized the strength and influence of our collective membership and our extraordinary ability to adapt our historical philosophy to the technology of the 21st century.

I believe that the responsibility of our Board is to nurture and support the creative skills, resources, energy and enthusiasm of our members. As a candidate for Director, I submit my ability to objectively identify membership priorities and develop methods of achieving goals and efficient, practical solutions.

I am an emergency unit RN, an instrument rated commercial pilot, and own a 1952 Cessna 195B. I am an FAA Safety Counselor, a member of NAA, BFA-Competition Division, Amelia Earhart Society of Researchers, a NIFA As-

sociate and served as a judge for USPFT and WPFT. I was Competition Events Coordinator for the U.S. National and the North American Hot Air Balloon Championships, 1989-91.

I first joined The 99s in 1963 and chartered the South Louisiana Chapter in 1966. I served as Chapter Chairman for three terms, chairman of the Silver Anniversary Powder Puff Derby terminus in 1971, chaired two Section meetings and several special community aviation events. I was instrumental in securing an exhibit and archives on Women in Louisiana Aviation at the state aviation museum and co-founded the Aviation Association of Louisiana.

I was elected Section Secretary in 1986; then Vice Governor and South Central Section Governor 1990-92. I redesigned the format for the SCS Approach to a 32 page magazine format section newsletter, and served as editor from 1990 through the fall 1993 issue.

I served as Coordinator for the Council of Governors through 1991 and Correspondent to the Governors in 1992. I am a 1992 honoree in the Forest of Friendship, a Jimmy Kolp Award recipient for service in The 99s, and a 1993 FAA Aviation Safety Award recipient.

I believe in the unique involvement by The 99s in the world aviation community and I identify with the complicity of interests among our membership. I offer my continued dedication to and abiding confidence in the high principles of our organization to my candidacy for the Board of Directors.



For Nominating Committee
BROOKS M. POWELL

I believe that the Nominating Committee does a very important service for the whole membership

of the 99s. In seeking qualified candidates for the elected offices of this organization, members of this committee must be sure of the candidate's knowledge of and commitment to the job to which they aspire.

I have filed my intent to seek election to the Nomination Committee because of these beliefs and I pledge myself to be objective, fair and diligent in my efforts to get to know the prospective candidates.



**For Nominating Committee
BETTY PRAKKEN**

I have been a pilot and a member of the Ninety-Nines since 1960 and am presently a Director of the Northwest Section. Over the years, I have held several Section offices (including Chairman of the Nominating Committee) and all Chapter offices twice. I have been chairman of most committees and have attended nine International and 25 Section conventions.

One of my most enjoyable efforts has been the co-chairmanship of the 1993 International Convention held in Portland, Ore., which again gave me the opportunity to see old friends and make new acquaintances.

Most of my aviation related activities have involved the Ninety-Nines and these include flying blood for the Red Cross, instructing in Flying Companion courses, assisting with FAA seminars and participating in several air races, including Palms to Pines.

As a member of the Nominating Committee, I would be particularly concerned with promoting the image of the Ninety-Nines as the most positive force for women in aviation.



**For Nominating Committee
VICKI SHERMAN**

I have been a resident of DeLand, Fla., for the last 21 years and a member of the Florida Spaceport Chapter since 1974.

I have served my Chapter as chairman, vice chairman and on many committees such as Safety Education, Aerospace Education, poker parties, fundraisers toward our Chapter scholarship and creating the "Cockpit Cool" Seminar given at Sun 'n Fun, Air Force Safety Program and the FAA Flight Proficiency Program.

I represented my chapter on special committees for the 1991 International Convention. I have served the Southeast Section as Treasurer and am the newly elected Vice Governor and presently serving as the Liaison Section Chairman.

I was instrumental in forming the Bonnie and Archie Gann Memorial Scholarship Fund and am serving as one of the trustees on Southeast Section. I have worked and contributed to our new building at Sun 'n Fun. I have attended many conventions and Southeast Section meetings.

I am currently involved with the FAA Accident Prevention Program since it was founded in 1991 as an accident prevention counselor to enhance safety and am presently serving on the FAA's Speakers Bureau.

I am currently serving on the Board of Visitors of Embry-Riddle Aeronautical University for the past 14 years to promote and enhance aviation. I have been a member of CAP since 1974, legal officer for the past 16 years and a check pilot since the Standardization Program was founded in 1990.

I was president of the Florida Race Pilots Association (The

Great Southern Air Race), served as a judge both before and after my term and judge for the Air Race Classic and for NIFA.

Served on the DeLand Airport Advisory Board for 13 years (vice chairman, first woman to serve).

I have been a member of AOPA (18 years), Florida Grasshoppers, The Soaring Society of America, Inc., and past president of the DeLand Association of Aircraft Pilots.

I currently hold SEL/MEL/CFI/CFII/Glider Instructor/ATP/Ground Instructor (BGI/AGI/IGI). I am an active real estate broker, owner of Rainbow Realty of DeLand, Inc. I have been privileged to know many 99s and if nominated, will seek to continue the selection of quality leadership.

I hope to ensure that the 99s will continue to expand to include the talented young women entering the ranks of aviation today. I would be proud to serve the 99s on the International Nominating Committee.



**For Nominating Committee
MAE E. SMITH**

During the sub-zero days of January 1994 I have time to think and reflect on my future and that of The Ninety-Nines. There was the earthquake in Los Angeles; the fires in Australia; the floods of last summer in the Midwest; and pieces of our world that need our help. Wherever there is a Ninety-Nine, she can make the difference and flying may be the only means of transportation in some disastrous regions.

Elect me to the Nominating Committee so the Ninety-Nines will have a concerned leader who can seek the right stuff in our members. I want us to move into the 21st century as a strong

viable group of women. Flying is my love and to others it is their calling.

Cast your ballot for one who has taught Air-Bear and flying companionship programs. I have talked with young women at career days. Flying for the Ninety-Nines, I have enjoyed seeing through the eyes of young children in the Ida Van Smith Clubs, the Girl Scouts, the Boy Scouts and it has been a rewarding experience when I fly first-timers in the Pennies-A-Pound events.

Having attended every convention for the last 15 years, I have met many Ninety-Nines from other sections and have learned much about the flying in other parts of the world. I attended my first convention as part of the decoration committee in Albany in 1979.

The annual business meeting has been an important part of my activities with the Ninety-Nines. I served as a delegate to the conventions in Albany, Vail, Boston, St. Louis, New Orleans, Anchorage, Baltimore, Honolulu, British Columbia, Oklahoma City, New York, Orlando, Las Vegas, Kansas City and Portland.

I have attended more than 30 New York-New Jersey Sections which are held twice a year. As a liaison from the NY-NJ Section, I have attended five Northwest Section meetings and we have established what is called a "Section Connection."

As a member of the Long Island Chapter, I have held offices of Chapter chairman, Secretary and Treasurer, in addition to chairman of many committees and judge for NIFA and USPFT. At the Section level, I have been Treasurer, Director and Nominating Chairman.

A vote for Mae Smith to the Nominating Committee means you are voting for a Ninety-Nine who wants to see our organization grow to 10,000 by the year 2000.

Look forward to strong leadership, dedication, motivation, communication, education, flying accomplishments and personal goals.

See you at the next convention—but by all means vote.

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For Nominating Committee
GINI SUTHERLAND

Being a 99 for almost 20 years has expanded my life immeasurably. It has been stimulating to visit with our members from throughout the world and realize what a vast amount of talent we have within the organization.

As a Governor, it has been my pleasure to be with members from other Sections at their Section meetings at Oshkosh, Forest of Friendship and International Conventions. Their ideas and background would be such an asset to the 99s.

It would be my pleasure to help seek out these women of outstanding ability and have them work for and serve our organization.



For Nominating Committee
SHIRLEY WINN

The 99s are the best thing that has happened to me in my flying career. I'd like to be on the Nominating Committee to get quality officers who will bring our organization back to its previous excellent status.

I discovered flying late in life in 1972 when four of my seven children were in college. By 1976 I had my Commercial, Instrument and Seaplane and was Sacramento Valley WPOY. In 1977, Southwest Section WPOY.

Somewhere along the way I was Sacramento Valley Chapter Chairman and in 1986-88, Southwest Section Governor. I've been on 14 aviation boards, including 18 years on the County Aviation Committee, six on the California Advisory Board to Caltrans, on the Air Race Classic Board, the California Aviation Council, etc.

I'm honored to have been placed in the Forest of Friendship by my great Sacramento Valley Chapter.



Write-in Candidate for Nominating Committee
BARBARA EVANS

Obtained private license in 1948 and joined the 99s in 1950. Served as Governor of NY-NJ Section 1953-55. Elected to International Board 1955. International Treasurer 1957-59 and International Secretary 1959-61.

Executive Vice Chairman/Treasurer of AWTAR for 17 years, flew many route surveys, edited the Official Race Program for 13 years and co-edited the 1974 Powder Puff Derby Album. Co-edited *Thirty Sky Blue Years*, a history of the 99s, in 1959.

Flew AWNEAR (winning copilot), the IAR and four PPDs. Secretary of the Mount Diablo Chapter 1988-89. Attended all but a few International Conventions in the last 40 years and attended many Section meetings.

Secretary/Treasurer of husband's photographic laboratory for 39 years. Now retired.

In my 43 years of membership, I have gotten to know a great many 99s and feel I would have good input in selecting candidates who would be objective and dedicated in their service to our international organization.



Write-in Candidate for Nominating Committee
LOUISE G. WHITE

As a candidate, my goals remain the same as they have been since 1970: To continue my past efforts to work for growth and viability. To accomplish this, we must proceed with an all-out campaign to publicize our organization.

I am an organizer and a leader as my qualifications reveal:

- I have been a member for 24 years; attended 24 Internationals, 51 Sectionals.
- Organized the Blue Ridge Chapter of 99s. Chapter Chairman for many terms, as well as serving in all offices.
- Southeast Section Membership Chairman (81-83), Vice Governor (83-85), Governor (85-87), International Treasurer (90-92).
- Civil Air Patrol member with the rank of LTC. Organized the Sugarloaf Mountain Cadet Squadron; was commander for four years.
- Served in the Armed Forces (Secretary to the Inspector General). Graduate of "Air War College," Maxwell Air Force, for which I received the Gill Robb Wilson Award, the highest achievement award presented by the U.S. Air Force.
- Organized the Western North Carolina Pilots Assoc., (three terms as president; served in all offices from 1968).
- Organized and presided over several air shows in North Carolina, also the "Autumn Gold Air Rallye" (a precision flying event to make pilots aware of how well they know their aircraft).
- Council member of the U.S. Precision Flight Team. Worked

locals, regionals and the world competition.

- Chaired four Mooney Aircraft pilot association regionals and two SES 99 meetings.
- Raced six Powder Puff Derby races; Impoundment and Inspection Chairman for seven Air Race Classics; two Great Southern Air Races.
- Currently serving eight years as president of 468 condos at Hilton Head Island, S.C.
- Co-owner of Motor Freight Specialist, Inc. (vice president, secretary, treasurer for 35 years). My 49 1/2er, Neal, is a pilot and supports all my flying activities, especially with the Ninety Nines. We own a 231 Turbo Mooney (our seventh).

Other objectives:

(a) Insist that our bylaws fairly and foremost reflect members' wishes. I believe it is incumbent upon all Board members to carry out these wishes;

(b) Strongly encourage and support a vote to delete the \$10,000 budgeted for legal and professional fees. A portion of saved monies could be used to defray more of the expenses of the Governors to attend the Board meetings. I believe their input is essential to the success of our organization. The balance saved should be placed in a contingency fund for unexpected expenses;

(c) Existing rules governing the elections must be changed and simplified. At present, they are stifling those 99s who are qualified to run by limiting the number of candidates who can appear on the ballot. Rules should encourage the greatest number of interested members seeking office;

(d) Support a total mail ballot, eliminating voting at Internationals for two directors and AE trustees;

(e) Open and realistic budgets and complete financial reports must be presented to all members;

(f) Financial stability and operating within our means continues to be my forte.

I would appreciate your vote to help me continue working for the new direction our Ninety-Nines are taking.

Amelia Earhart Memorial Scholarship Fund

I am presenting three nominees for AEMSFT Trustees for the upcoming election.

—Betty Jane Schermerhorn



MEARL FRAME
Tucson Chapter

Mearl Frame has been Vice Chairman of the Amelia Earhart Scholarship Trustees for the past three years. She has been a very active 99 for the past 28 years. She began flying in the St. Louis area in 1965 and joined Greater St. Louis that year; was chapter chairman in 1969.

She has belonged to five chapters and has held most offices. She moved to Tucson, Ariz., in 1992, and last year joined Tucson Chapter and Southwest Section. She served as North Central Section AE Scholarship Chair for eight years before becoming a trustee. She feels that the scholarship program is a very important part of the 99s and is honored to be allowed to work for it.



NANCY A. MILLER
Alabama Chapter

I am proud to have been a member of The Ninety-Nines since earning my license in 1970

in my home state of Kansas. I've been a member of the Dallas, Memphis (twice), Michigan and Alabama Chapters (where I am currently Chairman).

I was elected to the Southeast Section Nominating Committee and am in my second term as Southeast Membership Chairman. I served on the Mary Von Mach Scholarship Committee in the Michigan Chapter and helped originate the current Memphis student pilot scholarship.

In my profession as a postal inspector (federal law enforcement agent for 19 years), my duties include investigating and evaluating information which I feel adds to my qualifications to be a trustee.

I have been heavily involved with the recruitment of new inspectors and serve as an assessor at the national level for those applicants who have reached that plateau of the screening process.

I have attended most Sectionals and many Internationals since I've been a Ninety-Nine.



BETTY JANE SCHERMERHORN
Eastern Ontario Chapter

Betty Jane Schermerhorn has served on the International Board of Directors and has been International Treasurer. She has held most Chapter and Section offices, including Governor of the East Canada Section. Betty Jane has been a Director of the COPA and the Seaplane Pilots Association. She is presently the Secretary of the Amelia Earhart Memorial Scholarship Trustees.

