

# NEWS

## *Ninety-Nine*

THE NINETY-NINES, INC.  
INTERNATIONAL WOMEN PILOTS

JOIN THE LARGEST WORLDWIDE  
WOMEN'S PILOT ORGANIZATION



### **Women in Aviation Conference**

Left to right: Marilyn Smith, Irene Wirtschafter and Faye Gillis Wells. Story on page 5.



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# NEWS

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Women Pilots Magazine

May/June 1994

Vol. 20, No. 3

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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 members' pursuits in and contributions to aviation.

**1994**

**MAY**

- 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
- 26-6/2 P-47 Thunderbolt Reunion  
Paris, France  
Bob Forrest  
201-920-0146
- 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  
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
- 11 Young Eagles Program  
Launch Everywhere  
Carolyn Carpp  
206-820-2999
- 17-19 Forest of Friendship  
Atchison, Kan.  
Fay Gillis Wells  
703-960-4632

- 17 AE Birthplace Trustees  
Atchison, Kan.  
Marilyn Copeland  
316-686-0201
- 18 AE Birthplace Open House  
Atchison, Kan.  
Brooks Powell  
913-232-2819
- 18 New England Fly-in  
Orange, Mass.  
Mark Cole  
508-544-2212
- 22-25 Air Race Classic  
Barbara Lewis  
512-289-1101
- 25-26 Maryland EAA Fly-in  
Potomac, Md.  
June Green  
301-739-0074
- 26 P&N Fly-In  
Marion, Iowa  
Jan Walton  
319-377-0457

**JULY**

- 6-9 Ninety-Nines  
International Convention  
Norfolk, Va.  
Bobbie McAdam  
301-854-3817
- 13-17 Lawyer-Pilots Bar Assoc.  
Napa Valley, Calif.  
David Prewitt  
215-569-0300
- 27-8/3 EAA Air Show  
Oshkosh, Wis.  
Cathie 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
- 27-28 EAA Fly-in  
Hagerstown, Md.  
June Green  
301-739-0074

**SEPTEMBER**

- 2-4 Garden State 300 Race  
Princeton, N.J.  
Janis Blackburn  
908-946-3985
- 9-11 Wings Weekend  
New Castle, Pa.  
Christine St. Onge  
412-652-5546
- 15-18 Natl. Cessna Club Fly-in  
Moriarty, N.M.  
George Applebay  
505-832-0755
- 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.  
Marcia Nellans  
219-858-2730
- 12-16 WASP Reunion  
Washington, D.C.  
Hut Ferree  
802-362-4853
- 14-15 Mid-Atlantic Section  
Philadelphia, Pa.  
Gayl Henze  
800-972-6855
- 21-23 AOPA Convention  
Palm Springs, Calif.  
Ann Kilian  
800-942-4269
- 28-30 Southeast/South Central  
New Orleans, La.  
Pat Ward or  
Jamie Gonzales  
504-924-3303
- TBA Intl. Aviation Womens  
Assoc. Conference  
Washington, D.C.  
Cecile Hatfield  
305-895-3330

**NOVEMBER**

- 4-6 N.J.-N.J. Section  
Hammonton, N.J.  
Barbara Para  
609-965-4824

**1995**

**MARCH**

- 2-4 50th Anniversary WWII  
Midland, Texas  
Barbi Woods  
915-685-4641
- 16-18 WIA Conference  
St. Louis, Mo.  
Peggy Baty  
618-377-7500
- 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.  
Barbara Sierchio  
813-347-8045
- 28-29 North Central Section  
South Bend, Ind.  
Sany Smythe  
219-462-3577

**JULY**

- 4-8 Ninety-Nines  
International Convention  
Halifax, Nova Scotia  
Sue Ehrlander  
519-448-1567

**1996**

**SEPTEMBER**

- 28-10/5 World Precision Flying  
Championships  
Ft. Worth, Texas  
Jody McCarrell  
501-642-2508

**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

# An exciting 30 days for The Ninety-Nines

**E**XCITEMENT HAS BEEN THE KEY EMOTION in the past 30 days for The Ninety-Nines, beginning with the signing of a partnership document with the Experimental Aircraft Association (EAA) Foundation to participate in the Young Eagles Flight program, then a visit to the United Airlines Flight Center followed by a weekend with Mercury 13 astronaut candidates.

## Young Eagles Flight program

Mailings have been made to Chapter Chairmen and Section Governors of how-to information regarding the EAA Young Eagles Flight program.

Instead of participating on an individual pilot basis, 99s Chapters will be conducting Young Eagles flights as Chapter activities, purchasing event insurance just as for any other flying event.

A particularly special day to plan for is June 11, International Young Eagles Day.

We are quite pleased to be participating in such a worthwhile flying activity, one that fits well with our motivation to "Get back out to the airport!"

If you have any questions about the program, please contact International Insurance Chair Susie Sewell.

## A visit to UAL Flight Center

Throttles forward...a bit more right rudder applied to keep the 747-400's nose on the centerline...runway lights flash by as we accelerate for takeoff at San Francisco International Airport.

From the left seat, I applied trim and back pressure and...liftoff! Almost immediately, the lights of the Golden Gate bridge

appeared beyond the rolling hills off the end of the runway. As we climbed out, leveled off at 2,000 feet, and banked gently to the right, lights from downtown skyscrapers and much of the surrounding Bay area twinkled in the darkness.

In the right seat, Colorado Chapter Chair Bonita Ades (a United Airlines flight attendant in real life) scanned the mind-boggling array of digital displays in the cockpit. Yes, it was indeed a thrill to fly this \$19.4 million simulator housed at the United Airlines Flight Center in Denver, Colo. With the expert assistance of 747-400 Fleet Capt. John Davis, we performed reasonably well.

This special opportunity was all part of a recent visit to United's fine training facility, particularly to express thanks to Nancy Stuke and Vice President of Training Bill Traub for the extensive support United has provided to our organization over the years. Not only has United participated in recent 99s' conventions—hosting functions and presenting seminars—they also provided a Flight Engineer scholarship through the Amelia Earhart Memorial Scholarship Program. In addition, the Colorado Chapter uses their facility for monthly meetings.

As members, next time you fly United, be sure to thank this airline for its outstanding support of our organization and women pilots!



*Lu Hollander and Greg Anderson shake hands after signing the Young Eagles partnership certificate.*

## Mercury 13 documentary

A very special group of women (many of them 99s) gathered in Oklahoma City, April 21-23, to participate in a documentary film about their history. The Mercury 13 (as they were dubbed), led by 99s Jerrie Cobb, participated in Mercury astronaut training in 1959-61. While the program for women was canceled—even though they did as well as, or better than, their male counterparts—their efforts paved the way for the women who are today's astronauts.

A banquet to culminate their filming activities was the focal point for astronaut Eileen Collins, Lt. Col., who will command a shuttle flight in early 1995. You'll be reading more about this special reunion in the next issue of the *NEWS*. ✨

## COVER STORY

# Women in Aviation Conference

ERICA SCURR  
All-Ohio Chapter

**M**ORE THAN 600 WOMEN PILOTS from all parts of the United States as well as Canada, South America, Germany, Ireland, Japan, Russia and the West Indies, gathered at the Disney Contemporary Resort in Orlando, Fla., March 10-12, 1994, for the Fifth International Women in Aviation Conference. While the percentage of women in the ranks of U.S. pilots has declined in the past 10 years, attendance at these

*continued on page 8*



*Ninety-Nines' booth at Women in Aviation conference in Orlando, Fla.*

## Busy, Busy, Busy

LORETTA GRAGG, EXECUTIVE DIRECTOR

**E**LECTION BALLOTS ARE IN THE MAIL. Consult March/April *Ninety-Nine News* for information on each candidate. Please vote and return ballots to auditors by June 1.

What a busy two months! The 99s and the AE Scholarship Boards held meetings at Headquarters back-to-back. Reports of these meetings are either in the mail or elsewhere in this issue.

The photo wall in the Race Room is complete and draws many "Oohs!" and "Ahhs!" The Jessie Wood photo collection is up and visitors spend a great deal of time in there. Many thanks to Gene Nora Jessen for her efforts on behalf of your Resource Center. These displays have added a great deal to visitor interest in the 99s.

We have moved on to complete the Jerrie Cobb display—our first "open" display—and more will surely be patterned on it. Our appreciation to Stan Byers of the Oklahoma Historical Society for his design and production.

A request for officer lists for 1994-95 has been mailed to all Sections and Chapters. *These must be returned by July 1 to be included in the new Membership Directory.* They are also used to maintain files at Headquarters so be sure they are complete and accurate.



Anita Lewis and Whyte exhibit.

The Edna Gardner Whyte display is nearing completion thanks to Anita Lewis, Northwest Section Governor. On your visit to Headquarters, prepare to be dazzled!

In my Headquarters column in the January/February issue I asked for information about Amelia's elephant-foot bracelet—and I got it: The beautiful bracelet frequently worn by Amelia Earhart and left in Hawaii before her last flight was a gift to her from the black journalist George

Schuyler. It was made from an elephant's toe.

From Rye, N.Y., on June 27, 1932, Amelia wrote, "Mr. Putnam tells me of your pleasant note to him reminding us that I wore on the transatlantic flight the bracelet which you kindly brought me from Liberia. That is quite true. Indeed, I have become so attached to the bracelet that I wear it almost constantly."