As a former recipient of an AE Scholarship (1976), Betty Jane is very aware of the benefits of the scholarship program. She would like to help continue the wonderful opportunities the program offers by serving another term as a Trustee.

"A warm welcome to each of these new Ninety-Nines who joined in January. We're glad to have you with us."

—Lu Hollander, President

Mary Karen Anderson	Northwest - Alaska
Stephanie Ann Barlis	New England - Webster Women Flyers
Robin Bray	New England - Webster Women Flyers
Catherine Elaine Butler	New England - Webster Women Flyers
Terry H. Brown	Southeast - Blue Ridge
Maggie Byrne	Southwest - Section Member
Ursula Elizabeth Chodorowski	New England - Webster Women Flyers
Patricia Ann Cooke	South Central - Fort Worth
Angelina B. Crespi	New England - Webster Women Flyers
Helene Daemen-Darveau	East Canada - Montreal
Kimberly S. Eighmie	New England - Webster Women Flyers
Pamela Sue Fishman	South Central - Oklahoma
Theresa Rose Kane	Southeast - Florida Suncoast
Sheila Ann Kramer	New York/New Jersey - North Jersey
Jacqueline Ann Lucas	North Central - Greater Detroit
Rebecca Lynn Luther	Mid-Atlantic - Virginia
Carolyn June Macky	Southwest - El Cajon
Joan Patricia McNeil	Northwest - Intermountain
Davette Dawn Miller	Southwest - Arizona Sundance
Ingrid Antanina Racka	Southeast - Florida Gulfstream
Kristina Lynn Rivers	New England - Webster Women Flyers
Ann Elizabeth Rodewald	Southwest - Bay Cities
Nancy Russell Rota	Northwest - Section Member
Trienel M. Sackman	Northwest - Western Washington
Brenda Lee Spillman	South Central - Oklahoma
Cathleen Moira Steele	Mid-Atlantic - Maryland
Marilyn Tobey	Southeast - Florida Suncoast
Tammy Sue Valder	South Central - Fort Worth

FOREST OF FRIENDSHIP

IFF plans birthday bash

The festivities at the International Forest of Friendship (IFF) will be aglow with candles to celebrate Atchison's 140th birthday this year.

The committee for IFF is organizing an old-fashioned, three day foot-stomping, hoedown celebration in Atchison on June 17, 18 and 19 to thank the citizens of the town for their wonderful hospitality over the years while we have been creating the IFF.

IFF is the only living, growing memorial to the world's history of aviation and aerospace. It was a gift to America in 1976 on its 200th birthday from the City of Atchison (Amelia Earhart's hometown) and from The Ninety-Nines (Amelia was its first president). Atchison provided the site for the IFF and, symbolizing the 99s' motto, "World Friendship through Flying," IFF is made up of trees from all the 50 states and territories and the 39 countries around

the world represented by honorees in Memory Lane.

Memory Lane is a 5-foot wide ribbon of concrete that winds through the forest. It is embedded with more than 800 engraved granite plaques honoring past and present contributors to all facets of aviation and aerospace. Antoine de Saint Exuprey of France will be among the honorees this year.

New at the forest is a wind-break planted with the help of the local forestry department along the road behind the gazebo. Thanks to the creativity and initiative of a 99 member on the IFF committee, a beautiful avenue of trees is growing along the road from the lake to the entrance of the forest. The bronze scroll listing the donors will be unveiled at the ceremonies on Saturday morning, June 18.

For more information about the big birthday party, call Fay Gillis Wells, IFF Co-General Chairman.

NINETY-NINES CONVENTION '94

Destined to Bring You More!

July 6-10
Norfolk, Virginia
U.S.A.

NORFOLK, A CITY WITH A ROMANTIC seafaring heritage, is just minutes from Colonial Williamsburg and the Virginia Beach oceanfront. Its eastern seaboard location offers many interests—from its port of call and Navy Air Station and shipyards to NASA.

A visit to Norfolk could include the Waterside Festival Marketplace, a grand harbor tour, the Virginia Air and Space Center, Oceana Naval Air Station, an overview tour of Williamsburg/Yorktown, Norfolk Naval Base/submarines, Virginia Marine Science Museum and the famous Williamsburg pottery, just to name a few.

Seafood abounds here, as well as basic good southern cooking. And when it's time to relax, you can float on your back in the atrium-enclosed pool at the Norfolk Waterside Marriott or sink down in the welcoming warmth of one of the three whirlpools with a view of the sunset. Norfolk is a colorfully revitalized city which is easily accessible and serviced by American, Continental, Delta, TWA, United, and USAir. Should you come by private plane, the general aviation FBO-Piedmont will waive your parking fee and give you a discount on fuel.

Consider the possibility of spending July 4 at our nation's capital in Washington, D.C.—and then heading south for The Ninety-Nines Convention.

Enjoy the spirit of camaraderie, the fun of visiting with women from enormously varied backgrounds who share one common interest and accomplishment: Flight.



Norfolk Waterside Marriott is a gracious and grand hotel—a thoroughly modern meeting place.

CONVENTION SPEAKERS AND SEMINAR LEADERS



DORIS RICH
Writer, Reporter,
Photographer, Teacher
Wednesday a.m.
Breakfast Speaker
Famous Women in Aviation.

Doris Rich is the author of *Amelia Earhart - A Biography* and *Queen Bess - The Life of Bessie Coleman*. Her work has taken her all over the world—from Michigan to Guam, Korea, Shanghai, Bangladesh and Africa—and she has lived in, traveled through and written extensively about Asia.

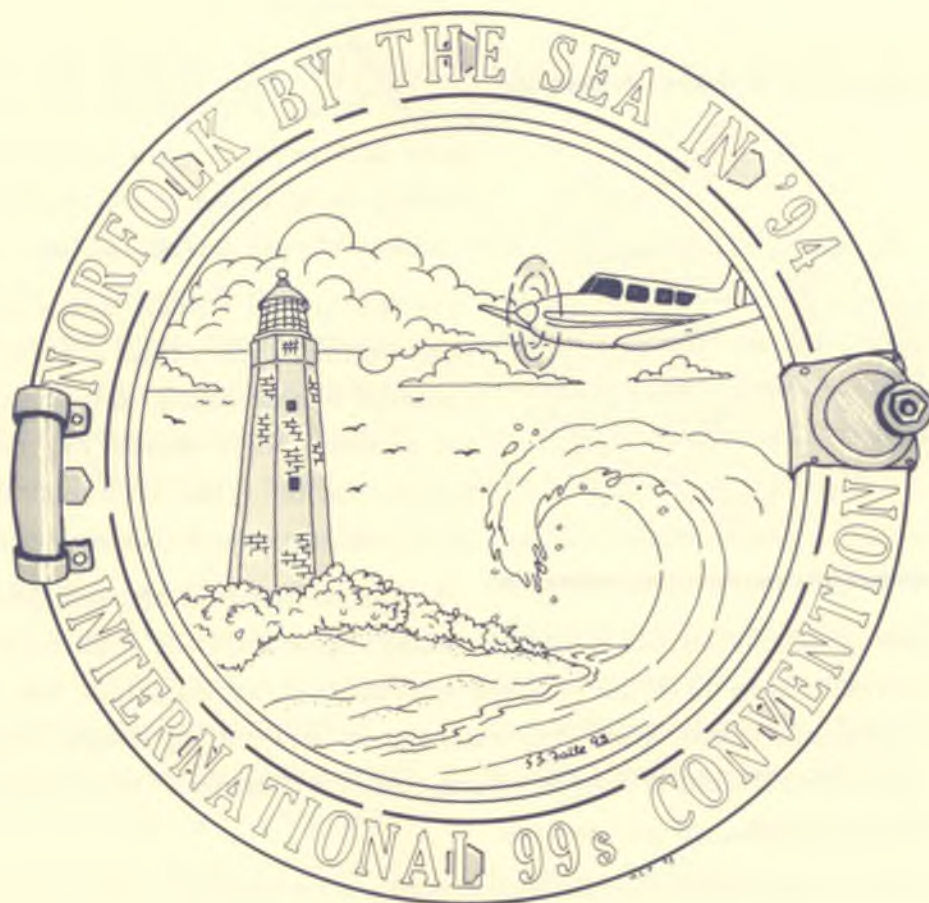
Amelia Earhart was reviewed on the front page of the *New York Times Sunday Book Review* and listed as one of its "Notable Books of the Year." Her research on Amelia Earhart, as well as other early pioneering aviatrixes, is fascinating.

SUE ERHLANDER, CATHY FRASER, ERNA SCRIVEN **Thursday Seminar Leaders** **Helpful Hints for a Smooth Approach to Halifax**

Sue Erhländer received her license over 20 years ago in Saint John, New Brunswick. She became a Ninety-Nine in 1979 and has been active at all levels of our organization. Her main interest is Aerospace Education, particularly showing children the wonders of aviation.

Cathy Fraser became a Ninety-Nine after obtaining her license 14 years ago. She is the immediate past-governor of the East Canada Section. She began working in aviation as a flight and ground school instructor. Cathy has worked as a cargo, charter and corporate pilot and most recently as an airline pilot for a major Canadian air carrier. She is a past Amelia Earhart Scholarship winner and a Designated Flight Test Examiner.

Erna Scriven, a registered nurse, received her license in 1976. After joining the Ninety-Nines, she was instrumental in forming the Atlantic Chapter. She is a member of COPA and past Director of the Halifax Flying Club.



Catch The Wave

J u l y 6 - 9 , 1 9 9 4

N o r f o l k W a t e r s i d e M a r r i o t t

N o r f o l k , V A

The Ninety-Nines, Inc.
1994 International Convention
65th Anniversary Year



The Board of Directors cordially invites all Ninety-Nines, their families and friends to the 1994 International Convention to celebrate 65 years as an organization.

The Mid-Atlantic Section, host of this year's convention, has planned an exciting convention with outstanding tours, seminars and activities. We recommend you come early and stay late to take advantage of the exciting offerings in the Norfolk area.

The Norfolk Waterside Marriott Hotel, overlooking Norfolk's international working seaport is the site of this year's convention where the old and new blend with ease. A skyway connects the hotel to the Waterside Festival Marketplace where you can browse through unique shops, sample Crab Norfolk, or enjoy an evening concert at Waterside's Center Stage in Town Point Park.

The 23-story Norfolk Waterside Marriott Hotel and four-story convention center are ideally located in the heart of downtown. The hotel offers over 400 guest rooms, two restaurants, Piano Lounge and an Executive Health Club complete with exercise equipment, saunas, whirlpools and indoor lap pool.

NOTAM: Full registrations postmarked by June 1, 1994 are automatically entered in a contest to win one sleeping room for the dates of the convention (five days, four nights – July 6-10, 1994). The winner will be selected at the Amelia Earhart Luncheon, Friday, July 8, 1994. You must be present to win.

Daily Option

Nauticus - An Adventure to Sea — Poised by Norfolk's harbor and within walking distance from the Marriott, this world-class attraction celebrates man's timeless links with the sea. An exhilarating, hands-on experience will take visitors through a series of ingenious interactive exhibits, shows, and theaters. Visitors will try their hand landing a jet fighter on a carrier deck, loading container cargo, navigating an ocean-going vessel, and participating in a highly realistic combat situation aboard a U.S. Navy Aegis destroyer. Discover how the seas have shaped our life, commerce, science, technology, and lore. Explore intriguing mysteries that beckon from the hidden ocean depths. Tickets can be used any weekday 9:00 AM - 6:00 PM and weekends 9:00 AM - 11:00 PM.

\$ 8.25 per person, minimum 30 people

Merger of Old & New Make Norfolk Exciting

Norfolk, Virginia is a fascinating city located on the Elizabeth and James Rivers, only minutes from the Chesapeake Bay and the Atlantic Ocean. One that manages to blend an historic seafaring heritage with a modern role as a vital and thriving city that showcases the fabulous Waterside Festival Marketplace as one of the major focal points.

The region contains the birthplace of the nation, the site at which its independence was won, the world's largest naval base, and one of the fastest growing international ports. The renewal of this 300-year old city during the past 40 years has been a national model and is gaining momentum with its waterfront renaissance. Historic houses and museums within walking distance of the downtown display the history of the past two centuries. You will enjoy all of these and be just steps away from a Revolutionary War-era church, with a British cannonball still embedded in its side.

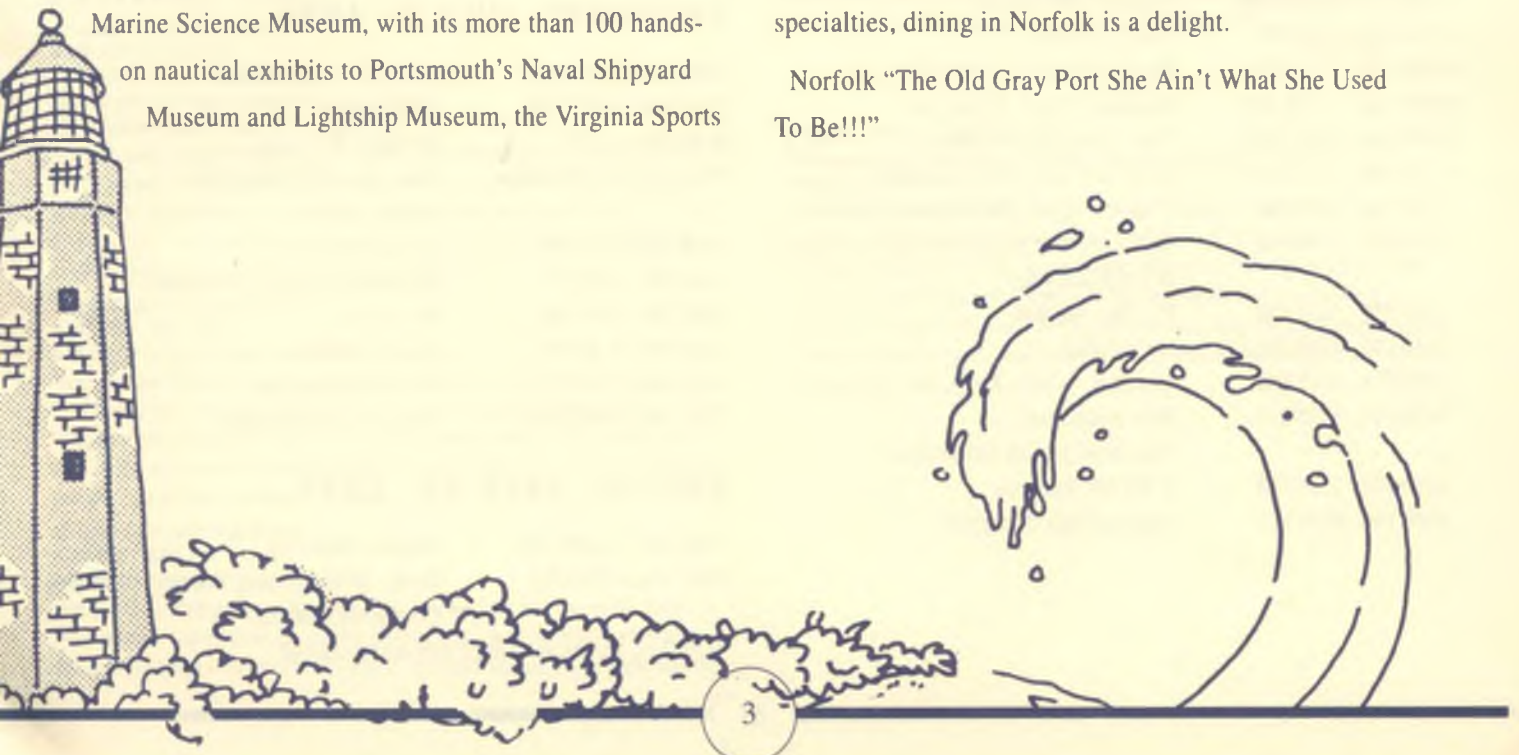
One of the best parts about visiting Norfolk is its proximity to so many exciting places. From the historic waters of Hampton Roads to Virginia Beach home of the Virginia Marine Science Museum, with its more than 100 hands-on nautical exhibits to Portsmouth's Naval Shipyard Museum and Lightship Museum, the Virginia Sports

Hall of Fame and Children's Museum. A short drive brings you to the Historic Williamsburg-Jamestown-Yorktown triangle or to fantasy in the form of Busch Gardens/The Old Country theme park or Water Country Park. Try Hampton's new Virginia Air and Space Center or visit any one of the many naval bases.

Norfolk is home to the Virginia Zoological Park covering more than 55 acres along the Lafayette River, the Norfolk Botanical Garden, Douglas MacArthur Memorial, fabulous Chrysler Museum with an \$80 million art collection that spans 5,000 years of art history. The multi-million dollar **Nauticus Museum** has just opened its doors.

Stretched along the southern shore of the Chesapeake Bay, Norfolk is a city famous for its fresh seafood, including backfin crab, scallops, oysters and flounder. Dozens of restaurants, some with superb waterfront views, offer a sampling of this bounteous harvest. As Norfolk has grown into an international seaport, a cosmopolitan flavor has crept into its cuisine. From delicate French entrees to regional specialties, dining in Norfolk is a delight.

Norfolk "The Old Gray Port She Ain't What She Used To Be!!!"



General Convention Information

Registration Services

(third floor foyer)

The Registration Service Center is on the third floor foyer, across from the Hampton Roads ballroom. It will be open:

Wednesday, July 6th	10:00 AM - 5:00 PM
Thursday, July 7th	7:00 AM - 8:00 AM and 10:00 AM - 5:00 PM
Friday, July 8th	6:30 AM - 1:00 AM and 3:00 PM - 5:00 PM

NOTE: Registration will not be open during the Welcome Breakfast, Business Meeting, or Amelia Earhart Luncheon.

Credentials

(third floor foyer-near registration)

In order to be a delegate, you must have your credentials checked by members of the International Credentials Committee. Be sure to have your delegate slips properly signed, and your current Ninety-Nines membership card. Credentials will be located near the Ninety-Nines registration desk, third floor foyer, across from the Hampton Roads ballroom. Hours of operation are:

Wednesday, July 6th	10:00 AM - 5:00 PM
Thursday, July 7th	7:00 AM - 5:00 PM
Friday, July 8th	6:30 AM - 8:00 AM

Fly Buy Market

(Marriott I-II-III)

Sections or chapters wishing to have a table in the market at which to sell merchandise or fundraiser items should reserve a table (\$20.00 each or \$50.00 for individual/company) by mailing their check (payable to The Ninety-Nines, Inc.) to Bobbie McAdam, Meeting Planners, Inc., P.O. Box 87, Simpsonville, MD 21150-0087. The room will be locked but has no special security. Neither the Norfolk Marriott Waterside Hotel or the Ninety-Nines will be responsible for items left in the room.

Wednesday, July 6th	2:00 PM - 5:00 PM
Thursday, July 7th	2:00 PM - 5:00 PM
Friday, July 8th	3:00 PM - 6:00 PM
Saturday, July 9th	4:00 PM - 5:30 PM

If there is no Business Meeting in the afternoon on Saturday, the Fly Buy Market will be open 2:00 PM - 4:00 PM.

Hotel Reservations

(by June 15th PLEASE!)

A block of rooms has been reserved at the convention hotel, Norfolk Waterside Marriott, at the special rate of \$82.00 for single/double, \$15.00 extra person charge per room per night (maximum four people per room.) You must make your reservation directly with the hotel. Please make your reservation no later than June 15, 1994. After that date rooms may not be available at the convention rate. A hotel reservation form is included with this material. Please fill it out and mail directly to:

Norfolk Marriott Waterside, 235 East Main Street, Norfolk, VA 23510 USA or call 804/627-4200 or 800/228-9290. All reservations must be guaranteed by first night's deposit with check or credit card. You must cancel your hotel reservations directly with the hotel. Check in 3:00 PM, check out noon. Parking is available at the hotel at the rate of \$10.00 for valet parking (in/out privileges) and \$8.00 self-parking (hotel guests have in/out privileges).

Arrival by Commercial Airline

(Norfolk International Airport - ORF)

USAir is the official carrier of the Convention. Please make your reservation directly with USAir or through your travel agent referencing Gold File #9909000. Rates are good for travel July 4 - 11, 1994. Busses are available for a nominal fee to the hotel. If you let us know your arrival date/time, we will try to have you met at the Welcome Desk in the terminal building.

Arrival by Private Aircraft

(free tie downs and landing fee waived)

The airport for private aircraft arrivals is Norfolk International Airport (ORF). The official FBO for the convention is Piedmont Aviation Services, Inc. When you contact Ground Control, identify yourself as a Ninety-Nine, then you will be directed to Piedmont (Unicom 122.95). They will provide free tie downs, plus a \$0.20 per gallon gas discount. Please let us know your arrival date/time, you will be met at the airport for transportation to the hotel. If you arrive early or late, Piedmont will provide transportation to the Terminal Building where you can catch a bus or taxi to downtown.

Name Tags, Tickets & Admittance

(wear your name tags!)

Your convention packet will be available at the Registration Desk. Tickets are required for all meal functions and tours. Name tags will be issued to all those paying registration fees for the convention and will be required for the seminars and hospitality suite, etc. Daily registrants will have color-coded name badges.

Cancellation Fee

If you must cancel your registration, a fee will be charged on the following schedule:

Up to June 15, 1994	- \$25.00
From June 15 - June 30, 1994	- \$50.00
After June 30	- no refund

Additional Information

Hotel Information
804/627-4200

Reservations/Hotel Convention Information
301/854-3817, Bobbie McAdam/Coordinator

Convention Information
703/527-5765, R. J. McGlasson/Mid-Atlantic Section 99s

The Ninety-Nines, Inc.

1994 INTERNATIONAL CONVENTION

Catch the Wave

Norfolk Waterside Marriott Hotel, Norfolk, Virginia
July 6th to 9th, 1994

REGISTRATION FORM

Complete and mail the top portion of this form to: Meeting Planners, Inc., P.O. Box 87, Simpsonville, MD 21150-0087

NINETY-NINE INFORMATION: Please print clearly.

First Name or Nickname for Badge: _____ Section _____ Chapter _____

Full Name: _____

Address: _____ City: _____

State/Province/Country: _____ Zip/Postal Code: _____

Phone: Home (____) _____ Business (____) _____

Check all that apply:

- ☐ Charter Member (CM)
- ☐ International Board (IB)
- ☐ Past International President (PP)
- ☐ Section Governor (SG)
- ☐ International Committee Chairman (IC)
- ☐ WASP (WP)
- ☐ AWTAR Alumni (AA)
- ☐ AE Board of Trustees (AB)
- ☐ Chapter Chairman (CC)
- ☐ New Member (NM)
- ☐ First Convention (FC)
- ☐ Under 35 years old (35)
- ☐ Former AE Scholarship Winner (FS)
- ☐ AE Scholarship Winner (AE)

O Special Needs: _____

PERSONAL GUEST INFORMATION:

First Name or Nickname for Badge: _____

Guest Full Name: _____

City: _____ State/Province/Country: _____

FLIGHT INFORMATION

By Commercial Airlines into Norfolk Int'l Airport:

Arrival Date/Time _____ Airline _____ Flt _____

Departure Date/Time _____ Airline _____ Flt _____

By Private Airplane into Norfolk Int'l Airport (Piedmont Aviation):

Type Aircraft _____ N# _____

Arrival Date _____ ETA _____

Departure Date _____ ETD _____

No Tie Down or Landing Fees

Discount Airfare!

Contact your travel agent or USAir for a 5 to 10% discount. Refer to Gold File #9909000.

CUT ALONG DOTTED LINE AND MAIL FORM BELOW TO HOTEL

HOTEL RESERVATIONS Ninety-Nines Int'l Convention

Make Checks Payable to and Mail to Norfolk Waterside Marriott, 235 East Main St., Norfolk, VA 23510, Telephone (804) 627-4200 or 1-800-228-9290

Convention rates are applicable from July 3 through July 10, 1994. The Ninety-Nines room block will be released on June 15, 1994. Convention rates will be honored after June 15, but reservations will be on a space available basis. All reservations must be guaranteed by 1st night deposit with check or credit card. Check-in time is 3:00 p.m. Check-out time is 12:00 noon.

Arrival Date _____ Departure Date _____ Special Requests: _____

ACCOMMODATIONS	RATES
1-2 People (1 or 2 Beds)	O \$82.00
Additional Person Per Room	O \$15.00

Name _____ Address _____

City _____ State _____ Zip Code _____ Phone _____

Credit Card _____ C/C No. _____ Exp. Date _____

Signature _____ (Required for Credit Card)

REGISTRATION FEES, Register by June 1, 1994, Payable to Ninety-Nines, Inc.

Registration post marked by June 1st, 1994	\$240.00 per person (REGIS)	\$ _____
Registration post marked after June 1st, 1994	\$270.00 per person	\$ _____
Daily Rate	\$100.00 per person (DAILY)	_____ \$

Extra Tickets:

Opening Night Norfolk Fun Fest, Wednesday, July 6th	_____ @ \$20.00 each (FUNF)	\$ _____
Amelia Earhart Luncheon, Friday, July 8th	_____ @ \$28.00 each (AE)	\$ _____
Awards Banquet, Saturday, July 9th	_____ @ \$50.00 each (BANQ)	\$ _____
		Total Registration Fees \$ _____

CONVENTION OPTIONS Payable to Ninety-Nines, Inc.**# of Ticket(s)**

NAUTICUS (9am - 6pm weekdays/9am - 11pm weekends) # of tickets (NAUT)	_____	@ \$8.25 per ticket	\$ _____
Tuesday, July 5th			
<input type="checkbox"/> Colonial Williamsburg & Yorktown Overview (excluding lunch) (WY7-5)	_____	@ \$24.00 per person	\$ _____
Wednesday, July 6th			
<input type="checkbox"/> Norfolk & Virginia Beach City Tours (CITY)	_____	@ \$10.00 per person	\$ _____
<input type="checkbox"/> NASA-Langley Air Force Base Tour (NASA)	_____	@ \$18.00 per person	\$ _____
Thursday, July 7th			
<input type="checkbox"/> Oceana Naval Air Station Tour 9:00 a.m. - 3:30 p.m., (excluding lunch) (OCEAN)	_____	@ \$10.00 per person	\$ _____
<input type="checkbox"/> Oceana Naval Air Station Tour 11:00 a.m. - 4:30 p.m., (99s only) (excluding lunch) (NAS99)	_____	@ \$10.00 per person	\$ _____
<input type="checkbox"/> Virginia Air & Space Center (VAAIR)	_____	@ \$18.00 per person	\$ _____
Thursday, July 7th (evening option)			
<input type="checkbox"/> International Reception (RECP)	_____	@ \$12.50 per person	\$ _____
Friday, July 8th			
<input type="checkbox"/> Norfolk Naval Base Aircraft Carrier Tour (CARR)	_____	@ \$10.00 per person	\$ _____
<input type="checkbox"/> Norfolk Naval Base Submarine Tour (SUB)	_____	@ \$10.00 per person	\$ _____
<input type="checkbox"/> Colonial Williamsburg & Yorktown Overview (excluding lunch) (WY7-8)	_____	@ \$24.00 per person	\$ _____
Friday, July 8th (evening options)			
<input type="checkbox"/> Rosie Rumpe's Regal Dumpe (ROSIE)	_____	@ \$38.00 per person	\$ _____
<input type="checkbox"/> "Spirit of Norfolk" Scenic Cruise (SPIRT)	_____	@ \$31.00 per person	\$ _____
Saturday, July 9th			
<input type="checkbox"/> Norfolk Naval Base Surface Ship Tour (SHIP)	_____	@ \$10.00 per person	\$ _____
Sunday, July 10th			
<input type="checkbox"/> Williamsburg Pottery & Berkeley Commons Outlet Center (POTRY)	_____	@ \$10.00 per person, \$ (excluding lunch)	_____
Total Options			\$ _____

(Options have maximum capacities, so sign up early! Options have minimums and may be canceled if not met!)