The movie, "Amelia," premieres on TNT on Sunday, June 12, at 8:00 p.m. EST. See the article in this issue with more information on additional dates and times and promo information sent to us by TNT in Atlanta. ✧

## BOARD REPORT

### Spring Meeting Report

CONSTANCE WILDS, DIRECTOR

**T**HE SPRING BOARD MEETING convened in Oklahoma City on a very high note with all nine Board members, 10 Governors, the Executive Director and our Facilitator in attendance.

Greg Anderson, Executive Vice President of the EAA Aviation Foundation, added to our exuberance by inviting the 99s to participate in their Young Eagles Flight Program. Chapter Chairs will receive packets of information that will contain instructions to help us participate in launching Young Eagles Day on June 11. Another guest, James Cross, updated us on the Mercury 13 (early women astronauts) documentary filming.

The Amelia Earhart Birthplace, which has dominated many of our thoughts, actions, dreams for 10 years, is on a productive course. The Board voted to support the terms of the original Deed of Gift by reducing the Birthplace Board to four 99s and three Atchisonians. A subcommittee of interested Atchisonians and 99s will be formed to work under the Trustees in an advisory capacity. We learned that a representative from U.S. Senator Bob Dole's office would view the property on April 4. National Park Service Landmark status for the Birthplace is one option being researched at this time. We also have plans for a "scrape and paint" party and an open house. Dates to be announced.

Gene Nora Jessen has been laboring for years to give us a state-of-the-art Resource Center. However, she must retire from the Chairman's position. Verna West will replace her.

Our "1000 more in '94" membership drive has begun to be felt at Headquarters. Keep those applications rolling in. A three-member committee was appointed to devise a Master Plan for the organization. Oshkosh



Governors standing are: Judy Reinhart, Gayl Henze, Barbara Mead, Joan Lynum, Cathy Frawer, Hut Feree, Anita Lewis and Nancy Wright.

needs volunteers for July 28 through August 3. Please contact Oshkosh Coordinator Cathie Mayr.

The World Precision Flying Championships will be held Sept. 28-Oct. 5, 1996, and Jody McCarrell needs commitments from volunteers now. Give her a call and show her we are 100 percent behind her.

We have a newly formed Ways and Means Committee with Barbara Mead at the helm. Expect great new sales items in the months ahead.

Two qualified candidates for legal counsel were reviewed, but a decision was postponed until the pre-convention Board meeting to give each one an opportunity to present herself to us in Norfolk, or if unable to attend, to send a videotaped message.

It is impossible to convey the enormous steps we have taken, but it appears we are on the right path. Let's keep the lines of communication open through Forum in the *News*, as well as your letters and calls to your Board members. ✧



# Let's get visible!

BETTY ROWLEY, EDITOR

**S**EEMS LIKE I'VE ALWAYS KNOWN about the 99s. Of course, I never knew what the numbers "99" stood for until I joined forces with this magazine, but I knew they were an organization made up of women pilots. In the last several months, however, when I've talked to people, especially younger people, about being the editor of *Ninety-Nine NEWS*, many of them ask, "What's that?"

I'd like to remedy that situation. Check out your Chapter's visibility level. Would the majority of the people in your community know who the 99s are? If you can't answer that with a big positive yes, there's work to be done. Someone in your Chapter needs to be sending Chapter meeting notices to the local newspaper for their calendar listings of meetings. And notices of your new officers after every election. And sending notices of special Chapter activities, with the time, date, place and who to call.

Someone needs to take a reporter to lunch, invite a reporter to a meeting. Someone needs to take pictures at your seminars and fly-ins and other special activities and send them to the local papers. These pictures with no more than three people in them should have names typed or neatly printed left to right on a piece of paper and taped to the bottom or the back of the photo. Add a couple of lines of explanation. Be sure to include a person's name and phone number to contact. Reporters of the larger newspapers receive hundreds of news releases daily, so present your

information neatly and succinctly with all the necessary facts up front. Then get it to the right person.

Don't overlook your local weekly newspaper as an excellent source of publicity for local 99 activities. These newspapers (of which there are more than 8,000 in the U.S.) usually have a modest staff and budget and are happy to use news releases from local groups.

Radio stations frequently use public service announcements (PSAs). Find out who should receive PSAs and send it directly to that person. A well prepared news release designed so your message is readily and clearly understood will many times determine whether it gets in print, on the air—or in the circular file.

And remember, whenever you're interviewed by the press, make sure you mention that you're a 99. Publicity helps to develop public awareness of the 99s and attracts new members. It also could motivate some existing club members who may have become complacent or disinterested, to get back into a more active role. So, come on...let's get visible!

## Greatest thing about 99s

When it became evident that this magazine would probably not be received by many members in time to receive any feedback on last issue's request for your comments on "The greatest thing about the 99s," I asked the Board Members and those Section Governors in attendance at the Spring Board Meeting in Oklahoma City to give me their comments. (See page 18.) We'll run the six best letters we receive from you in the July/Aug. issue.



## LETTERS

I LIKE THE NEW LOOK of the *Ninety-Nine News* but I really missed all the Section news. That is the first thing I turn to as I enjoy reading about all the Chapters and what they are doing. Eventually, I get back and read the magazine in its entirety, but it is the Section news I really look forward to. —Nancy O'Neil Holden, Maple Leaf Chapter

THE MAGAZINE LOOKS great! —Kelly Poetzman, Florida Firstcoast Chapter

I LOVE YOUR NEW format—so professional in appearance! Keep up the great work. —Cathie Mayr, Wisconsin Chapter

JUST A SHORT note to let you know how great I think the Jan/Feb issue was. The format is so clean and readable! Thanks, —Jacqueline Boyd, Ph.D., Golden Triangle Chapter

CONGRATULATIONS on the new "reader-friendly" look of the

*Ninety-Nine News*, starting with the cover. I actually began thumbing through it the moment I saw it (instead of sticking it in my pile of mail to read later). And, lo and behold, the whole magazine has had a facelift.

The reports with pictures on the Egyptian, Arabian and Russian 99s were great. Flying is about traveling—seeing new places and faces. I'd like to see more about our international members and their activities.

And I had to read every word of Bob Ericksen's article, "The Wright Stuff," and re-read it because it created such warm, real-life mental images. I would like to see more good aviation articles like Ericksen's. Even the classifieds are classier! Keep up the good work—and thanks. —Phyllis Tate, Midnight Sun Chapter

PERSONALLY, I THINK the magazine looks great and I appreciate some more interesting articles, rather than just who flew

where, when. —Myrna Stephens, Iowa Chapter

THE NEWS LOOKS great. —Vera Rollo, Potomac Chapter

REGARDING THE ARTICLE on Bylaws in the Nov./Dec. issue, it is important that all members know our current, completely revised as of July 1992 Bylaws is a carefully written document that meets all legal requirements for a 501 (C) (3) Corporation. The rules were written using the current edition of *Robert's Rules of Order* as a guide.

We do not need to change our Bylaws! When the 1991-92 Bylaws Committee submitted their finished work, they recommended a similar committee take two years to sort out the many pages, and necessarily complex Board Policies and the Standing Rules and submit the SRs for approval by members.

An attempt made by one person to do it in one year was a failure. It still needs to be done, with

a very knowledgeable committee, and only come before the members in a completed form.

The Bylaws, with minor changes from the floor, were approved in Kansas City by a two-thirds vote of 243 delegates carrying 1,223 delegate slips of a possible 1,394.

Almost all the changes and challenges to our existing documents in recent memory have been made by the same, very few Chapters and/or individuals. In a democratic society, they have the right to do so, but they also have the obligation to accept the will of a two-thirds majority. —Verna S. West, Santa Clara 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.

conferences is growing by 20 percent annually. Participants range in experience from student pilots to Boeing 747 captains and in age from teens to those in their 80s.

### A lot of Ninety-Nines

The Ninety-Nines were well represented at the 1994 event by many attendees, a number of conference speakers, and a lively booth in the exhibit area.

The theme of the 1994 conference, "Networking: Women Helping Women in Aviation," was introduced by keynote speaker Donna Vilas Fisher in the opening address. Her "Ten Commandments of Networking" laid the foundation for making connections with other women pilots and getting maximum benefit from the two days. Doris Abbate built on this theme by inviting all Ninety-Nines present to an impromptu luncheon where our typically enthusiastic and exuberant response overwhelmed the Disney staff. In addition to informal contacts, the conference program provided opportunities to meet airline pilots, maintenance technicians and engineers and women in corporate, government and military aviation.

### Aviation industry

The aviation industry was much in evidence this year. Women flying for seven major airlines—American, Continental, Delta, Northwest, Southwest, United and USAir, as well as United Parcel Service—were present to represent their companies and speak about their experiences.

Janette Prince provided an outline of "Project Pilot," a new program by Aircraft Owners and Pilots Association (AOPA) designed to promote general aviation into the 1990s and beyond.

Ed Stimpson, president of the General Aviation Manufacturers Association, reviewed the progress of women in various branches of aviation and encouraged us all to support the efforts of Senator Nancy Kassebaum to save the general aviation industry from the ravages of liability actions.

A panel of women engineers and analysts from McDonnell Douglas provided insight into working for a major aircraft manufacturer.

**Networking:  
"Sharing skills, talents  
and contacts for the  
mutual benefit of  
accomplishing goals."**

—Donna Vilas Fisher

Cassandra Bosco of the National Business Aircraft Association (NBAA) moderated a panel discussion on corporate aviation which was also featured in a lunch time presentation by Pat Blum on the Corporate Angel Network (CAN). Through this program, 550 corporations provide transportation for 6,000 cancer patients a year in otherwise empty seats on corporate flights.