FLY BUY MARKET Payable to Ninety-Nines, Inc.

To reserve a table to sell merchandise or fund-raising items, check appropriate box below.

Section or Chapter: ☐ (BOOTH) 6-foot table / \$20.00 Individual or Company: ☐ (TABLE) 6-foot table / \$50.00

PAYMENT INFORMATION

☐ Check Enclosed (Payable to Ninety-Nines, Inc.) ☐ VISA ☐ Master Card

Checks for: Registration / Convention Fees / Fly Buy, are mailed to: Meeting Planners, Inc., P.O. Box 87, Simpsonville, MD 21150-0087

Credit Card No.: _____ Expiration Date: _____

Signature: _____ (Fees must be included in order to process registration.)

(Required for Credit Cards)

CONVENTION REGISTRATION INCLUDES

<input type="checkbox"/> Opening Night Norfolk Fun Fest	<input type="checkbox"/> Registration and other printed materials
<input type="checkbox"/> Welcome Breakfast	<input type="checkbox"/> Educational Seminars
<input type="checkbox"/> Friday - Saturday Continental Breakfast	<input type="checkbox"/> Souvenir Program
<input type="checkbox"/> Amelia Earhart Luncheon	<input type="checkbox"/> Hospitality Suite
<input type="checkbox"/> Awards Banquet	

Cancellation fees:

Up to June 15th, 1994\$25.00

From June 15th to July 1st ..\$50.00

After July 1stNo Refund

VICKI KELLY, First Officer, United Airlines
JILL MALPASSI, Flight Attendant, USAir
Thursday Seminar Leaders
Using All Your Cockpit Resources

Vicki Kelly was a registered nurse when she started flying. She enjoyed it so much she acquired the needed ratings while teaching at the flight school. She then flew with a commuter airline in New England before being hired by United. She is currently flying international routes to Europe.

Jill Malpassi is a private pilot who works as a flight attendant for USAir. She is also a resource management consultant.



JOHN YODICE
General Counsel,
Aircraft Owners and
Pilots Association (AOPA)
Thursday Seminar Leader
Enforcement at the
General Aviation level

John Yodice is a graduate of Brooklyn College, New York City, and received his law degree from George Washington University. He is responsible for advising AOPA on all matters of legal concern and is on the AOPA General Counsel and Board of Trustees.



AL HAYNES
Captain, United Airlines (Ret.)
Thursday Speaker
The Miracle of Flight 232

Captain Al Haynes attended Texas A&M University, received his flight training in the U.S. Navy and was commissioned a Second Lieutenant in the U.S. Marine Corps. After a tour in an operating squadron, he taught instrument flying in Kingsville, Texas, before being discharged in 1956.

He joined United Airlines in August 1956. Promoted to copilot in 1963, he flew the DC-6, DC-7, Boeing 727 and DC-10 until being promoted to Captain in 1985. He flew DC-10s until his retirement on August 31, 1991, accumulating over 27,000 hours total flight time. While captain of Flight #232, he and his crew landed a DC-10 in Sioux City, Iowa, with all of its controls out.



ELLEN CRUM
Air Traffic Rules Branch of FAA
Friday Seminar Leader
You Can Make a Difference

Ellen Crum received her B.S. degree from Westfield State College, Westfield, Mass. She has worked for the FAA since 1979 as an air traffic controller and then a trainer. She was awarded the Eastern Region Aviation Education Facilitator of the Year Award. In December 1991 she assumed responsibility for writing FAA Regulations, Advisory Circulars and other FAA publications which deal with air traffic control procedures and regulations working out of FAA Headquarters in Washington D.C. In 1991 she was selected to attend the Secretary of Transportation's "Seminar for Prospective Women Managers."



JANE O'DEA
Captain, U.S. Navy
Friday speaker
Women in Naval Aviation

Captain O'Dea received her B.A. from Iowa State University. She reported to Women Officers School, Naval Base, Newport, R.I., and was commissioned an ensign in 1972. Captain O'Dea is the Navy's senior ranking woman aviator and presently assigned as the Deputy Director, Customer Service Division, Office of the Chief of Naval Operations, Directorate for Space and Electronic Warfare.

She has qualified for the Command and Control Air Warfare specialty, officer of the Deck Underway on board the USS Lexington. Captain O'Dea has logged over 3,000 flight hours in the following military aircraft: commander in C-130 and C-1A, carrier qualification in the C-1A, instructor in the T-34 and mission commander in the EC-130 TACAMO.



MARTA MEYER
1993 National Advanced Aerobatic Champion
Guest Speaker: Saturday night banquet
Meet a "Sled" Driver

Marta Meyer is one of the few privileged persons to pilot the SR-71 Blackbird. Nicknamed "Sled" by those who flew it, Lockheed's SR-71 Blackbird captured the curiosity and imagination of the public like no other aircraft. It was the fastest and highest flying jet aircraft in the world. She will share her unique experience of what it was like to fly this legendary plane.

Note: Speakers, topics subject to change.

1,000 MORE IN '94

NEW MEMBER CAMPAIGN REPORT

MARILYN SMITH, INTERNATIONAL MEMBERSHIP CHAIRMAN

JOIN THE NINETY-NINES "POST IT" PROJECT

**Here's an opportunity for you to fly and have fun!
Help put 99 posters and applications for
membership in every public airport**

The Ninety-Nines have much to be proud of. So let's proudly spread the word through every geographic area that our Sections and our Chapters encompass *throughout the world*.

During March and April, let's make a *super special effort* to have Ninety-Nines' posters and Ninety-Nines' membership applications displayed at *every public general aviation airport* located within our geographic boundaries in *every* country where there are Ninety-Nines members.

HOW CAN WE DO IT?

1. On a Section level, delineate areas of coverage for which individual chapters (or members, if no chapters) will be responsible for covering. Give them their "target" by April 30 as *all the public general aviation airports in their area*.

2. Provide them with a flyer or poster and a supply of membership applications (or advise them where they can get them. (See list at right.)

3. AND THEN, GET THEM FLYING to every one of the airports comprising their target. Give them ideas for good locations to place their flyers and have their applications on display for ready access to other women pilots. (Need I mention where virtually *every* woman pilot goes before and after flying?)

4. Report back to me on the progress toward *your* targets. Include Section/Chapter name and date. Report *at least once by April 30*.

List the target number and the actual targets covered to date. While I will be happy to report our results as of April 30, please don't stop there if you haven't achieved 100 percent of your target. *Keep going until the job is complete and the target is reached*.

Keep going back to your covered airports to make sure the display is still up and the supply of applications is sufficient and accessible.

In focusing on our goal of EVER-EXPANDING MEMBERSHIP, we do need to keep in mind that *expansion is not necessarily limited to numerical increase* but also to the way in which we relate to each other as a wonderful family bonded together through our love of flying.

I think one of the greatest things about The Ninety-Nines is the camaraderie we share and the freedom and the opportunities we have to do some things that no other avenue can provide as well!

And another one of the greatest things about The Ninety-Nines is how we band together to accomplish things such as this "Post It" project—and have loads of fun doing it together!

GET YOUR POSTERS HERE....!

SOME SECTIONS HAVE RECENTLY HAD RECRUITMENT POSTER CONTESTS.

(Consult your roster for phones and addresses.)

Southwest Section. Section Membership Chairs Sheila Drayster and Ilse Hipfel offer their Section's winning poster (11 x 17) in quantities at their cost to produce (.35 cents each) or in 8 1/2 x 11 flyers (in quantities of 1 to 1,000 or more) at a cost of five cents down to 1.9 cents a copy, depending on quantity. Add two cents for colored paper of your choice.

North Central Section. Section Membership Chair Helene Holton has her Section's winning poster which they will be happy to share with other Sections and Chapters. Cost information will be provided on inquiry.

The International Membership Chairman can supply you with a black and white 8 1/2 x 11 flyer to reproduce in quantity yourselves or, if you prefer, can supply you with copies on fluorescent colored paper for \$2.50 for a set of 50 flyers. (See page 4 of roster for phone/fax and address.)

For our International Sections/Chapters. I suggest you get just one poster or flyer and modify it to your language (if other than English). Then reproduce it yourselves in the quantities you need.

MEMBERSHIP APPLICATIONS are available at 99 Headquarters, or you can make photocopies. When making copies, make sure you have the *latest revised version of 9/93* and that you reproduce *both* sides of it.

"THE GREATEST THING ABOUT THE NINETY-NINES IS"

For our May-June issue, we want you to complete the sentence above. From all your letters which are received by April 1, six will be selected for publication in the magazine in a feature article titled:

"AC-CEN-TU-ATE THE POSITIVE..."

Your letter should be no more than 100 words, typed and double-spaced. Include your name, address, phone and Chapter or Section affiliation (if applicable).

Mail or fax to

Betty Rowley, Editor
Ninety-Nine News
807 N. Waco, Suite 22
Wichita, KS 67203-3971
316-263-7350

**When you invite women pilots to your meetings,
be sure you invite them to JOIN!**

Cause for the Blues

LYNNE TRUPIN, CHAIRMAN
International Legislation Committee

IN THE U.S., the Clinton Administration's initiative to promote a stronger airline industry was presented to the public at a press conference on Jan. 6.

How General Aviation is affected

1. The president will propose legislation later this year to turn the air traffic control system over to a private corporation.

2. The Administration, as part of a comprehensive review of federal product liability laws, will consider whether to support a statute of repose limiting product liability to 15 years from the date of manufacture for manufacturers of general aviation aircraft. Janet Reno of the Justice Department is doing an investigation of the product liability issue for the Clinton Administration. Sen. Nancy Kassebaum (R-Kan.) has requested that this study be completed within 30 to 90 days.

3. A pledge to expedite progress toward full implementation of the Global Positioning System. The timetable calls for GPS to be available for navigation after takeoff and for some landings this year, for over-water navigation in 1995 and for certain kinds of precision approaches by 1996.

4. The FAA will evaluate the high density rule now in place at four airports and determine if it should be changed or eliminated.

5. FAA Administrator David Hinson designed a notice for the Federal Register that asks users to comment to the FAA about rules and regulations that are considered unjust, unnecessary or otherwise too much of a burden. In the case of rules or regulations that impact safety, Hinson asks for comments on how safety can be maintained without the rule or with a significant change.

6. The Administration will present to Congress later this year a proposal for continued aid to airport funding that will contain a plan to extend authority over several years to allow for better planning.

Other initiatives

The other initiatives were aimed at the airlines: permission for foreign investment of as much as 49 percent of the voting stock in airline ownership; closer monitoring of the financial conditions of the industry and individual airlines; greater emphasis in international negotiations to help U.S. carriers gain landing rights in other nations; bankruptcy reform applying to airlines only; and conducting talks with airline management about loss of jobs when an airline considers a merger, acquisition, route authority or other move that may affect employment.

An FAA/General Aviation Conference was held last September to find ways to alleviate the crisis in general aviation and FAA Administrator David Hinson proclaimed a new era of cooperation between the FAA and general aviation. On Nov. 6 at the AOPA Expo, Hinson was queried about his opinion on "privatization."

He said the FAA was taking a hard look at the concept of incorporation of Air Traffic Control because they don't want to change the current system, which has the best safety record in the world, if it doesn't need to be changed.

He also announced the FAA had launched a six-month study of the issues surrounding the creation of an independent corpo-

ration to operate the nation's air traffic control system. The ATC study would look at a number of issues including how the FAA and ATC Corporation would separate safety from air traffic control; whether turning air traffic control over to a corporation would raise or lower the cost of flying for general aviation and whether the ATC system should mainly concentrate on IFR traffic.

The administration did not wait for the results of the study to go forth with the Airline Commission's recommendation. Two months later, they declared their intention to create a private ATC corporation and to present the legislation to Congress in April.

AOPA President Phil Boyer labeled Jan. 6 as *Black Thursday!* It could be a black day for general aviation if Congress enacts the proposal on privatization. Right now, it's just cause for the blues.

I feel this issue of privatization is one of the most important in recent years and it could totally change our way of flying.

We know from personal experience that high fees keep us out of high density traffic airports. Though not addressed at this time, privatization of airports will be discussed next. The Canadians just finished a tough battle to prevent the International Airport at Toronto from being turned over to private interests.

Update on "liability" logjam

The General Aviation Revitalization Act, the formal name for the statute of repose bill, HR-3087, pending in Congress, which would establish a 15 year limit on filing lawsuits against the manufacturer of small airplanes is now endorsed by 62 percent of the House. Every pilot consumer group has endorsed the bill: Aircraft Owners and Pilots Association, the Experimental Aircraft Association, the National Business Aircraft Association, as well as the International Association of Machinists, which represents thousands of aircraft workers.

A handful of influential lawmakers, however, view it as an unwarranted bailout of the light plane industry and for eight years, they have kept the bill from coming to a vote by either the House or the Senate.

Cessna Aircraft Company has pledged to hire up to 2,000 workers and resume production of three of its piston-powered airplanes if the bill passes: the 172, 182 and the 206. Russ Meyer, president and CEO of Cessna, estimates the passage of this act could result in the creation of 25,000 industry jobs.

The following members of Congress have signed on since the list of members of Congress who had *not* cosponsored the bill was published in the Jan/Feb. issue of *Ninety Nine News*:

Vic Fazio, California; Larry LaRocco, Idaho; Gerry Studds, Massachusetts; Marge Roukema, New Jersey; Stephen Neal, North Carolina; Charles Rose, New York; Earl Pomeroy, North Dakota and Jim Cooper, Tennessee.

Rep. Dan Glickman (D-Kan.) is considering a new tactic to get this piece of legislation to the House floor for a vote. It's called a "discharge petition." It essentially would require a majority of the House to challenge the power structure and force a vote.

Sen. Nancy Kassebaum (R-Kan.) has 46 cosponsors for her nearly identical bill, S-1458, which faces similar opposition. She is planning to bypass troublesome committees by introducing her bill as an amendment on the Senate floor.

Latent letter-writers arise! This is the time to express your opinions to your Senators and Representatives. If you need further details on these issues, please contact me. ✪

Call sign: FORUM, Frequency: 121.99

"Dedicated to direct communication with our leaders and between our members."

COMPILED BY

MARILYN SMITH, PROFESSIONAL FACILITATOR

USER GUIDELINES:

1. Maintain focus on our Goal: *AN EVER-EXPANDING MEMBERSHIP to perpetuate our Organization and Purpose and to provide an ever-increasing resource for the support and advancement of our members' pursuits in and contributions to aviation.*
2. In explaining your issue or concern, also tell us what you believe could be changed to bring about improvement.
3. Discuss your topic in terms of the philosophies, policies, rules and traditions that "drive" our organization and, in some cases, have been in place for over 60 years.
Just because something hasn't been changed before doesn't mean it's "best" for us the way it is. Perhaps your idea is not new but rather a change of circumstances now provides an opportunity for re-evaluating its contribution to our progress.
4. Try to support your thinking with reasons based on known facts. In the absence of facts, support of an opinion can best be secured by providing the "common sense" logic behind it.
5. Submit your *written* communication with your name and phone number (in case clarification is needed) to:

Marilyn P. Smith, 99s Forum Facilitator
Pine Shadows Airpark, 3661 Runway Street, NE
North Fort Myers, FL 33917

RESPONSES SOUGHT: LETTERS

This concern was stated in the Jan/Feb issue by three members; no additional members have submitted letters on this subject since.

Board response: (1) Our objective is to enable better and more communication in *both* directions—from the membership to the Board and vice versa.

Editor's response: (2) See "Editor's Desk," page 7.

Board response: (3) Clear, informative, concise two-way communications enhance our image to prospective members by demonstrating our ability to work together whether or not we agree.

(4 and 5) A level of trust needs to be present on the part of the letter writer during this period of establishment of better communication through this column. If a member does not feel her views have been clearly stated, then she should write again. Effectiveness of the column will be continually evaluated through the number of responses to Forum, comments to the Board, discussions at Conventions, etc.

(6) The Board and the membership will know by the quality of input and by member comment regarding the output.

Editor's response: (7) See "Editor's Desk," page 7.

Forum Facilitator response: No communication I receive is exempt from inclusion in the column, nor is any point overlooked in compiling the concern the member addresses. In the majority of instances, I call the submitter to verify that I am correctly understanding the reasons for, as well as the concern itself.

Once I have completed my column, I submit it to our president for information only. The only other copy goes to the editor who does her job of making sure my wording is smooth and concise. After she has typeset the copy, it comes back to me for my review and approval.

In other words, no one is controlling or censoring this column's content. You and I have full control of its content. It is not until after the column is printed in the magazine that I forward to the president the actual letters I received from which I compiled the column.

Why can't letters be printed verbatim? (1) We cannot afford the size of magazine it would take to include all of every letter received. (2) Sometimes emotions tend to hamper stating views concisely and objectively so that letters receive the attention they deserve. (3) Several communications received often have a common concern (which I re-

flect numerically at the end of the compiled concern).

Why can't the writer be identified? Names of individuals have too often been the focus rather than on the issues at hand. Whether appearing as the writer of the concern or as a name mentioned in the letter content, the mention of names can trigger positive or negative reactions on the part of the reader and *color* the reader's reaction to the basic concern. We must focus.

RESPONSES SOUGHT: NCWA

This concern was stated in the Jan/Feb issue by two members; no additional members have submitted letters on this subject since.

General membership response: Since the Jan/Feb issue was not in the hands of the members at the time of this column's submission deadline of February 1, no responses have as yet been received from the general membership.

RESPONSES SOUGHT: GOAL

This concern was stated in the Jan/Feb issue by two members; One additional member has submitted a letter on this subject since. (See member concern: Goal in this column for general membership response.)
Board response: Logistics and time were the constraints on member input in the goal setting workshop. Leaders must have a clear view of direction before they can lead effectively.

In a profit-making entity, ever-increasing profit is the single goal. In our membership-driven, nonprofit entity, ever-increasing membership is necessary so we may continue to serve women pilots. The level of quality of an organization will be the ingredient that either aids or deters our growth. A single goal is served by a number of objectives. One of our objectives is to better satisfy the needs and expectations of current members. Another objective is to continue to maintain and to strengthen our voice on behalf of women in aviation. Strength is derived from numbers as well as the quality of output from those members.

As for the question about how the Board arrived at "obsolete communication style" as the cause of difficulties we were experiencing, we don't have space in the magazine to effectively review the process. However, at the International Convention in Norfolk, we will be happy to set aside some time to discuss the process we participated in for the benefit of members who are interested. Suffice to say, the "Theory of Constraints" has been highly successful for over 10 years in goal setting, problem identification, conflict resolution and a focused process of management for both profit-making and, more recently, nonprofit entities.

MEMBER CONCERN 66/STUDENT PILOT MEMBERSHIP

In support of the proposed bylaw, the following points have been expressed:

1. In present non-member status, she has no contact or direct awareness of international level—officers, chairmen, activities, projects and programs. Her "circle" is primarily that of one chapter. As a member, she can become an intricate part of the entire organization.

2. Her dues could be less so that cost does not make it financially difficult for her to join and dilute funds needed for flight training.

3. A special column in our magazine could be devoted to the student pilot, including subjects that will provide support and encouragement, helpful tips, etc. Chapters, too, could benefit to the extent that they could learn ways to provide the encouragement and assistance she needs. (The writer of this statement imparted that her chapter has a fly-out with just their 66s each month when weather permits; otherwise, they have lunch together.)

Concern contribution to date: 1 member

On the other side of the coin, the following has been expressed:

1. We have always been known as an organization of *licensed (certificated)* women pilots. This is *one* thing that sets us apart from other women's organizations.

2. Student pilot members could be considered by some licensed women pilot non-members as detracting from the prestige one would expect if they were to affiliate with our organization.

In contrast, the proposed bylaw for the "full-time academic licensed pilot member" could be advantageous for the enthusiasm and youth they, too, possess in addition to their pilot certification. Perhaps the Board's rationale for proposing this bylaw would shed some light on

why we don't first focus on securing more of the already certificated women pilots as members (since there are thousands of them available). Shouldn't that be our first source for members?

Being a 99 should be viewed as an honor to work toward and accomplish, not a "quick fix" to building membership; expanding our organization can be done by achieving sufficient quality to better attract those women who have already attained pilot certification while we continue to encourage the 66s to persevere in attaining certification and 99s eligibility. Or, as stated by one of our chapters, "to join 6,000 women aviators in a worldwide, supportive educational and socially rewarding organization."

3. A sub-organization of 66s was tried some years ago which some of our membership believed to be unsatisfactory at the time.

Concern contribution to date: 3 members

Response is sought from: The Board and general membership

MEMBER CONCERN: REVISED NEW APPLICATION

It appeared at our annual business meeting that we were asked to and agreed to seek voluntary contributions for the WPFC for the next two years via our membership renewal mailing. It was to include a card asking for a \$1 voluntary contribution. The revised application appearing in the new roster does not clearly indicate that the \$1 contribution is "voluntary," but rather gives the appearance that payment of anything less than \$56 by a new member is not appropriate.

Would the Board please clarify for us whether the above understanding of what transpired at the annual business meeting is correct or not? If it is correct, what action is the Board planning to rectify the inclusion of the \$1 in the "TOTAL" on the *New Member Application*?

Will a corrected revision be printed in this magazine to replace the one appearing in the roster and will our current supply at headquarters be discarded and replaced with a corrected one? And will the membership renewal mailings conform to that which was the procedure approved at the annual business meeting for securing the \$1 as a *voluntary* contribution via a separate contribution card enclosure?

Concern contribution to date: 1 member

Response is sought from: The Board and general membership

MEMBER CONCERN: BYLAWS REWRITE

On page 14 of the Nov/Dec issue, bold text within a border stated, "Expanding and enhancing our purposes." Would the author of the article on that page please clarify the intent of that statement in relation to the article's title? Further, please explain why we would want to expand our purposes when we already have 26 International Committees, a Grievance Committee (although not listed on pages 4 and 5 of the roster), plus the AE Scholarship, the AE Birthplace and several types of awards we give? Perhaps it would be better to concentrate on "enhancing" to support our Goal of ever-expanding membership.

In the same article, there was mention of "professionals" who will be involved in this rewrite process. Would the Board please explain from where the funds will come to compensate these professionals and the amount we will be paying for these services? In other words, are we living within the framework of our budget and available funds?

Concern contribution to date: 2 members

Response is sought from: The Board and author of the referenced article

MEMBER CONCERN: GOAL

Why did the Board need an all-day workshop to define the goal of our organization and its constraints? Isn't our goal the "Purpose" defined by the Charter members in 1929, "...to provide a close relationship among women pilots and to unite them in any movement that may be for their benefit or for that of aviation in general."?

Of course, our "purpose" statement is now different due to 501 (c)3 regulations by which we are governed. However, I believe most members, when joining, do so for the reasons stated in our original "purpose" statement—not our present one. And the majority of our original "purpose" is accomplished at the Chapter level, with lesser involvement at the Section level.

Conversely, at the International level, it appears the focus of action and expenditure is predominantly devoted to our present "purpose,"

with support of members' expectations and provision of benefits taking a "back seat." At present, it appears we have a constraint to our goal due to a divergence of goals between the membership and the Board.

This divergence became apparent with the construction and later expansion of our headquarters facilities and the gap widened once we had acquired the A.E. Birthplace.

Complacency by delegates when bylaw "refinements" were presented at the 1986 convention set into motion a further divergence and surrender of membership control to a select few who would be eligible for office and thus control of the organization and its focus. The result of these events was dissension between members and the Board over a period of several terms, financial deterioration and an air of secrecy portrayed by our International leadership.

If the present Board acknowledges the goal of "an ever-expanding membership," it would appear an increased initiation fee for new members is self-defeating. For some of our members, dues are already viewed as too high for value received (and for some, more than they feel they can afford).

Concern contribution to date: 1 member

Response is sought from: The Board

MEMBER CONCERN: CORE PROBLEM

In the Nov/Dec Forum column the "core problem" (that which caused a constraint to our goal realization) was described as "...communication style between the Board and the owner-members (which) became obsolete."

Could you please elaborate on that statement so that we all have a very clear understanding of it and its implications. It is imperative we know this information so that we can prevent or rectify it at the local level immediately (if it exists at that level). Otherwise, we could well be working at cross-purposes.

One of the obvious core problems in recent years has been the lack of communication from the Board to the membership. Is this what is meant by "obsolete communication style?" If so, permitting greater membership voice in the administration of our organization will solve the core problem.

Concern contribution to date: 1 member

Response is sought from: The Board

MEMBER COMMENTS: FORUM

"First the manner in which the International Board is keeping the general membership up to date on various matters is highly commendable. I no longer feel like I'm in an organization which tries to keep me in a vacuum. "...keep up the good work!"

"Thank you for the courage to take on the Forum. Naturally, I applaud your goal 'for achieving greater mutual understanding and clearer vision of needed effort to further unity and the pride of affiliation initially shared by our founding Charter Members.' We have a true affection that has endured for 65 years. I can only wish that the 99s today can know the joy and love of such everlasting friendships. They are the pot of gold at the end of the rainbow." "Let me know how I can help."

Forum Facilitator response: "You just have!"

Comment contribution to date: 2 members

FACILITATOR COMMENTS:

Considering this column was written before members' receipt of the Jan/Feb issue, I am anticipating that input will continually increase with each future Forum column. Some of the letters used in compiling this issue's column addressed as many as four different concerns (all of which I have included).

So that we do not overlook the scope of content our magazine endeavors to cover in serving the varied interests of our members, I ask that your letters to Forum address your singular most important concern at the time of your writing.

There is no limit as to how often you can write to Forum, so if you have several concerns, perhaps you could put them in priority order and address one of them to Forum every two months to coincide with my column preparation and submission on the first of each month preceding the next bimonthly issue.

Making the Move to a Flying Job

KAREN KAHN
Santa Barbara Chapter

IN MY LAST COLUMN, we talked about working at your local FBO to learn about aviation and put yourself in the path of opportunity—just in case it should come knocking at your door.

No doubt you know someone who's traded in their ground job at the airport for a flying one. How did they do it? Can you do the same? Start by keeping your eyes and ears open. If possible, adjust your working hours to allow you the maximum exposure to the flying public.

Weekends at your local aerodrome can be the most productive of all since most pilots and aircraft owners who work weekdays tend to fly on weekends.

Make yourself more visible. If your work keeps you away from public view, inquire about doing some more public contact work on weekends that will bring you out of the back room and into the mainstream.

There are lots of ploys you can use to get out and meet people: from planning a mini-bake sale (with some of the proceeds going to a good airport cause) to writing a newsletter for the FBO or airport. You want a reason to meet, greet and talk with pilots—a first step towards landing a flying job.

Take notes on your new acquaintances—names, aircraft type/number, phone, business and any other details that might be of interest or helpful in your job quest.

I recommend you use 3 x 5 file cards and attach their business cards, if you have them. Anyone who sounds promising should receive a follow-up call so they'll remember your name and keep you in mind for possible future job opportunities!