### Safety

Safety is an important element of any aviation event. Wally Funk, retired NTSB investigator and long-time flight instructor, still finds fun in her flying despite a gruesome collection of accident photographs and statistics. She emphasized that making sure the airplane is safe to fly *before* you take off goes a long way toward ensuring an uneventful flight.

Her lively lecture described what to look for in a good preflight inspection and how to use the versatile "Wally Stick" to make sure the prop is sound and there's enough fuel in the tanks.

### Professional women pilots

Many of the women attending this conference are professionally qualified. Since 1983, the number who hold the ATP certificate has doubled but still represents only 2.2 percent of the total. Several speakers, including Ruth Sittler, Chief Flight Instructor at Kent State University, and Dr. Brent Bowen, Director of Aviation Institute at the University of Nebraska, presented research and statistics attempting to explain this under-representation.

Hopefully, the future of women in aviation is assured by the more than 100 conference attendees who are students in accredited college and university aviation programs.

### Early women pilots

While the percentage of women pilots in the U.S. remains low, women have nevertheless made their contributions to the history of flight. Writers and historians have told the inspiring stories of such aviatrixes as Harriet Quimby and Jerrie Cobb and four outstanding pioneers were inducted into the WIAC Hall of Fame at the closing banquet: Mary Feik, Evelyn Bryan Johnson, Jessie Woods and Olive Ann Beech (posthumously).

Mary Feik overhauled her first automobile engine at age 13 and began work on airplanes at 18. Overcoming resistance to the idea of a woman engineer, she became a professional instructor in the U.S. Army Air Corps during World War II and went on to log more than 5,000 hours as a flight engineer, engineering observer and pilot in numerous military aircraft. Mary is now a restorer of antique and classic aircraft at the Paul E. Garber Restoration Facility of the National Air and Space Museum.

Evelyn Bryan Johnson also began flying during World War II. She received her private pilot's certificate in 1945, her commercial rating in 1946 and became a flight instructor in 1947. Between 1949 and 1982 she operated the Morristown Flying Service in Tennessee. In 45 years as a flight instructor, Johnson has examined more than 9,000 applicants for various FAA licenses and certificates and logged over 50,000 hours of flight time.

Olive Ann Beech co-founded the Beech Aircraft Company



1994 WIAC Hall of Fame inductees (Left to right) Ed Burns, accepting the award for Olive Ann Beech on behalf of the Beech Aircraft Company, Jessie Woods, Evelyn Bryan Johnson, Mary Feik.





*Women in the Airshow Business panel: (left to right) Conference Founder and Director Dr. Peggy Baty, Associate Vice President and Dean at Parks College of Saint Louis University; Montaine Mallet, Jessie Woods, Pat Wagner, Debbie Gary Callier and Sandy Williams.*

with her husband Walter in 1932. She served the company as Secretary-Treasurer and Director until her husband's death in 1950 and then took on the roles of President and Chairman of the Board. She has received many awards for her contributions to aviation over more than 50 years.

When Jessie Woods eloped with her husband-to-be Jimmie in 1928, she set the stage to become the leading lady in the Flying Aces Air Circus for the next 10 years. Her role included stunt flying, parachute jumping and wing walking. In 1941 she began training military pilots for service in World War II. Now in her eighties, she is honored annually at the Experimental Aircraft Association's Sun 'n Fun Fly-in in Lakeland, Fla., and last walked on the wing of a 1926 Standard biplane at the 1991 event.

#### Panel presentation

Jessie joined Montaine Mallet of The French Connection, Sandra Williams of the Misty Blues skydiving team and Debbie Gary Callier in a panel presentation on Women in the Airshow Business moderated by Pat Wagner.

Each woman told the entertaining story of her personal adventures in becoming a pilot and making it in the macho world of air shows. But Jessie still topped the bill with an hilarious description of losing her shift while dangling from a rope ladder and thus becoming the first topless air show act.

#### Closing banquet

At the closing banquet, Dr. Shannon Lucid showed us the heights to which women can soar by narrating a video on the scientific research conducted during her fourth flight as a Mission Specialist aboard the Space Shuttle Columbia.

#### Networking until the end

The conference ended in a last flurry of business card exchanges to expand our personal networks of new friends and flying contacts. Doubtless, we shall—as Dr. Peggy Baty and her tireless staff are already urging—see each other again back at the Adam's Mark Hotel in St. Louis, March 16-18, 1995.

*Submitted by Erica Scurr, All-Ohio Chapter, who is a multi-engine airline transport pilot, a flight instructor and an aviation writer. Photos by Erica Scurr and Doris Abbate, Long Island Chapter.*

## NINETY-NINES EXHIBIT BOOTH AT WIA

The 99s exhibit booth (shown on the cover) at the WIA convention featured a large variety of items for sale and sales were brisk.

According to several 99s overheard visiting at the recent board meeting in Oklahoma City, they found working the booth an exciting challenge, especially being on the "other side of the counter" waiting on customers and making change. It provided an excellent way to network with other women pilots who were eager to learn more about the 99s.

The booth was well supplied with information on aircraft schools, as well as on military, government and airline employment opportunities and on professional and special interest aviation groups.

Over 30 new 99s were signed up at the exhibit booth and information was passed out to many other women pilots who indicated an interest in becoming members.

According to a variety of reports, it was a very successful convention and extremely rewarding to those 99s who chose to work at the booth.



*Signing up members at the 99s exhibit booth.*

## YOUR HELP IS NEEDED AT THE 1995 WIA CONFERENCE

For more information, contact Women in Aviation Conference, Parks College of Saint Louis University, Cahokia, IL 62206. Phone 618-337-7500.

ANN KIEFFER  
Wisconsin Chapter

# What it's like to pilot charter flights

**M**Y VERY FIRST TRIP as a 135 charter pilot occurred on Sunday evening, July 8, 1990. Having completed training and a check-ride in the Beech 58 Baron just three days before, I was assigned to a passenger drop-off in Kalamazoo, an "easy" trip. At 10 p.m. we departed, and lightning lit up the sky in all directions from near and distant thunderstorms. But my course and altitude just happened to keep us VMC as we crossed Lake Michigan.

After landing in Kalamazoo, I called FSS for a weather update before returning to Appleton. The briefer, amazed that I made it across the lake, advised me to wait because a narrow line of thunderstorms was approaching the Michigan shoreline. But brand new charter pilots are like teenagers—infallible—and only half listen to good advice.

I jumped into the airplane and departed, thinking: "I got here O.K....it can't be that bad." Climbing out, lightning flashed to the west, along my course, so I turned north and requested 4,000 to stay VMC. After a few minutes of bumps, jolts, lightning flashes, and heavy rain, I turned westbound as the lights of land disappeared into the black void of Lake Michigan. Somewhere over the middle of the lake, I realized that the radar on board, which I vaguely knew how to operate that night, was never turned on.

Hangar flying charter pilots tell colorful stories about "typical" flights on the flyways. Most of these involve some type of weather phenomena. Thunderstorms in summer, ice and snowstorms in winter, and the first of many approaches to a half-mile visibility in fog when the ceiling is near zero. At other times, poor judgment combined with weather, mechanical problems, or fatigue and stress from long duty days and short nights combine to make lasting impressions.

The fortunate ones, including myself, have not experienced any real engine failures, only vacuum pumps, fuel pumps, heaters, electrical glitches, and the occasional lapse in mental proficiency. While I jokingly kid around about "having a license to scare myself and get paid for it," these experiences have challenged my skills and built confidence, not to mention gray hair!

Not all memorable trips consist of a battle between pilot, airplane and weather situations. Sometimes I have a front seat view of nature's wonders in progress. I will never forget the midnight trip from Detroit when the northern lights glimmered, danced and glowed brighter than I had ever seen. There was something magical about watching this spectacle from the air.

There have been nights when a full harvest moon slowly rises on the eastern horizon, and the larger than familiar size sphere is blazing orange. Other nights, when you can see a hundred miles, the serene, brilliant glow of moonlight compels you to turn off the instrument lights and admire the tranquillity.

Observing thunderstorms from a lofty perch reveals boiling

cloud formations and spectacular lightning shows. Nothing demands more respect than what I have for these powerful storms. When flying, you can't help noticing seasonal scenery changes. The ground transforms from dirt brown to a blanket of glistening white, then dirt brown again, followed by the eruption of many shades of green that eventually turn crimson and yellow, gradually fading to dirt brown again. It is an amazing cycle to witness.

At times, it is hard to believe that I am paid to do this job. No two days are exactly alike and, like any other job, the daily routine can become tedious. Getting up between three and four every morning to arrive at work one hour before the 5:00 to 6:00 a.m. departure is far from glamorous. After a one to three hour flight, I wait an average of six to eight hours for the passengers to return from their business. It is during wait time that these free hours are creatively occupied.

Some days, you have no choice but to sit and read, watch television (soap operas, of course), or catch up on sleep. But my personal preference is to get as far away from the airport as possible. A pair of tennis shoes, a change of clothes, and somewhere to walk will generally satisfy my need for exercise and to be outdoors, weather permitting.

**At times, it is hard to believe that I am paid to do this job.**

In the summer, with the airport near a golf course, clubs will be packed and nine holes played. Health clubs, museums, matinee movies, and shopping malls with video game rooms are enticing. Even lunch with a familiar 99 is an enjoyable way to pass the afternoon.

While the majority of charters are out and back day trips, overnights and middle of the night departures round out the schedule. Most trips consist of a 10 to, maximum, 14 hours duty day. When off duty, the minimum rest between trips is 10 hours, as required by the FARs.

To complicate matters, longer than 14 hour duty days require a 10 hour, off duty rest, before the return leg of the charter can be completed. This is accomplished by spending the day at a hotel, in a day-room. By month's end, I have flown an average of 16 to 19 trips over 19 to 22 days, accumulated between 180 and 220 total duty hours, and covered 10,000 to 14,000 miles, or approximately 50 to 70 flight hours.

Much of the time, the demands of a charter schedule leave very little time for social engagements. What spare time I do have is carefully planned and enjoyed to the fullest.

It has been three years, eight months, and 2,700 additional flight hours since that first flight as a rookie charter pilot for Maxair in Appleton, Wis. On Monday, April 18, 1994, I began ground school as a DC9 First Officer with Midwest Express Airlines in Milwaukee. As I look forward to this new and exciting career change, I am reminded that on May 5, 1984, at the age of 24, I took my first flight lesson—unaware that someday I would be an airline pilot.





MARGUERITE LAWRENCE  
Kansas Chapter

# The Happy Camper

*Marguerite Lawrence and her husband Gene thought nothing of packing up and heading out on the open road. The trips were as short as a favorite boating spot or as ambitious as a long overland journey to Canada. Their six children were lucky to go on many of the tours, most of which were made in their well-equipped motor home.*

*During one particularly memorable trip, they attended the Florida Sport Aviation Antique and Classic Association Fly-in sponsored by the EAA. As the years passed, the trips they made became more and more involved with fly-in activities.*

*Today, the children are grown and Gene has passed away. Marguerite sold the motor home and got a tent which she packs in an old WWII parachute bag along with other camping gear, gets on an airline and away she goes on her yearly visits to Sun 'n Fun and Oshkosh, encouraged by some special advice given to her by Gene during his last days: "Just keep on doing the things we have been doing," he told her. "You will be with friends."*

*This is her story about her 20th trip to Sun 'n Fun. —Editor*

**I**T IS 1,600 MILES to Sun 'n Fun in Lakeland, Fla., from my home in Wichita, Kan. With more than 740,000 in attendance, public lodging is always at a premium but that never matters to me. I'm a camper.

Sun 'n Fun is a great place for meeting old friends, for making new ones, and for visiting exhibits of a fantastic variety of airplanes. There are airshows to see and ultralight flights to observe, new home builds to check out, and forums and demonstrations to attend.

Camping is great there. The modern tents are lightweight and when packed do not take up much room. With a comfortable air mattress to sleep on, a place to shower and a few snacks in the cooler, camping keeps me right in the thick of things throughout the entire time. Several people commented that I looked "as refreshed and pretty as if I had just stepped out of a fine hotel."

Camping out need not be an ordeal and it's much easier if you don't cook out. I have a breakfast of V-8 juice and crackers. There are plenty of places on the field to buy lunch and it's



Barbara Sierchio and Marguerite at Sun 'n Fun '94.



Marguerite's tent at Sun 'n Fun campground.



Susan Dusenbury, Marguerite and Jessie Woods at the OX-5 building.

a good idea to join friends in town for dinner.

Many campers at Sun 'n Fun (as well as at Oshkosh) bring grills, tables, chairs, and other outdoor furnishings. At night, there are bonfires to gather around for companionship and conversation. For those concerned about the safety and security of the campgrounds at Sun 'n Fun (or Oshkosh), forget it. The campgrounds at both places are well run with plenty of security at the gates and periodic area patrols.

There are public telephones near at hand and the campground is populated by very respectable families with children. Many pilots position their pup tents alongside their airplanes. There are temporary convenience stores set up to sell snacks, ice, fruits, sandwiches, newspapers and cold drinks.

When evening rolls around, there are corn roasts while music from pick-up groups fills the air. These are mellow times when people drift about to share ideas and information. The next day, you get up to the sounds of the show coming alive and begin the business of checking out new products and making the rounds.

Two converts to camping this year were 99s Marty Benham and Mary Vanscyoc, both from the Kansas Chapter, who had an opportunity to fly down in a 210. They spent two nights and a day with me and we had a wonderful time.

Camping is convenient, less expensive and it can be a whole lot more

fun. That's how I visit Sun 'n Fun and Oshkosh every year. If a 78-year-old gal like me can enjoy all of this, so can you! ✨

The attendance at Sun 'n Fun this year was 741,750 with 2,158 international guests and 64 nations represented.

The Ninety-Nines building greeted over 450 guests, including 200 Ninety-Nines from all over the U.S., Canada and Switzerland. Organization information and/or membership forms were given to 42 prospective 99s and 28 Sixty-Sixes.

—Barbara Sierchio  
EAA/Sun 'n Fun Coordinator



## Margaret Callaway

SIGRID RAMELLI  
Long Beach Chapter

**M**MARGARET CALLAWAY CELEBRATED 50 years of aviation on April 30. Over 100 people were invited; most of them had traveled with her part of the time through the skies over Canada, all 50 states in the U.S., Mexico, Cuba and all of Central America.

Margaret's eyes sparkle when someone asks her how it all began. At that moment, she steps back in time to the day of her family's excursion to see Charles Lindbergh land the historic "Spirit of St. Louis" on Mexico City's airstrip. "I'd never seen a plane before and there he was—looking down on all these people and I thought how marvelous he must feel." Her fascination grew when Lindbergh finally touched down and was virtually "lifted" from his plane by the crowd: "Oh boy! Next to God, he is it!" she thought. Margaret was committed to get airborne from this moment on, regardless how unconventional it must have been for a woman of her generation.

She was lucky when her family moved from Mexico City to San Antonio, Texas, then the only Army Air Corps pilot training center in the country. "Wanting to fly like I did, I knew I had to marry a pilot, and there were 10 men to every girl!" Margaret admits. While her girlfriends only quietly endured their dates' long monologues on the joys of flying, Margaret was enthralled. She met her Richard on a blind date, fell in love and married him in September 1938 when she was 23.

The war broke out and left her at home with two young daughters, while her husband trained cadets at home he flew with his last squadron in England himself.

Jacqueline Cochran had founded the WASPS and sent out a call for women pilots with at least 30 hours flying time. Margaret heard the message from a radio station and Bexar County airport had flying lessons available. Margaret was there! Finally—it was a Wednesday, April 12, 1944, when Margaret Callaway soloed in a Piper J-3. The experience confirmed her dream: "You have a sense of freedom up there! Just like Lindbergh must have felt 17 years before."

Margaret, her husband and two daughters were soon transferred to Panama City, Fla. Margo, the youngest, recalls: "One of the earliest memories I have is of doing aerobatics in an open cockpit Stearman over the beach and ocean in Panama City about 1945. Mom put several pillows under me so I could see out and off we went! The Stearman had been used for military surplus and was available for very little. Mom and two other pilots bought one for \$600 and only paid \$200 each. She learned to do aerobatics by offering returning pilots with an itch for aerobatics a free ride in exchange for advanced instruction."

Margaret joined the 99s in 1947 and became a lifetime member in 1978. She logged over 14,000 hours, 5,200 of them as an instructor (most of them "upside down," as one of her students amusingly indicates).

Not only does Margaret love to fly, but she loves to fly fast! A cabinet in her San Pedro home is crammed with trophies from 70, or so, air races; some with her daughters as copilot, some against them as competitors.

Margo remembers clearly the "Powder Puff Derby" from Lawrence, Mass., to Spokane, Wash., in 1959: "My mother and



I, Margaret and Margo Callaway, were both entered as pilots in the race. My sister, Sandra, was my copilot, and my cousin, Helen, was my mom's copilot. We were both flying Cessna 140s with almost identical numbers. 3588V and 3788V. The radio identification for both was "Cessna-eight-eight-Victor," and the pilot's names were almost identical. We confused the towers all the way across the country. The race was unique in many ways. There was terrible, unforecast weather in the remote, rugged area of western Montana and about half the planes in the race went down on the ranches and roads all over the countryside, my mom and cousin among them. Sandra and I were very lucky and finished third in the race; but would almost rather have had the adventure of a forced landing on a ranch in the wilds of Montana."

Margo continues: "In one way or another my mom has been totally involved in flying most of her life. She has competed in every possible type of air race, but beyond that, she was active in the Civil Air Patrol for many years, helped organize the Baja Air Races, has been active in the Flying Samaritans, the Forest of Friendship and probably most importantly, has passed her love of flying to untold numbers of pilots through her work as an instructor. It would be difficult to find another person who has spent their life as totally dedicated to flying as my mom."

Margaret has contributed particularly to the international spirit of the 99s. She was a member of a small group that had visited India in 1977 and encountered several enthusiastic women pilots in search of advanced training facilities. This gave Margaret the opportunity to train the very motivated Saudamini Deshmuk from Bombay through an intense training program at Torrance airport in Southern California. Wally Funk and Norma Futterman provided ground instruction and supplied the aircraft and Minoo, as she was called by everyone, had virtually no cost. She left California six months later with her private, commercial, instrument and instructor's ratings, including all ground instructor certificates, in her pocket; she was very excited and grateful and became the first woman to command a 737 for Indian Air.

This is only a summary of Margaret Callaway's lifelong dedication. For the records, she stands behind Commercial Pilot License #501149 with her heart and soul. For us, she will always be Margaret Callaway, a woman pioneer in aviation. ✨



# More about g Force

BARBARA WILPER

Greater St. Louis Chapter

**N**ATURE HAS OPTIMIZED THE HUMAN BODY for operating on or near the earth under its own power. Without going into the physics, the earth exerts a pull equal to an acceleration of 32 feet per second at sea level. The pull is continuous. It is this pull which keeps us on the earth and defines what we call weight. It always pulls toward the center of the earth. For convenience of this discussion, this "one time the acceleration due to gravity" is called one "g" and used as a unit.