Get some business cards. When you get your Commercial license, invest in some simple business cards with your name, address and phone number (you do have an answering machine, don't you...and please do not use any cutesie announcements, just a short businesslike greeting to enhance your professional image).

Also include on your card the notation, "Commercial Pilot." If you have your CFI, add the ratings you hold (Single Engine, Multi-engine, Instrument) and any special area of expertise (IFR currency, BFRs, etc.).

Become an instructor. If you haven't already taken the ground instructor written exams, plan to do so as soon as possible. You can start with the Basic Ground Instructor (BGI) test which will qualify you to teach private pilot ground school.

Once you pass the written, just take your results to the local FAA office and they will issue you the license in question. No practical exam is required.

Even if you don't have time or the opportunity to teach a



partial or full-length ground school, consider offering your services as a tutor to other up-and-coming pilots. Offer to teach an applicable review session at your next 99 Chapter meeting. Regulations, takeoffs and landings, navigation, airspace review, there are lots of good topics for review. Try a biennial brush-up session and you'll probably find lots of interested pilots, 99s and civilians alike.

The next step up from the BGI is the Advanced Ground Instructor (AGI) license which will allow you to teach commercial ground school or sign off a commercial applicant for their written exam. The Instrument Ground Instructor certificate (IGI) is probably the most useful of the three licenses.

Since instrument flying is an ongoing learning process, you can find students practically everywhere. You could, for example, teach a pre-IFR class for new private pilots to give them an overview of instrument flying and encourage them to work on their instrument rating. There are lots of possibilities and

you can charge for your service. It's the old adage of "find a need and fill it."

For those of you who plan to get your Instrument Flight Instructor certificate (CFII), the IGI written exam is excellent prep for the CFII written exam, just as the AGI is good prep for the Commercial written.

Although teaching ground school isn't a "flying job" per

Put yourself in the path of opportunity—just in case it should come knocking at your door.

se, it certainly can lead to one.

Get acquainted at the airport. By getting to know the flying pilots at your airport and making your talents known, you demonstrate your knowledge and competency in the flying arena. You will most likely find several of your ground students have use for your flying skills. If you have your CFI, voilà, instant customers. If not, perhaps you can negotiate some "ride-along" flying, particularly for the owner-pilot without an instrument rating or one who has a full day of appointments and would like the safety of an additional pilot for the long flight home.

List your talents. Basically, you must prove yourself and demonstrate your talents and congeniality to a prospective employer. Make a list of your various talents and then decide the best way to use them. If you need advice, talk to someone who has experience in your field—and nothing to sell you!

Remember, any job at the airport can be your key to more flying time and an aviation education. It's all in what you make of it—and perhaps you can come up with a completely new service or product.

Use your imagination. Be creative. Have at it!

Karen Kahn is a captain with a major U.S. carrier. Type-rated in the MD-80 and Lockheed JetStar, she holds a Gold Seal CFII and is rated in gliders, seaplanes and helicopters. She runs Aviation Career Counseling, a career guidance and interview counseling company based in Santa Barbara, Calif.

Next issue: Completing a job application

WASP Memorial Statue Fund

The Delaware Aviation Memorial Foundation is seeking funds for a life-sized statue to commemorate the first women pilots to fly for the American Military Services. A memorial statue and small commemorative park honoring these women is proposed for New Castle County Airport, near Wilmington, Delaware.

In 1942 the first women to fly for the American Military reported for duty at New Castle Army Air base, now New Castle County Airport, Wilmington. Known as the Women's Auxiliary Ferrying Squadron, the WAFS played a vital role in World War II. The WAFS were merged into the WASPS in August 1943.

In addition to ferrying all the aircraft in the Air Force inventory, these women performed numerous other flying duties including target towing, test flights, VIP transport, drone work, and instructing men to fly.

The WASPs contribution to winning the war was never recognized or honored and it was 1977 before these brave women were given military status. The fact that these capable women flew the fighters and bombers is not well known. In 1976 when our current military services decided to allow women to fly, they were incorrectly cited as the first women to fly for the military.

The WAFS and WASPs pilots are an important part of American history. These women deserve a memorial befitting their contributions and dedication to their country during perilous times.

To permanently recognize their efforts, a statue depicting one of these courageous women pilots is planned as part of New Castle County Airport's proposed Walk of Honor. The base of the life-sized lighted statue will include plaques bearing the names of the WAFS and WASPS, including those who gave their lives.

The Delaware Aviation Memorial Foundation has set up a Statue Fund to raise \$25,000 for the statue. Future projects include historical exhibits to be set up in the terminal where there is presently a small plaque citing the WAFS and WASPs. The commemoration is scheduled for October 1994 to coincide with the WASPs 50th Anniversary Convention in Washington, D.C.

Donations are needed for the construction of this monument. The names of all contributors will be made part of the permanent record of the WASP Historic Monument. Please send your donations to: WASP Memorial Statue Fund, P.O. Box 249, Chesapeake City, MD 21915. If you have questions, call Jan Churchill, 410-885-5900.

The fall Southwest/South Central Sectional will be in New Orleans the last weekend of October. Hotel reservations can be made at 1-800-535-9595 at the Monteleone Hotel. Several of us have already made reservations. Please don't delay as rooms are going fast. Air fare reservations can be made at World Wide Travel & Cruises with Betty Morrison at 1-800-576-0238. Be sure to mention you are part of the 99s group.

—Submitted by *Patsy Meyer, Nebraska Chapter*

Central Illinois Chapter was surprised and pleased to receive the North Central Section "Air Education Award." In October, the

chapter held their meeting at Mattoon where they recognized 13 members for 25 years of membership and service.

Chicago Area Chapter is celebrating its 60th year.

Atlantic Chapter reports a new fund-raiser is selling laminated "Gone Flying" signs. Members were featured in an interview on CBC Radio and Erna Scriven was asked to give a presentation on "Flying: A Woman's View" at the Aviation Career Academy.

East Canada Section reports that the 99s Canadian Award in Aviation has been presented to the Aero

Space Museum Association in Calgary, Alberta. The \$2,300 award will be used to restore and conserve a Clerget 9B rotary engine for the World War I Sopwith Triplane they have recently restored.

Angels of the Sky. The Operation Skywatch documentary "Angels of the Sky" is now completed and will officially air on Global TV early in the new year. A special preview was shown at the First Canadian Chapter's Christmas party.

Keystone Chapter is busy planning for the Mid-Atlantic Spring Section Meeting in Bethlehem, Pa.

Montana Chapter has been asked by the Montana Soaring Society to assist in hosting the 1994 15 Meter National Soaring Championship.

Idaho Chapter reports plans for a pilot refresher course to be held in March of this year. Contact Becky Smith for details.

North Dakota Chapter plans to encourage new and current member participation by holding the meetings at the airport and including an educational program, doing an airmarking, a symposium, a spot landing event, a poker run, and a time/distance fuel event.

Dallas Chapter reports they will be working with Ft. Worth Chapter when they host the Spring Section meeting April 15-17.

Houston Chapter reports that Andrea Chay is the new representative for the National Association of Air Traffic Specialists, a Flight Service Union including EAA, AOPA, Airline Pilots Assn. and 14 others.

High Country Chapter has painted scarfs, ties and pins to be sold at airshows to raise money for their chapter. They are also continuing with their cookie sales at airshows which have been very good fund-raisers for them. In May at Strand Aviation in Grand Junction, Colo., they will put on their second Companion Flying Seminar during a Wings program. In September, they will have their

Third Annual Poker Rally.

El Paso Chapter will be sponsoring a Safety Seminar on communications in March at the War Eagles Air Museum in Santa Teresa. For more information, contact Lois Doyle, El Paso Chapter.

The Kansas Chapter will conduct a one-day Cockpit Companions course on Saturday, April 16, from 8 a.m. to 4:30 p.m. It will be taught by experienced women pilots and designed especially to "explain away the fear" to those sharing the cockpit of a small plane.

Both men and women participants will be exposed to some basic knowledge of aerodynamics, navigation and map reading, instrument interpretation, weather, safety, radio communications and emergency procedures to follow should your pilot become unconscious or otherwise incapacitated.

The course will be taught at FlightSafety International (Cessna Citation Division), 1851 Airport Road, Wichita, Kan. Equipment needed: Wichita Sectional, Flight Computer and Plotter. Cost: \$25. For reservations, call Kay Alley - 316-688-1558.

After two tries and some bad weather, members of San Antonio Chapter, Lena Cronk, Laura Richter, Winnie Clements, Gloria Blank, Margaret Cosby, Ruth Nichols, Jo Housler, Barbara Moore, Stephanie Martin and Barbara Martin, along with 49 1/2s Conrad Housler, Jack Moore and Robert Clements succeeded in giving Devine airport a divine paint job.

Greater Pittsburgh Chapter reports painting compass roses for four airports: Green County, Butler Farm Show, West Penn and Rostraver and have requests for two more.

Material for the Grass Roots section of the magazine is gleaned from Section and Chapter reports sent to the Editor's Desk. Names are spelled as submitted in these reports.

The Adventures of Allen

With a fuzzy white over-stuffed body, bright button eyes and an upturned doggy nose, Allen won the heart of every 99 he met last year. He enjoyed guest status in the cockpits of many small aircraft owned by 99s, as well as large American Airlines and United Airlines planes.

In truth, Allen acted as good will ambassador for the fourth grade class of Bryant Elementary School in Wichita, Kansas. His flying odyssey included stops from Alaska to Puerto Rico and many locations in between.

The following letter from teacher Jo Auchterlonie tells you more about Allen and his adventures with the 99s.

Dear 99s:

As a fourth grade teacher, I am always looking for a way to expand the horizons of my students. In May of 1993, Bonita Ades from the Colorado Chapter of the 99s, flew to Wichita and helped me launch a Travel Buddy. This furry, toy dog named Allen was dressed

in a red vest and hat and would charm his way into many hearts over the next months.

Allen would spend May to October flying general aviation with women pilots. He would fly to Atchison, Kan.; Fairbanks, Alaska; Puerto Rico and some 40 points inbetween. Allen would see President Bill Clinton at Georgetown, Del.; fly with Boy Scout Troop 1919; pose for a picture with Kansas Representative Dan Glickman and be presented gold Navy Wings by RADM Walter Davis, Jr. Allen's log would be filled with 200 entries. Among them would be greetings from Albert L. Bresnik, Amelia Earhart's personal photographer (from 1932-1937). Mayors of cities, aircraft mechanics, and pilots would offer their observations and sage advice to Allen and his classmates. The pilots were from New Zealand, Australia, England, Canada and many of the 50 United States.

On October 9, 1993, I was thrilled to be the guest of the 99s at their South Central Fall Section Meeting in Wichita, Kan.. Allen would be placed in my care again by International President Lu Hollander. His bulging backpack would become my primary teach-



Allen fits right in the cockpit of an American Airlines Boeing 727 with Captain Eric Davis and First Officer Morgan Reeb, a 99.

ing curriculum for the next weeks.

My current class had only heard about Allen. Sent on his way the previous school year, they had only seen pictures and read letters that had arrived in September. They knew about my Saturday with the 99s and that Allen would be at Bryant on Monday morning. I expected them to come racing down the hall to be the first to grab him.

Instead, they slipped into the room as if they were about to inspect newborn kittens. They quietly approached Allen, crowding into a huddle. At first they whispered and then the excitement grew. They discovered dozens of buttons, pins, and tags attached to his hat and vest. So, this was Allen.

"Hey, did you see this little wooden plane?" "Wow! This is a picture of Amelia Earhart." "He has little gold wings and silver ones, too." Only the bell and my coaxing got them to sit at their desks for the necessary roll call and lunch count. The rest of the day was anything but school as usual.

Allen's backpack was emptied and each new treasure brought giggles. There were T-shirts, maps, photos, prints, a small wooden

plane and more. Allen had seen the summer flood spill form the Mississippi, posed on the wings of bi-planes, ridden in a 1931 Stinson, watched fire engines being made and made friends with our new heroines—the 99s.

Each day Allen sits with a child as they read. He is packed off to Spanish and visits the library. Once he made it to the lunchroom.

Allen watches us patiently as we construct a huge map from several smaller maps. He remembers his travels as we place pins on the cities mentioned in his log. He influences our learning as we read maps, spell out new names, research places we have never been. He is adorable and charms even my most reluctant learner into trying his/her best.

His paw print will be added to the thank you letters we are writing. "Thank you" is necessary, if inadequate, to let these special people know what a gift this project has been. Allen, the 27 students of Room 109 and their grateful teacher will cherish the 99s and the best teaching tool anyone could ask.

—Jo Auchterlonie, Bryant Elementary School, Wichita, Kan.



Allen hitches a ride from Atchison, Kan., to Philadelphia, Pa., with 99s Adelle Bedrossian, Anne Shields, Alice Hammond and Gayl Henze in Gayl's Bonanza.

Have you seen Jazz Ariel? She is traveling around the USA with the 99s. The last time we heard from Jazz, she was traveling with the NIFA team from Delta State University, Cleveland, Miss. We are very sad that we have not received any mail. If you know where she is, please contact Grade Three, Ms. Carpp's Class, Ben Franklin Elementary, 12434 NE 60th, Kirkland, WA 98034. Phone: 206-822-7460.

Teacher Recertification Project

Virginia Chapter is undertaking a project to promote aviation education and support to women in aviation.

It is their premise that the greatest reward for their efforts will come from educating the educators.

Whereas the majority of teachers in the public school systems are women, they have developed a plan to bring aviation education to teachers—both men and women. Through their contacts with these teachers they expect to further aviation education and general education to all students.

Goals:

1. Assign point/credit values for completion of standard FAA certificates, ratings and written examinations to be used toward a teacher's recertification obligation. Specifically, to quantify the academic equivalent value of successful completion of:

- A. Recreational Pilot Certificate
- B. Private Pilot Certificate
- C. Certified Flight Instructor
- D. Certified Ground Instructor
- E. FAA Recreational Written Examination
- F. FAA Private Written Examination

- G. Instrument Rating
- H. Instrument Flight Instructor
- I. Instrument Ground Instructor

2. Develop documents of guidelines for school administrators to use in advising and assisting interested teachers with guidelines for points required in designated subjects—math, science, physics, geography, meteorology, etc. These documents must address the variety of requirements at all levels—primary, intermediate and secondary.