The body is designed to counter this force. The heart is sized to be able to pump the nutritive and temperature control fluid (blood) up to the brain, down to the organs and legs, and out to the arms. The skeletal structure is sized to support the weight against this force. The muscles and sinews are the right size, density and strength to maintain the body pieces in a fixed relative position while allowing smooth movement and shock absorbing elasticity. As long as the body stays within a tolerance (1.5 to 2 gs), everything works fine and the body takes care of itself. Most people cannot walk, run, or even ride a horse with enough acceleration to cause a problem. Jumping or falling off a cliff is not considered normal behavior.

Modern man has, however, created machines which cause changes in velocity well in excess of the rate for which the body is designed. The effect of these multiple g forces depends on the direction of the force (front to back, back to front, head to toe, toe to head, rotational). Tolerance for multiple g's has broad individual differences and can be improved by pilot actions or pilot equipment (e.g., fighter aircraft pilots).

The body is used to coping with a one g force directed toward the feet. It is not very good at yaw rotation. When the g force is not as expected, it requires more from the body to counter it. Every component seems to be "heavier" or in the wrong direction from where it belongs.

Let's take a simple example like standing on your head. The one g force now pulls from the toe to the head. The most susceptible part of the body is the liquid blood; it flows downhill. The

system is neither well adapted to providing the pressure required to pump the blood away from the brain and back to the heart, nor to pump the blood uphill to the feet. The result is excess blood in the head, flushed face, headache, ringing in the ears, and little blood flow to the feet. Generally, you feel uncomfortable or sick and turn back right side up.

When the excess g's (>1) are from the head to the foot, the blood tends to pool at the lower extremities and the heart cannot get enough blood to the head. When the brain does not get enough oxygen from the limited blood supply, it shuts down. The first thing to be affected is vision, resulting in "gray out," then "black-out," followed by loss of consciousness.

What about that fall stop stuff? When free falling, you are falling at one g. Velocity is increasing, but acceleration is constant. During the fall, air pressure from the mass of the air may cause damage, but not g's. The g's occur when you decelerate from xx ft/sec to 0 ft/sec. In any landing, normal or forced, deceleration is from the touchdown speed to stop in some period of time. The object is to make the transition smooth enough and the time long enough to keep the deceleration below about 3.5 g's. Many people can survive a nine g impact from the nose of the aircraft. For this reason, aircraft are required to absorb a nine g impact without collapsing the cabin. The surface of water is hard. Ask any seaplane pilot or person who had done a "belly flop" from a diving board. It also has a very high resistance, so it tends to decelerate the aircraft very fast. Additionally, landing gear act

**It's not  
the fall  
that  
gets you.  
It's the  
sudden  
stop!**

like arresting hooks, causing a sharp, sudden deceleration and nose-over.

In conclusion, let me cite my own experience with a forced landing. Aircraft was a Mooney Super 21, engine out. Approach to plowed, tilled field. Approach speed, normal for the aircraft, approx. 70 mph. Landing "roll" (measured by highway patrol) 60 feet. This was one of the smoothest landings we ever made—and the shortest. There was no major damage to the aircraft and no injury.

*Barbara Wilper is a Human Factors Engineer for McDonnell Douglas Aerospace, Tactical Aircraft and Missiles. She holds a masters degree in psychology and is a member of the Greater St. Louis Chapter.*



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

**Who are the women of The 99s?**

**They're pilots—both professional pilots and pilots who fly just for fun.**

**They are pilots who are mechanics, flight instructors, air traffic controllers, lawyers, doctors, executives, homemakers, engineers, administrative assistants...**

**Ninety-Nines are decision makers, women from enormously varied backgrounds who share one common interest and accomplishment: They fly!**

# Job Applications

KAREN M. KAHN  
Santa Barbara Chapter

**P**APERWORK, PAPERWORK. It seems to be a never ending chore in our daily lives. When it comes to job hunting, your "paper pushing" skills will help you advance if you pay close attention to detail. When clients come to us for career counseling, one of the first things we do is ask them to complete the paperwork. Remember, for the most part, your first impression will be based on your paperwork, be it a resumé or employment application. This is your opportunity to dazzle them and pique their interest in you and your skills.

Some employers work strictly off resúmes (which we've discussed in a previous column) while others go straight to a standard or customized employment application to learn the facts and figures they'll need to make their decision. Using an application will also provide them with a level playing field against which to judge all applicants.

So take advantage of this "starting line" and begin by making your application neat, concise and easily readable. First impressions are important. When you receive the application, begin by making two copies of each page that will require information from you. Now you can work on your copies and fill in all your statistics in pencil, making changes as necessary.

Start by reading the instructions carefully and highlight any important points. This application may well be a test in itself. Can you follow instructions? If it says to enclose copies of your licenses and medical, be sure to do just that. Too many times we'll find that applicants haven't paid close attention to details we consider very important.

"Hmmm..." muses the personnel specialist. "No attention to detail. Did not follow instructions. Is this an indication of how this person will handle a job with us?"

Unless you find instructions to the contrary, complete the application with a good quality typewriter. If necessary, go to a local copy or print shop and use an electric typewriter with a carbon ribbon. You'll be working off the completed rough draft you've made earlier. Both the rough draft and the final copy should be proofread by someone other than yourself, hopefully, by another pilot. You want to be sure that you've given yourself every advantage possible.

As you work on your rough draft, be sure to complete each block or mark N/A (not applicable) if a particular question does not apply to you. Try to give the reader a complete picture of your situation by including all pertinent information. If you've



received special awards in school or community life, be sure to include those, noting dates and locations.

Do not abbreviate anything except the most obvious items. You may know you went to CVHS, but Custom Airlines has no idea of who or what that may be. You want to interest your readers not annoy them or raise questions in their mind.

When you get to the job history section, be sure to include all requested details. Your supervisor's name and phone number, even if your parting was less than pleasant. Reasons for leaving should be short and to the point: "Better job, pay raise, company ceased operations, position eliminated." Whatever the case, state it clearly.

Normally, jobs are listed in chronological order with the most recent first. Many employers ask that you list all previous employment for the past five or 10 years and explain any periods of unemployment. If you need more space, use a blank sheet and format it to mimic the employment section on the application. If they only ask for five years of job history, don't give them 10. This is a test to see if you can follow instructions.

Most pilot applications will have a flight time section or grid. List your flight times in whole numbers; no tenths, please. Be sure your columns and rows total correctly. Describe the aircraft types with proper designations such as PA28, BE55, C172 or whatever.

**When it comes to job hunting, your "paper pushing" skills will help you advance if you pay close attention to detail.**

When you have finished your draft copy, have someone who knows you review it, as well as someone who doesn't. Find out if you've omitted anything important or included something confusing or misleading. You want your application to show you in the best light and raise no

concerns about your qualifications.

Finally, when your application is ready to mail, have a friend review it one last time to make sure it is complete with all enclosures required, sufficient postage and ready to show. If you're in a hurry or want to impress a prospective employer, you can send your application package by air express. However, don't make the mistake of choosing a competing firm if you're applying to a company that's in the shipping business. Use their proprietary service! Mailing your application to Airborne Express via Federal Express is uncool!

Remember, no application is a snap. They all require a lot of time and work. But then, if the job is worth it, you'll find your close attention to detail will pay big rewards.

*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 Aviatin Career Counseling, a career guidance and interview counseling company based in Santa Barbara, Calif.*

## Corrections and Clarifications

There is a typo in the Jan/Feb Medical Facts article on page 15 at the top of the second column, it should read "1,000 to 2,000 yards," instead of "1,000 to 1,000 yards." Sorry for the error.

On page 16 of the March/April issue, the Welcome Breakfast is listed incorrectly as *Wednesday* at 8 a.m. It is *Thursday* at 8 a.m. Thanks to Faye Gillis Wells for pointing out our error.

Bev Sharp has called my attention to an error in a "key sentence" of her Position Statement in the second column, middle of page 12 of the March/April issue which should have read: "Once we find out what our members want from the organization, then we can focus our energies — perhaps on safety or flying activities" instead of "Once we find out what our members want from the organization, perhaps we can then focus our energy on safety or flying activities." My apologies for any problem this may have caused. —Editor



## 99s Career Data Bank

CAROLYN PASQUALINO  
AVIATION CAREER SERVICES CHAIRMAN

**T**HE 99S CAREER DATA BANK was started to help 99s overcome the "Good Old Boy" job network that exists in aviation. While this is a great idea, it has not been working very well as yet. The response from you has been outstanding; however, finding employers to use the service has been rather underwhelming.

Those of you working at FBOs, corporate departments, etc., need to *encourage your employers to use our network.*

### Use job counseling services

There are several counseling services available to help you in your job hunt. Ninety-Nine Karen Kahn's AVIATION CAREER COUNSELING offers 99s a 25 percent discount as does AIR, INC. AIR INC. deals strictly with airline careers, while Karen can guide you in several areas of aviation careers. (See their ads on inside back cover for further information.)

Whatever direction you decide to pursue, you'll probably start at a local airport giving flight instruction. I know not everyone wants to do this, but it is the most logical starting point. I would advise making sure your local FBO has a multi-engine trainer, and a charter department would be an added bonus. If you want to be a corporate or airline pilot, you are going to need lots of multi-engine time.

### Talk with other pilots at your airport

Don't overlook the pilots that have airplanes based at your airport. They will need BFRs and may be interested in other ratings such as an instrument or commercial. Does that Baron owner fly a lot in his business, but isn't instrument rated? Offer to go with him when the weather is questionable. Better yet, do the flight for him and let him stay behind at the office. I used to do a lot of this type of flying. Fly to that nearby airport with airline service and pick up his passengers. I made many flights to OKC, TUL and DFW doing this for several aircraft owners and built up a lot of multi time doing it.

Don't be afraid to try to create this type of flying. Many aircraft owners have probably never even thought about having someone else do these flights for them, but to a busy businessman, you just might be an idea whose time has come. This is a good way to meet other corporate pilots who rarely advertise jobs for additional pilots their company needs if they already know of someone they can hire.

### Apply to the airlines

So now you've been doing instructing and pilot service and have built up a couple of hundred hours in that twin. The next logical step, if you are pursuing the airlines, is to send out applications to the regional airlines. Send them to all the airlines in



*Captain Carolyn Pasqualino, Chicago Area Chapter, and 1st Officer Kathy Rauth, Minnesota Chapter, shown here at 35,000 feet over northern California on United Flight #1866 from Oakland to Portland, Ore.*

your section of the country, or, if you're willing to move, send them to everyone.

It may take several dozen to get a response, but keep trying. Persistence does pay off. I applied to airlines for almost seven years and even kept applying during furloughs. It paid off for me, since I was hired in the first month my airline started hiring after a six year hiatus.

### Network with your flying friends

If you have friends working for the regionals, ask them what they did to get hired. They may provide valuable guidelines on what their company likes and dislikes.

The airline hiring picture is improving after a rather dismal couple of years. The majors will have lots of retirements in the next few years and will start hiring away from the regionals. Since the military isn't training as many pilots as in the past, much of the airline hiring will come from the regionals.

*Opportunities for women in aviation have never been better, but you will have to work hard for every hour you get and may have to create jobs for yourselves along the way. Keep flying and don't give up! I can't think of any other job I'd rather be doing!*

*Carolyn Pasqualino, Chicago Area Chapter, started flying in 1974 in Ada, Okla., as a freshman in college. She married her flight instructor and started flying professionally in 1978. She worked as a charter pilot and corporate pilot before hiring on at United in January 1985. Started as 727 flight engineer, then 737 1st officer, 757/767 1st officer. She made captain a year ago on the 737-300. She has flown over 50 different types and has owned several airplanes. She currently owns a Cessna 120 and a Beech Debonair. She is a member of the Executive Council of the International Society of Women Airline Pilots. You may write to Carolyn at 1111 Edgewood Circle, Rockford, IL 61108.*

**Special Notice:** All 99s, citizens of Atchison, and other interested persons are cordially invited to an open house and reception honoring our Charter Members on Saturday, June 18, from 2:00 to 4:00 p.m. at the Amelia Earhart Birthplace Museum 223 N. Terrace, Atchison, Kansas.

*On behalf of all Ninety-Nines worldwide, welcome to the greatest group of women you could find anywhere. We encourage you to actively participate in your local Chapter and/or Section activities, and we're looking forward to meeting you and getting to know you better!*

—Lu Hollander, president

## February and March

|                            |   |                             |  |
|----------------------------|---|-----------------------------|--|
| Judith Chewning Ballard    | Southeast - Section Member                | Lisa Irene Kenny            | West Canada - British Columbia Coast       |
| Denise L. Bansemer         | Southeast - Florida Suncoast              | Elma Kozak                  | West Canada - British Columbia Coast       |
| Suzanne Marie Barnes       | Southwest - San Gabriel Valley            | Amy LaBoda                  | Southeast - Florida Suncoast               |
| Kelly Barrera              | Southeast - Firstcoast                    | Marilyn Ann Lee             | North Central - Indiana Dunes              |
| Rhoda M. Batson            | Southwest - Sedona Red Rockettes          | Jane K. Letendre            | New England - Connecticut                  |
| Jeannie Lee Batto          | Southwest - Mount Diablo                  | Sylvia Jean Lowe            | Mid-Atlantic - Keystone                    |
| Priscilla Katherine Becker | Southeast - Florida Gulf Stream           | Hope Elena Lowery           | South Central - Louisiana Tech Lady Lindys |
| Sarah Kaniaulono Benham    | South Central - High Country              | Luella Arlene Lowther       | Northwest - Crater Lakes                   |
| Margaret Brolan-Thomas     | Southeast - Florida Suncoast              | Diane Gabrielle Luboff      | Southwest - Sedona Red Rockettes           |
| Heather Lynn Burkholder    | East Canada - First Canadian              | Abby L. Malone              | Mid-Atlantic - Eastern Pennsylvania        |
| Christina Ann Carroll      | Southeast - Florida Goldcoast             | Paulette M. Martin          | Northwest - Alaska                         |
| Kathryn Irene Clark        | North Central - Greater Detroit Area      | Patricia Kay Mathes         | South Central - Section Member             |
| Jeanne D. Cook             | Southeast - Carolinas                     | Karen M. McDaniel           | Mid-Atlantic - Section Member              |
| Barbara C. Cox             | Mid-Atlantic - Western Pennsylvania       | Gillian Anne Merrill        | Southeast - Kitty Hawk                     |
| Joan Craft                 | North Central - All-Ohio                  | Carol Might                 | South Central - Oklahoma                   |
| Dawn Criddle               | Southeast - North Georgia                 | Heather Ann Miller          | South Central - Colorado                   |
| Lorna Fisher Dailey        | South Central - Aspen                     | Linette M. Moores           | East Canada - Atlantic                     |
| Cecilia Marie Dalzell      | New England - Connecticut                 | Patricia Leigh Moses        | Southeast - Tennessee                      |
| Barbara Darr               | Mid-Atlantic - Shenandoah Valley          | Keiki Murakama              | Southwest - Bakersfield                    |
| Doris T. Degarmo-Schell    | Northwest - Crater Lake Flyers            | Lauren Trent Nicholson      | North Central - Indiana                    |
| Erica S. Derby             | Southwest - Coyote Country                | Patricia Ruth Noren         | Southeast - Florida Suncoast               |
| Nettie Durant Dickerson    | Southeast - Carolinas                     | Carol Anne O'Hara           | Southeast - Florida Goldcoast              |
| Marian R. DuToit           | East Canada - Maple Leaf                  | Jane Meda Osbourne          | Northwest - Alaska                         |
| June Marie Evans           | South Central - Omaha Area                | Rosemarie Peterson          | Southeast - Florida Gulf Stream            |
| Sally Holt Evarts          | Southwest - Nevada High Sierra            | Margaret Ann Pinotti        | Southwest - San Gabriel Valley             |
| Gwenda Nell Falls          | Southeast - North Georgia                 | Franziska Hefti Plimpton    | Member at Large                            |
| Garrie Jo Ferency          | Southeast - Florida Spaceport             | Helene Beth Porche          | Southwest - Alameda                        |
| Andrea Lyn Ferguson        | East Canada - First Canadian              | Katherine Elizabeth Prewitt | Southwest - Fullerton                      |
| Patricia Boyd Fields       | Southeast - Section Member                | Anita C. Province           | Southwest - Section Member                 |
| Amy Margaret Fischer       | Southeast - Florida Spaceport             | Cheryl Lynne Radey          | Southeast - Florida Suncoast               |
| Amy Louise Fraher          | Southwest - Section Member                | Lisa Rae Reece              | New England - Katahdin Wings               |
| Michele Evelyn Gaffney     | Mid-Atlantic - Section Member             | Carol Ann Reukauf           | Southwest - Antelope Valley                |
| Kristine Rene Gentry       | Southeast - Tennessee                     | Patricia Clare Roetzler     | North Central - Minnesota                  |
| Valerie Jean Glemboski     | North Central - Lake Michigan             | Mary A. Roger               | North Central - Chicago Area               |
| Mary R. Graul              | Mid-Atlantic - Maryland                   | Kari Ladene Rubin           | Southwest - Coachella Valley               |
| Kristine Marie Guidry      | Southeast - Florida Panhandle             | Barbara S. Ryan             | Mid-Atlantic - Old Dominion                |
| Enid Sara Haik             | South Central - Dallas                    | Sonja Louise Sabels         | Southwest - Golden West                    |
| Twila Marie Hamilton       | South Central - Austin                    | Maria Irene Schmidt-Rieders | North Central - Greater St. Louis          |
| Janice C. Hardy            | Southeast - Florida Spaceport             | Karin Norberta Schonfelder  | North Central - Greater Detroit Area       |
| Joy Arden Hatch            | South Central - Section Member            | Shirley Schreiber           | Mid-Atlantic - Section Member              |
| Elin Mari Heggiano         | New England - Eastern New England         | Diane Marie Schurr          | Northwest - Mount Tahoma                   |
| Becky Hempel               | South Central - Austin                    | Christina Marie Sealy       | South Central - Colorado                   |
| Diane B. Hilton            | South Central - Louisiana Tech Lady Lindy | Karen Elizabeth Sem         | South Central - Dallas Redbird             |
| Priscilla Bridget Holl     | Mid-Atlantic - Eastern Pennsylvania       | Margaret M. Siderwicz       | New England - Eastern New England          |
| Sandra K. Holmes           | Southwest - Coyote Country                | Sandra Ausma Silins         | West Canada - British Columbia Coast       |
| Michelle Jenae Hooper      | Southwest - Fresno                        | Karla Jean Simon            | Southeast - Florida Suncoast               |
| Helen Louise Horsey        | Southwest - San Gabriel Valley            | Amy Alyson Smith            | South Central - Colorado                   |
| Heather Leigh Hutton       | Southeast - North Georgia                 | Cynthia Aulbach Smith       | Southeast - Carolinas                      |
| Laara Ireland              | West Canada - Vancouver Island            | Anne Rachelle Starret       | East Canada - First Canadian               |
| Mindy Beth Jacobson        | South Central - Colorado                  | Claire Rhodes Stevenson     | South Central - Tip of Texas               |
| Kathleen A. James          | East Canada - Eastern Ontario             | Ayako Takano                | Southeast - Tennessee                      |
| Karole K. Jensen           | Southeast - Carolinas                     | Susan Taylor-Sanders        | North Central - Central Illinois           |
| Christine Johnson          | Southeast - Florida Spaceport             | Linda Lee Tobin             | Southwest - Mount Diablo                   |
| Prudence Hostetter Kelly   | South Central - Golden Triangle           | Deborah Blackwell Waldrop   | Southeast - Carolinas                      |
| Mitzi Lyn Kemp             | Southwest - Coyote Country                | M. Margaret Warner          | New York-New Jersey - North Jersey         |
|                            |   | Heather K. Weichichowski    | New England - Connecticut                  |
|                            |   | Chris Wellons               | South Central - Colorado                   |
|                            |   | Linda Susan Wheeler         | Southwest - Santa Barbara                  |
|                            |   | Deborah West Williams       | Southeast - Section Member                 |
|                            |   | Debra Lou Williams          | Southwest - Aloha                          |
|                            |   | Tracie L. Wilson            | South Central - Austin                     |
|                            |   | Anne Kathryn Witcher        | Southwest - Las Vegas Valley               |
|                            |   | Susan Marie Witwer          | North Central - Section Member             |
|                            |   | Jennifer Ann Wroblewski     | North Central - Indiana                    |
|                            |   | Ellen P. Yager              | Mid-Atlantic - Shenandoah Valley           |
|                            |   | Kristine Nicole Yetke       | Southeast - North Georgia                  |