3. Encourage and promote these programs by providing information and financial aid using donations from corporate and government organizations who will directly or indirectly benefit from this promotion.

The Virginia Chapter welcomes input and assistance from other chapters and members. They also encourage other chapters to implement this project with their own state boards of education.

For more information, contact Betty Vinson, 3708 Pfof Avenue, Prince George, VA 23875. Phone 804-541-0590.

Keystone Chapter recently participated in an activity with a troop of Girl Scouts from 7th to 10th grades who are interested in some challenging work in the areas of math and science. Joyce Breiner,

Amanda Lucey, Torgy Regan, Pat Holliday, Nancy McCurry and Alice Helm organized a two-day program for 12 girls. They reviewed a short history of women in aviation, aerodynamics, ba-

sics of flight, the instruments and controls.

Everyone built a glider and experimented with aft CG and wing shapes. One afternoon was devoted to a tower and radar room tour. Charts, E6 Bs and plotters were put to use planning a cross-country trip in the local area. Pat Holliday and Torgy Regan videotaped the trip the girls had planned and showed them what their checkpoints looked like from the air and how close to their ETA the flight was.

Since the girls were not permitted to fly after the program, each was given an EAA Young Eagles packet. The girls who attended are well on their way to earning the Cadette/Senior Aviation Interest Patch which was written by 66 member Amanda Lucey.

Crater Lake Flyers Chapter is partnering with the Klamath Basin Air Force Association in a program called "Visions of Exploration." This is a multi-disciplinary educational program developed by *USA Today*, NASA and other educational groups. Students receive an Explorer's Journal and a daily copy of *USA Today*. Teachers are supplied with special instructional materials. This course enables students to learn much more about the aerospace industry than they would otherwise be exposed to and helps those who are interested in related careers to plan their high school and college courses. As of this writing, the program has been presented to 20 fifth grade classrooms in Klamath County.

Mary Carroll and her husband Martin of Crater Lake Flyers have been busy flying EAA Young Eagles in their Cherokee 180.

Montana Chapter has been involved in a program called "Expanding Your Horizons," for girls in grades 7 through 12 as part of their new membership drive. The purpose of the program is to expose young women to non-traditional careers.

Pikes Peak Chapter continues to put a lot of emphasis and priority on youth education. Pam Mahonchak spoke about aviation careers at Denver's Prep Alternative High School and Clancey

Maloney made a presentation to third graders in Colorado Springs about commercial aviation. Clancey used her antique P-51 model aircraft as a teaching aid to expand the aviation knowledge of 45 Rockrimmon Elementary School third graders. She filled them in on aerodynamics, careers and education. Each pupil went home with a space shuttle glider kit and each teacher with instructional kits from the U.S. Space Foundation.

Oklahoma Chapter's Leda Hedglon, Shirley Brown, Poochie Rotsinger, Helen Moulder, Lin Modestino and Carol Sokatch were teachers at Space Camp 1993 at the Air & Space Museum. Also, during Aviation Week, Ann Leininger spoke to Jones Elementary's fourth grade classes on aviation careers and how flying relates to school work. Carol explained how an airplane flies and Poochie spoke on Civil Air Patrol and requirements for becoming a pilot.

Tucson Chapter will again be participating in the Tucson Chapter Girl Scouts Science/Technology Fair with their aviation demonstration.

Parks College of St. Louis University will sponsor two summer aerospace camps for senior high school students. Sessions will be held on the college campus in Cahokia, Ill., four miles from downtown St. Louis, Mo.

Dates for the camps are June 18-23 and July 9-14. Campers will stay in the college dorms and attend classroom sessions on aviation-related topics. Registration fee for each camp is \$375. Partial scholarships may be available. Founded in 1927, Parks College was the country's first federally certified college of aviation.

For more information, contact Paul McLaughlin in the external programs office at 618-337-7575, ext. 364.



Alice Helm, Keystone Chapter, explaining the parts of an airplane to Girl Scouts at Braden's Airport, Easton, Pa.

**International Young Eagles Day
Saturday, June 11**

Congratulations to these Ninety-Nines who are continuing to improve their flying capabilities:

NEW RATINGS

Linda Schumm	Central Illinois	CFII and MEI
Jan Currie	Central Illinois	CFI
Carole Fischer	Fresno	Commercial Written
Judy Miles	Monterey Bay	IFR
Victoria Wilson	Mount Diablo	CFI
Linda Martin	San Gabriel Valley	Multi-engine
Jerri Cross	Arkansas	ATP, CFI, CFII, MEI, APC
Katherine Price	First Canadian	Instructor
Jill Malpassi	Greater Pittsburgh	Commercial
Torgy Reagan	Keystone	CFI written
Marilyn Alderman	Delaware	ATP
Ellen Nobles-Harris	Delaware	Instrument
Krystal Myers	Rainier	Instrument
Vaughan Nelson	Greater Seattle	Single Engine Sea
Doreen Keyes	Greater Seattle	Instrument
Nichole Kegel	Greater Seattle	Instrument
Susan Holland	Idaho	Commercial
Nancy Aldrich	Colorado	Capt., Boeing 737
Kimberly Bassett	Dallas	CFI
Chris Hettenbach	Dallas	CFII; ME Instrument & Commercial
Jenny Beatty	SCS at Large	Aircraft Dispatcher Certificate & CFI ME
Leslie Jensen	Wichita	IFR
Stephanie Martin	San Antonio	Multi-engine
Georgia Matteson	Pikes Peak	Multi-engine, ATP
Duana Robinson	Houston	737 2nd Officer, US Air
Gale Tseu	San Antonio	CFI
Amy Watkins	Colorado	United Airlines internship
Sharon Densmore	Oklahoma	Commercial
Dawn Dunn	Oklahoma	CFI

Lin Modesto	Oklahoma	Beech 300
Sue Vincent	Oklahoma	Beech 300
Carol Roberts	High Country	Instrument written
Mary Lou Oelschlager	Greater Pittsburgh	CAP Form 5 checkride
Vicki Kelley	Greater Pittsburgh	B-757 & B-767 ATP

WINGS

Mary Lou Mueller	Chicago Area	Phase IV
Bev Kritz	Antelope Valley	Phase II
Linda Potter	Antelope Valley	Phase V
Connie Trippensee	Antelope Valley	Phase I
M. Ruthanne Page	Mt. Shasta	Phase I
Liz Dealey	Mt. Shasta	Phase II
Doris Lockness	Mt. Shasta	Phase IX
Krystal Myers	Ranier Chapter	Phase I
Nancy McCurry	Keystone	Phase IV
Chris St. Onge	Western Penn.	Phase X*
Jeanne Hillis	Columbia Gorge	Phase IV
Wynola Thornton-Eide	North Dakota	Phase IX
Lorraine Boeler	North Dakota	Phase IX
Billy Head	Austin	Phase VIII
Patsy Meyer	Nebraska	Phase II
Lyn Walther	NE Kansas	Phase VI
Carol Soktach	Oklahoma	Phase IV
Elaine Regier	Oklahoma	Phase III
Pam Jones	Oklahoma	Phase V
Sharon Densmore	Oklahoma	Phase III
Helen Davison	Greater Pittsburgh	Phase V
Susan Thomas	Greater Pittsburgh	Phase II
Mary Lou Oelschlager	Greater Pittsburgh	Phase II
Chris Hettenbach	Dallas Chapter	Phase III

*Possibly the first Phase X person in the entire area and the first woman.

RACES AND RALLIES

18th
The **28th Air Race Classic** will be June 22-25. Race route is from Cahokia, Ill. (St. Louis), to Columbus, Ohio, via Greenville, Miss., Independence, Kan., Norfolk, Neb., Fergus Falls, Minn., Ashland, Wis., Dubuque, Iowa and Seymour, Ind.—a total of 2427.76 sm.

Linda Schumm and Rosemary Emhoff of Chicago Area Chapter established an **NAA speed record** from Peoria, Ill., to Kitty Hawk, N.C., in conjunction with the 90th anniversary of the Wright Brothers First Flight.

Adele Fogle and Daphne Schiff of First Canadian Chapter participated in the **Great Southern Air Race** which took them on a tour of the Bahamas.

Idaho Chapter will be sponsoring the start of the **1997 Air Race Classic** with Mary Christofferson as chairman.

Shannon Small and Kelli Commack of Tulsa Chapter, the "flying nuns," won first prize for costumes and third place overall in the **Frost Bite Proficiency Race** at Lake Tenkiller Airpark.

The **25th Annual Palms to Pines Air Race for Women** from Santa Monica, Calif., to Bend, Ore., will be held Aug. 5 and 6. Awards breakfast on Sunday, Aug. 7. Race kits are available at \$5 each from Chairman Claire Walters, 13026 Psomas Way, Los Angeles, CA 90066. Phone 310-397-2731

SCHOLARSHIPS

The **Long Beach Chapter** and the Buhl family offer a **Buhl Family Memorial Scholarship** to a man or woman to further his/her advancement in aviation. The scholarship is in honor of the memory of a dedicated chapter member and air racer, Rita Buhl and two of her children, Eileen and Thomas Buhl. Rita wished to encourage pilots in their flying careers and in the enjoyment of the pleasures of flying.

Applicants must have soloed and live in Southern California. The Flight Training Scholarship is to be used at an FAA approved flight school and approved by the Long Beach Chapter of The Ninety-Nines. Payment will be made to the FBO on completion of the training. For an application, write Connie Farmer, P.O. Box 2339, La Habra, CA 90632-2339.

The International Women in Aviation organization recognized **Linda Martin, San Gabriel Valley Chapter**, with their 1993 career scholarship in October 1993.

Alisa Harris, Tulsa Chapter won a scholarship from Mooney Aircraft Pilot Association.

Winners of the **Tucson Chapter's** scholarships are **Deana Smith, Kathleen Kavanaugh** and **Aina Wright**.

When submitting information on scholarships, please include the name and amount of scholarship and who to contact.

Sun 'n Fun EAA Fly-in is celebrating its 20th year, April 10-16 in Lakeland, Fla. The convention has a large economic impact on the area and last year's attendance of 600,000 broke all previous records.

The Ninety-Nines have been involved for many years and are beginning the third year in the Sun 'n Fun permanent building. Hundreds of women pilots, many of them 99s, from all over the world visit the building. Non-members are given information on the 99s and many sign up as new members. Ninety-Nines are involved with forums and volunteer work in many areas during the convention. —Submitted by Barbara Sierchio, EAA /Sun 'n Fun Coordinator.

Attn: WWII Jug Jockeys — P-47 Thunderbolt Pilots Assn. Annual Reunion will be held May 26 to June 2, 1994 in Paris, Normandy, Deauville and Rheims, France. For more information contact Bob Forrest, 9728 Argyle

Circle, LVE, Lakewood, N.J. 08701, phone 201-920-0146 or Bob Richards, P.O. Box 3299, Topsail Beach, NC 28445, phone 910-328-8781.

P-38 National Association Reunion will be held May 12 through 15 at the Doubletree Hotel at Post Oak, Houston, Texas. There will be six Lightnings of the seven flying P-38s in the world that will swoop in for this fantastic, unlikely-to-ever-be-seen-again occasion. For more information or a registration packet, write to P-38 National Association, P.O. Box 1816, Burbank, CA 91507.

The First Annual Rocky Mountain Air Fair was a huge success with 10,000 to 15,000 people attending the three-day event.

12th Annual High on Kalamazoo Air Show will be held June 10-12 in Kalamazoo, Mich. Ranked as one of the best in the country, it provides fun and excitement for the entire family includ-

ing Warbirds in a 50th Anniversary D-Day reenactment and static displays of vintage and modern aircraft. For more information, write 132 N. Burdick, Ste 203, Kalamazoo, Mich. 49007-3939 or call 616-381-1692.

30th Annual West Coast Antique Fly-In and Airshow will be held at Watsonville, California, over Memorial Day Weekend — May 27, 28, 29, 1994. This is a benefit for the California Antique Aircraft Museum at South County Airport in San Martin, Calif. Sponsored by the Northern California Antique Airplane Association, it draws more than 30,000 people from all over the nation.

This year's airshow will include aerobatic performances and demonstrations by many well known aviation acts and a celebration and reenactment of the 50th anniversary of the D-Day Battle on Normandy Beach. Advance announcements claim it will be "a pyrotechnic flying spectacular like no other."

For more complete information, call the Fly-In office at 408-496-9559.

On June 26, the **Marion Airport 8th Annual Fly-in** will be held at Marion, Iowa. Breakfast from 6 til noon. Fly-ins free. Prizes for first arrival, furthest distance, oldest pilot and spot landing. For more information, call Jan Walton, 319-377-0457.

Chapter 36, EAA Hagerstown, Md., is having their **17th Annual Fly-In-Drive-In** on June 25 and 26 at Potomac Airpark, Berkeley Springs, W. Va. Awards, food and fellowship. No cost to Fly-ins. Motels available. For more information, call Dean Truax, 717-294-3221.

Texas Chapter Antique Airplane Fly-In will be held at Denton Municipal Airport on June 17, 18 and 19. Host hotel is the Radisson. For more information, contact Danny Doyle, 214-542-2455.

Announcing

★ Heroes ★ Without Legacy

American Airwomen, 1912-1944

by Dean Jaros

Heroes Without Legacy pays tribute to the spectacular pioneers Katherine Stinson, Louise Thaden, World War II's Women Airforce Service Pilots, and many others. Author Dean Jaros examines the important role they played in fields as diverse as racing and aerial navigation, and probes the reasons why the substantial accomplishments of these women have been largely neglected.