## APPLICATION FOR MEMBERSHIP

The Ninety-Nines® Inc.

International Women Pilots

Any woman shall be eligible for membership in the Corporation if she is of good character, is approved by the Board of Directors, and can show satisfactory evidence that she meets the following qualifications: (1) 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; (2) Is recommended by a member; (3) Agrees to abide by the Bylaws, Standing Rules and Policies of the Corporation, with no recourse against the Corporation, officers or members thereof; (4) Pays initiation fees, annual dues and Section dues where applicable.

Approval of the membership application entitles the applicant to become a Section Member or Member-at-Large. Chapter membership requires Chapter approval. Annual Membership Renewal is subject to all of the above considerations.

I have read the above information and wish to become a member of The Ninety-Nines® Inc. I agree to abide by the bylaws of the organization.

Name \_\_\_\_\_ Date \_\_\_\_\_  
(Please print) First Middle Last

Mailing Address \_\_\_\_\_  
Street or P.O. Box

City State Country Zip

Home Phone \_\_\_\_\_ Business Phone \_\_\_\_\_ Ext. \_\_\_\_\_ Fax No. \_\_\_\_\_

Birth Date \_\_\_\_\_ Spouse's Name \_\_\_\_\_

Airman Certificate No. \_\_\_\_\_ Issue Date \_\_\_\_\_

Date of Last Flight Physical \_\_\_\_\_ Class of Physical \_\_\_\_\_

Total Hours \_\_\_\_\_ New Rating and/or Flight Review \_\_\_\_\_ Date

|                               |                                     |                                       |                                     |                                     |                               |
|-------------------------------|-------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|-------------------------------|
| Type of Certificate . . . . . | <input type="checkbox"/> Private    | <input type="checkbox"/> Recreational | <input type="checkbox"/> Commercial | <input type="checkbox"/> ATP        |                               |
| Ratings & Limitations . . . . | <input type="checkbox"/> ASEL       | <input type="checkbox"/> ASES         | <input type="checkbox"/> AMEL       | <input type="checkbox"/> AMES       |                               |
|                               | <input type="checkbox"/> Instrument | <input type="checkbox"/> Glider       | <input type="checkbox"/> Balloon    | <input type="checkbox"/> Helicopter | <input type="checkbox"/> Gyro |
| Flight Instructor . . . . .   | <input type="checkbox"/> Airplane   | <input type="checkbox"/> Instrument   | <input type="checkbox"/> Rotor      | <input type="checkbox"/> Glider     | <input type="checkbox"/> MEL  |
| Ground Instructor . . . . .   | <input type="checkbox"/> Basic      | <input type="checkbox"/> Advanced     | <input type="checkbox"/> Instrument |                                     |                               |
| FAA Flight Examiner . . . . . | <input type="checkbox"/> Private    | <input type="checkbox"/> Commercial   | <input type="checkbox"/> Helicopter | <input type="checkbox"/> Glider     |                               |
|                               | <input type="checkbox"/> ASEL       | <input type="checkbox"/> ASES         | <input type="checkbox"/> AMEL       | <input type="checkbox"/> AMES       |                               |
|                               | <input type="checkbox"/> Instrument | <input type="checkbox"/> Written      |                                     |                                     |                               |

Other Type Ratings \_\_\_\_\_

Aviation related vocations \_\_\_\_\_

Vocation \_\_\_\_\_ Advanced Degrees \_\_\_\_\_

If you have previously been a member, under what name? \_\_\_\_\_

Signature of Applicant

Signature of Recommending Member

☐ Initial dues: \$55.00  
(Dues include membership directory, membership pin, subscription to *Ninety-Nine NEWS* and Section dues.)

☐ Optional donation: \$1.00 – World Precision Flying Championships

☐ Enclosed is: \$ \_\_\_\_\_ (check or money order) in U.S. funds.

☐ I prefer to pay by: ☐ Visa ☐ MasterCard \_\_\_\_\_ Exp. date \_\_\_\_\_

Members outside the United States and U.S. possessions shall remit in U.S. dollars only by international money order or a check drawn on U.S. Banks. Canada: \$47 Overseas: \$44 (plus optional \$1.00 W.P.F.C. donation)

To further support women in aviation, I enclose \$ \_\_\_\_\_ as a contribution.

Are you joining a chapter? ☐ Yes ☐ No If yes, list name of Chapter \_\_\_\_\_

If joining a Chapter, Chapter Officer's signature here: \_\_\_\_\_

Mail to: Ninety-Nines, P.O. Box 965, 7100 Terminal Drive, Oklahoma City, OK 73159-0965 USA. Phone 405-685-7969. Fax 405-685-7985.

## THE GREATEST THING ABOUT BEING A NINETY-NINE IS...

The greatest thing about being a 99 is exhilaration, elation, understanding, positive sharing, friendship and love. Not so, you say! What about—turmoil, uncompromising opposition, confusion, selfishness and destructive attitudes?

This is part of being a 99. Our ability to compromise, survive and overcome obstacles. And believe me, *we have overcome!* This fine old historical organization deserves the best. *We are the best!*

Our love of flying and of our sister pilots is the redeeming factor that will lead us into the future.

—Nancy Wright  
Florida Suncoast Chapter

The greatest thing about the Ninety-Nines is—flying and friendship. In the 16 years I have been flying (and a member of the 99s), I have made so many new friends that I've doubled my Christmas card list.

My 99 friends are spread from Australia to New York; from Alaska to Texas and Florida. We join together because of our love of flying, but we share our careers, our expertise and interests.

—Carolyn Carpp  
Western Washington Chapter

The greatest thing about the 99s is sharing of aviation experiences, mentoring, friendships, camaraderie, and educating the public.

—Joyce Wells, Bay Cities Chapter

The greatest "thing" about being a 99? Really, it must read *things*. When a group of 99s meets, even for the first time, there is instant rapport and immediate kinship. Sharing our special interest breaks down any barriers that might exist in other groups.

And ready to be of assistance? Let me count the ways. Personally, I have used my roster to contact members in locations where I have had a need or request. Ninety-Nines never hesitate, but move to be of service.

And work? Ninety-Nines working together are an unbeatable team, no matter how menial (on knees for hours on hot tarmac painting a Compass Rose) or undertaking a huge responsibility such as Section Hosting or Air Race Classic stop. Our members are special and wonderful. I am fortunate to be a 99.

—Gini Sutherland  
Greater Detroit Chapter

The greatest thing about the 99s is the terrific network of flying women I've met from all over the world!

—Cathy Fraser, Montreal Chapter

The greatest thing about the 99s is inspiration.

—Gene Nora Jessen, Idaho Chapter

The best thing about the 99s is that it gives us the opportunity to learn, grow and make a difference in a loving community. Where else can so many learn—civics in a real time environment; public speaking, organization skills; administrative skills; and fund raising—while honing piloting skills and having fun!

—Barbara Mead, North Jersey Chapter

The greatest thing about being a Ninety-Nine is networking. At WIA in Orlando, the best thing was talking it up with the young pilots, and the second best thing was visiting with us oldies.

—Doris Abbate, Long Island Chapter

The greatest thing about the 99s is the bright, talented and dedicated women who belong to the organization.

—Joan Lylum  
British Columbia Coast Chapter

The greatest thing about the 99s is the opportunity to meet and get to know other women pilots, to be able to share ideas and experiences with women who understand and appreciate them, and to build lifelong friendships from many different parts of the country.

—Judy Reinhart, Austin Chapter

The greatest thing about the 99s: During the past year, I had the pleasure of seeing two new chapters of young women added to the New England Section: Katahdin Wings in the Portland, Maine area and Webster Women Flyers at Webster College in Nashua, N.H.

In both cases, the 99s were approached because the women needed a friendly framework of understanding and support wherein they could pursue their love of flying in a variety of ways in a male dominated environment.