Illustrated with eighteen photos, *Heroes Without Legacy* not only addresses a glaring historical deficiency, but documents a recent resurgence of interest in the airwomen. It will be of great value to all enthusiasts of American aviation and readers interested in the historic achievements of women.

cloth, 276 pages, 18 photos, ISBN: 0-87081-312-9, \$24.95

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Nelda Lee, St. Louis Chapter

Nelda Lee, an active member of the **St. Louis Chapter** since 1971, was a recipient of the Science & Technology Award by the St. Louis YWCA at the 13th annual Leader Lunch on Dec. 9. In addition, the FAA has selected Nelda to participate in their career publication *Women in Aviation & Space*, which should be released soon. Nelda was featured in the McDonnell Douglas newspaper *Team Talk* last October.

Linda Hamer, Central Illinois Chapter, was elected president of the International Aerobatic Club.

Donna Meyer, Western Washington Chapter, was named Seattle FSDO CFI of the Year.

Barbara Ady, Idaho Chapter, is the new president of the Idaho Aviation Hall of Fame.

Jan Liberty, Western Washing-

ton Chapter, was honored as their "99 of the Year" award winner.

Congratulations to **Carlene Klingberg**, Crater Lake Flyers Chapter, on winning the Klamath Basin Civil Air Patrol's Amelia Earhart Award for Achievement.

Emmy Hall, Arkansas Chapter, was recently inducted into the Arkansas Aviation Hall of Fame. Each year persons who have made significant contributions are selected and honored.

Emmy began her flying career after soloing in 1940. She was one of 10 women chosen from a field of 200 applicants to train Navy cadets to fly in preparation for active duty in World War II.

Emmy married a pilot, Richard Hall. She went on to get her Instrument rating and she recently completed Step 8 in the FAA Wings Safety Program.

She serves as treasurer for her chapter, is a past president of the Arkansas Pilots Assn., treasurer of the Arkansas Historical Assn; a member of Arkansas Women in Aviation, the Aero Club, and the North Little Rock Airport Commission.

In 1952, she and her husband opened Hall Tank Company, now a multi-million dollar company that manufactures fuel tanks. After his death in 1980, Emmy continued to operate the company.

No longer flying solo, Emmy continues to fly "Dolly, the Duchess," her twin engine Beechcraft Duchess, with a copilot and main-

tains her proficiency with recurrent training.



Cecilia Aragon with her custom-built Sabre

Cecilia Aragon, Golden West Chapter, has been named 1993 California Unlimited Aerobatic Champion. She outflew all competitors in the Unlimited category in her custom-built Sabre designed by Dan Rihn, originally built by Remle Aviation of California and modified and upgraded with an all-composite EDGE wing built by Zivko Aeronautics of Oklahoma. It is powered by a high-compression Lycoming IO-540 engine and swings a three-bladed composite MT-propeller.

Cecilia won a bronze medal at the 1993 U.S. Aerobatic Championships. While working full-time

as a computer systems analyst, she earned her commercial, flight instructor and airline transport pilot certificates, including ratings in single and multi-engine aircraft and gliders. During the same period, she founded a successful tailwheel and aerobatic flight school at Livermore, Calif. Cecilia currently performs in Northern California airshows, practices for the World Championships to be held in Hungary in August 1994 and instructs students in tailwheel, aerobatic, instrument and multi-engine flying.

Marion Orr, First Canadian Chapter, has been named to the Order of Canada. A formal investiture by the Governor-General of Canada will be held.

Mary Wunder, Eastern Pennsylvania Chapter, was honored as "Woman of the Year" by Montgomery County Women's Conference.

Clancey Maloney, Pikes Peak Chapter, has again been named Area Representative for the Colorado Pilots Association.

Connie Fricker, British Section, has been awarded the Masters Certificate of Commendation by the Court of the Guild of Air Pilots and Air Navigators. She was presented the award at a banquet held at the London Lord Mayor's residence, the Mansion House, on November 24. —Submitted by Gene Nora Jessen, Idaho Chapter.



NOTAMS

MEMBER BENEFITS EXPANSION

The Membership Committee is currently working on a variety of benefits to offer our members. Some of the companies with whom we are dealing may be contacting you regarding their offering. Please be aware that they are working with a mailing list of *all certificated women pilots with current medicals, not our organization's confidential membership list*.

If a mailing you receive mentions "The Ninety-Nines" or contains a communication on our letterhead, it is going to all on the

public-access list which emanates from FAA's records, but is primarily geared to benefit our members and our organization and provides us with prospects and new avenues for our recruitment efforts.

MEMBERSHIP DIRECTORY UPDATE

The following names were inadvertently omitted from the new directory: Eleanor Todd continues as International Historian, Chanda Budhabhatti continues as Non-U.S. Projects and Jo Eddelman continues as Forest of Friendship Liaison.

CONVENTION PHONE NUMBER CORRECTION

In the Convention ad in the Membership Directory and in the Jan/Feb calendar listing in *Ninety-Nine News*, the phone number is wrong. It should read 301-854-3817.

HATS ARE NEEDED

for the Ninety-Nines Convention in Norfolk, Va. Please send your hat contribution to:

Martha (Marty) Tidmore
P.O. Box 3683
McLean, VA 22103



June 12 - Amelia Earhart movie premieres on TNT

Embry-Riddle launches 1994 Summer Flight Institute

It's back to basics at Embry-Riddle Aeronautical University's new 1994 Summer Flight Institute, a series of weekend flight training courses and seminars for general aviation pilots to be held April 30 through August 30.

Anyone interested in flying—from student private pilots to commercial pilots—will have an opportunity to fly at Embry-Riddle's aviation-oriented campus in Daytona Beach, Fla. This program is designed for the non-degree seeking individual who just wants to learn how to fly or for pilots seeking advanced ratings or recurrency training.

There is no lengthy application process. Attendees will need to complete a simple registration form for one or more of the 14 courses in the program. Most seminars and courses are held on weekends or can be arranged around vacation time to suit the needs of each individual.

In addition, for pilots seeking full certification and ratings, cus-

tomized programs can be arranged at convenient times throughout the summer.

All programs use the university's extensive array of state-of-the-art aircraft (Aero-spatiale, Tampico, Mooney, Cessna Crusader and Beechcraft King Air) and flight simulators. Ground and

OPEN HOUSE

Embry-Riddle
Aeronautical University
Saturday, April 9
10 a.m. to 2 p.m.
For more information,
call 904-226-6186 or
1-800-FLY-4550.

flight training will be conducted by university flight instructors and faculty. "These comprehensive seminars and short courses will provide pilots with the best training available today," said Paul McDuffee, Chief Flight Instructor.

Embry-Riddle has granted degrees to professional pilots all over the globe and prepared men and women for aviation careers for more than 50 years. They are a world leader in aviation and aerospace higher education, enrolling more than 5,800 students at residential campuses in Daytona Beach, Fla., and Prescott, Ariz.

In addition, more than 12,000 students pursue courses and seminars at night and on the weekends through more than 90 off-campus locations located in the U.S. and Europe and through computerized instruction linked to the residential campuses.

For more information, contact Director of University Admissions, 600 South Clyde Morris Boulevard, Daytona Beach, FL 32114-3900 or call 1-800-222-3728.

ON MAY 19-22, **NIFA National Safecon 1994**. Parks Airport, Parks College of St. Louis University, will host the Tournament of Champions Safety Conference. Contact Jan Maxwell for judging information. ✧

Ninety-Nine

DISPLAY ADVERTISING

IS NOW AVAILABLE IN
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CLOSING DATE FOR
SPACE IN MAY/JUNE
ISSUE IS APRIL 10,

CAMERA READY ART:
APRIL 15.

For new 1994 Rate Card,
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807 N. Waco, Suite 22
Wichita, KS 67203
Fax 316-263-7350

NEW HORIZONS

ILENE HELFAND died on October 27 after a sudden illness. She was an active member, especially with the Air Bear program in Rockford.

HELEN FARGHER died unexpectedly last August at her ranch home. She was a charter member of the Columbia Gorge Chapter where she served capably in many offices. She had just returned from a flight to Lake Tahoe, preceded by a fishing trip to Canada. She died of a heart attack, but the underlying cause was lupus. Memorial services were held beside the grass strip where she hosted many 99s summer swimming parties with a bounty of food and flowers from her garden. The sparkling sunshine over Mt. Hood and the surrounding foothills enabled many to fly in to join family and friends to say goodbye.

—Submitted by Jeanne Hillis
Columbia Gorge Chapter

MARY KIRK'S death in December of 1992 overwhelmed the Mt. Tahoma Chapter which she had organized in 1968, two years after receiving her private certificate. She served as treasurer until she died. Mary was a very loving person who gave much of her time to promoting the 99s and general aviation. She represented the 99s well at many Section and International meetings in all parts of the country.

She was also active in the Seattle Flight Museum at Boeing Field. She was the first woman elected to an office in the Washington Pilots Association (state Vice President). At one time she was employed by the Washington Aeronautics Commission. Mary was also on the membership roster of the OX5 Aviation Pioneers in 1992. —Submitted by Deana Sherman, Judy Masura and Fran Hufma

NORMA WILCOX, Tucson Chapter, former Chapter chairman, Life Member and valued friend. Norma died peacefully in her sleep in early February, following a valiant struggle with cancer.

She was born in Idaho, grew up in Lakeview, Ore., married and moved to the Los Angeles area with her husband, Nate, where they both learned to fly. Norma earned her Instructors and joined the 99s.

After she and Nate moved to Tucson in 1968, she opened Norma's Flight School at Ryan Field and later established a "branch" in the border city of Nogales, Ariz.

Norma flew in many 99-sponsored competitions and actively participated in numerous Chapter activities. She taught both her son and daughter to fly, as well as all nine of her grandchildren.

Many Tucson members attended the 60th wedding anniversary of Nate and Nora two years ago. She will be missed by many.

—Submitted by Jayne Hunter
Tucson Chapter

OLEAN SELLERS of Farmersville, Texas, passed away late in 1993. She was a charter member of the Dallas chapter.

Ray Christy, beloved 49½ of Martha, succumbed to cancer on August 28. Ray realized a lifelong dream when he flew the Atlantic in his Comanche with his 99 Martha as copilot.

Col. John E. Barr, USAF Ret., beloved husband of Norma Barr, San Antonio Chapter, died after a long illness. Col. Barr was a graduate of the West Point Academy Class of 1931. He fully supported Norma in her 99 activities. ✧

Marion Barnick Memorial Scholarship Application \$1000.00

1. Name: _____ S. S. N. _____

Last
First
Middle
2. Address: _____

Number Street
City
State
Zip Code
3. Telephone Numbers: _____
4. Are You A Ninety-Nine? _____ What Chapter? _____
5. Educational Background: list all educational institutions attended to the present. Begin with high school

School	Address	Dates Attended	Degree Rec'd
6. Aviation Background: *Use a separate sheet if necessary.*

Certificate Or Rating Held	Date	Total Hours: _____
		Principal Types Flown: _____
7. Are You Currently Enrolled In A Flight Training Program? _____
 If so, describe BRIEFLY: _____
8. If you are a winner, for what rating will you use the scholarship? _____

Use a separate sheet for the following:

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

Submit Application Materials To:

Mayetta Behringer
 Marion Barnick Memorial Scholarship Committee
 1749 Curtner Avenue, San Jose, Ca. 95124

***** Note: The Deadline Is July 1, 1994 *****

Criteria For Selecting The Recipient:

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

Selection Of Scholarship Recipient(s):

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

Requirement For Applying:

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

Disbursement Of Funds:

Funds will be disbursed as expenses are presented to the Committee. Certificate will be presented at the annual Santa Clara Valley Chapter awards banquet.

Recipient's Accountability:

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

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WHO ARE THE NINETY-NINES? More than 6,000 licensed women pilots represent the United States and 34 other countries in this international organization.

Members are professional pilots for airlines and industry and the government. They are pilots who teach and pilots who fly for pleasure and pilots who are technicians and mechanics—and some build their own airplanes.

Members serve in a variety of charitable and philanthropic support roles to aviation. The organization and its various Chapters and Sections sponsor a numerous of aviation scholarships for both its members and the general public.

Activities include sponsoring and conducting aviation safety and educational seminars, introducing young people to aviation through presentations made in school settings, teaching Flying Companion seminars and Fear-of-Flying clinics, and working with flying skills events for university students. An ongoing project is painting compass roses at general aviation airports.

According to a recent survey of the membership, the most valuable personal benefit of their membership is the support they receive from each other through their network of pilot friends.

Besides working together in the various activities listed above, this camaraderie is nurtured through participation in monthly Chapter meetings, and semi-annual Section meetings—and the annual international convention (which will be held this year in Norfolk, Va.; next year in Halifax, Nova Scotia).



HOW AND WHEN DID IT START? Twenty-six of the 117 women pilots licensed in 1929 attended the organizational meeting in Valley Stream, N.Y. on Nov. 2 of that year. The name "Ninety-Nines" comes from the 99 charter members who founded the organization. Amelia Earhart served as the first president.

WHERE IS THEIR HEADQUARTERS? Administrative offices—along with premier archives focused on women in aviation, museum exhibits and a resource library—are housed in a beautiful two-story structure located on the grounds of Will Rogers World Airport in Oklahoma City, Okla., U.S.A.

HOW CAN I JOIN? Any woman pilot is eligible for membership if she can show satisfactory evidence that she holds a pilot certificate of recreational or higher grade, or an equivalent certificate issued by the appropriate government authority entitling her to fly either heavier or lighter-than air aircraft.

A \$55 new member initiation fee includes dues, membership pin, directory of members and a subscription to *Ninety-Nine News* and a variety of member benefits and services.

If you are not a member and would like to know more about the Ninety-Nines in your area, please contact The Ninety-Nines Headquarters at 405-685-7969 or fax your request to 405-685-7985.



Join the 99s in Norfolk, Virginia, for Convention '94 July 6-9

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