The greatest thing about the 99s: The 99s could offer them precisely the kind of framework they needed and wanted.

—Mildred Ferree  
Eastern New England Chapter

The greatest thing about the 99s is more than one thing. It's the wonderful friendships formed throughout the years—friends to confide in, to laugh and cry with, to support and to work with. Flying together and experiencing "ups and downs" enhances these friendships. In addition, working with young people to increase their awareness of aviation and pique their interest is another great thing about the 99s.

—Alexis Koehler  
Florida Spaceport Chapter

The greatest thing about the 99s is—the positive impact the organization has made on my growth as an individual.

—Lu Hollander, Oklahoma Chapter

The greatest thing about the 99s is opportunity: Opportunity to grow as a pilot and as a leader; opportunity to know other fascinating women with similar interests both locally and all over the world; opportunity for scholarships for some women; opportunity to encourage and support others and the opportunity to further safety and education in general aviation to the benefit of all.

—Gayl Henze  
Eastern Pennsylvania Chapter

The greatest thing about the 99s is associating with individuals who enjoy the love of flying. They are always vibrant, exciting women from all walks of life who always love the wonderful joys of flight.

—A. Lee Orr, Blue Ridge Chapter

What I like about the 99s is they are a unique group of very special women. I like the opportunity to meet individuals of many backgrounds, experiences and occupations—all pilots of varied experience from different periods in our history. Having had charter members as mentors and close friends will always enrich my life. Wherever we go in our travels, there is always a "friend" in the directory to contact. We are never strangers; no 99 is ever alone, never a stranger in a strange place.

—Lois A. Erickson, Mt. Shasta Chapter

The greatest thing about the 99s is their uniqueness of having a common bond: the love of flight!

—Constance Wilds  
Florida Goldcoast Chapter



## Benefits, benefits, benefits

MARILYN SMITH

International Membership Chairman

**W**e're getting great feedback from the Survey Response Cards. By the end of March, we had received almost 500 and several continue to arrive each day. *Survey Response Cards must be received by June 1 to be included in the summary report which will be printed in the July/Aug issue.*

One interesting thing we have learned from the Survey Response Cards is the fact that we must do a better job of communicating with you regarding benefits and services available to you.

### We'd like you to know...

- Whenever you use the discount plan of *any* organization for car rental, hotel rooms, life insurance, aircraft insurance, telephone discounts, etc., not only do you realize a saving through group rates, *but the organization receives back a small percentage of each dollar you spend.* If several thousand women use *our* plans, the dollars we get back will really add up!

Because the size of an organization's membership and/or their usage of plans varies, the rebate percentage rate offered to an organization may vary as well. So that one organization does not feel penalized because their rebate percentage may be lower than another, all organizations must agree to keep their rebate rates confidential. We will greatly appreciate members not asking for this piece of information and understanding why we are unable to provide it.

- We asked for your preference on discount plans because we want to set up plans which *you want and will use* since they obviously will generate the most income for the 99s. And that's why—through our monthly mailings to Governors and Chapter Chairmen—we have been asking for feedback on your preference for the use of this rebate income (i.e., defray cost of our Directory, produce interim newsletter in between bimonthly issues of magazine, run recruiting ads in aviation magazines, 21st Century Fund, etc.).

- Although companies offering some of the benefits our members would like to *not* provide income rebates, they *do* provide substantial savings on services and products we want or need as pilots.

Since our efforts will be ongoing for quite some time to set up a full menu of benefits, we will provide you with an updated "Schedule of Benefits" in each issue of the magazine which you can clip out to keep in your wallet for handy reference.

If you don't see one on the list you'd like, let us know and we'll do our best to add it. If you did not give us this information on your Survey Response Card, you can still drop a note to me to indicate your preferences.

- Some companies with plans request our member mailing list to do periodic marketing directly by phone or mail, but we strictly adhere to our Bylaws which prohibit this. When a mail-

ing list is needed to obtain a plan of mutual benefit to you and our organization, we give them FAA's public mailing list of women pilots.

### Benefits for International members

Since some discount plans of companies in the U.S. do not apply for use by non-U.S. members or for use in other than the U.S., let me know who I should contact in your country to attempt similar arrangements. Make sure you provide enough information so I can contact them by mail.

### Members seeking career assistance

See article entitled "99s Career Data Bank" By Carolyn Pasqualino, our Aviation Career Services Chairman, for the latest on this subject.

### "Post-It" Project

We're looking for your reports on the number of public

General Aviation airports at which your Chapter/Section has placed a 99s recruitment poster and membership applications. *Note that the target date for optimum coverage of these airports in your areas has been extended to May 31. Please see that your reporting is in to me by June 1.*



**Sign up a new member with the new application form on the preceding page.**

### Projects and programs resource file

This is a new resource we have started so that you don't have to reinvent the wheel on something someone else has already invented and used. We already have brochures and related materials for use in recruitment and orientation of both members and student pilots; a glossary of 99s' terms for new members and student pilots; a game, "Aviation Pictionary;" and a questionnaire for finding out what the members in your Chapter like or would like to have changed within the Chapter—a good tool for solving member retention problems.

We're also seeking any written SOPs, etc., for flying events, instructional programs, special activities unique to your Chapter, or anything else you

feel would assist another Chapter looking for something new to try. Send yours to me. When I receive a sufficient variety of materials, we'll publish a list of these resources, available to all.

### Occupations and interests networking directory

Jacque Boyd is Chairman of this new project which will be a way you can use the vast knowledge possessed by participating 99 members when you need information, when you want a service that a 99 might render or a product she might sell, are looking for information or guidance on a special skill or career. The potential is endless for "99s helping 99s." More on this later.

### "1,000 more in '94" campaign

Our list of new members from January 1 to the end of March totals 150. We're on our way to 1,000! Let's keep rolling... *and don't hesitate to firewall it and pick up the pace!* ✨

## Call sign: FORUM, Frequency: 121.99

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

COMPILED BY

MARILYN SMITH, PROFESSIONAL FACILITATOR

**NOTAM:** Member input and discussions at the Spring Board Meeting resulted in a goal-based decision to establish a more specific format for Forum. This decision was made (1) to enable a greater focus on solutions rather than space-consuming dialogue on concerns, when solutions to them are what we seek, and (2) to enable greater member-participation in managing our organization. Forum's purpose and objectives are unchanged.

### REQUIRED OUTLINE FOR SUBMISSIONS TO FORUM:

**Contributor** - Name, address and phone

**Subject** - If contributions on it have previously appeared, use the same title; if not, provide one.

(Proceed with A or B below):

#### (A) Your suggestion for something new or something to change

Describe in 100 words or less

**Support statement** - State in 100 words or less how it would better support Goal of AN EVER-EXPANDING MEMBERSHIP. (Complete Goal Statement appears on page 3)

**Comments sought from** - State all you are seeking (i.e., Board Membership, a specific titled position). Do not use names of individuals.

#### (B) Comment on prior contribution of others

- State in 100 words or less your goal-based opinion about another's prior contribution appearing in Forum and the logic supporting your opinion.

**Mail contribution or comment to:** Forum Editor, Pine Shadows Airpark, 3661 Runway Street, NE, North Fort Myers, FL 33917

### COMMENTS: 66/STUDENT PILOT MEMBERSHIP

This subject appeared in one prior issue from four contributing members; one additional member has commented on this subject since.

**Board comment:** The Board rationale for this proposal is that once soloed, student pilots are responsible for the operation of their aircraft and conformance with appropriate government regulations. Their need for supporting female role models (99s) to achieve their pilot's certificate is in keeping with the purpose of the 99s to provide support and encouragement to women pilots.

To provide them with an additional step to full membership, student pilots would not wear the official 99 pin nor hold office. Thus, they would have something else to reach for after acquiring their pilot's certificate.

In addition, as members, student pilots would be covered under our insurance policy for 99s events. Currently, they are not covered if they want to participate with us in any activity requiring insurance.

**Member comment:** Lowering the requirements for membership could cause us to lose our purpose for being. Ninety-Nines are recognized and respected for their pilot achievements. Is this an instance of sacrificing something for the sake of quantity? Let us first address the recruitment of those already eligible for membership but not yet among our ranks.

### COMMENTS: REVISED MEMBER APPLICATION

This subject appeared in one prior issue from one contributing member. No additional members have commented on this since.

**Board comment:** Membership forms currently designate the \$1 for WPFC as a donation, which means that the \$1 is optional. Our membership form has recently been revised and appears elsewhere in this issue of the magazine.

### COMMENTS: BYLAWS REWRITE

This subject appeared in one prior issue from two contributing members; three additional members have commented on this subject since.

**Board comment:** At least one of the professionals whom we will utilize has indicated her input will be provided at no cost to the organization. Otherwise, the budget provides an amount for professional fees and these professional services would be paid from that already budgeted amount.

**Author's comment:** (refers to her article on page 14 of Nov/Dec issue) Yes, we may very well be over-extending our energies, funds and resources. Hopefully, our team of professionals will make recommendations to facilitate our purposes more effectively.

Delaware Corporate Law requires that we address the business and administration of the organization at an Annual Meeting, including the members' right to amend the rules and policies of the organization.

In asking members to restrict proposals for such changes, the intention was: (1) to avoid closing the door on proposals to amend the Bylaws which may inadvertently inhibit our goal of "an ever-expanding membership," and (2) to allow us to open the door to opportunities for the organization to meet the needs and interests of today's women in aviation by expanding our purposes or enhancing those already in place.

**Member comment:** There was an excellent set of Bylaws done in 1992 with professional input. However, last year and again this year we find reasons to change them, followed by another planned complete rewrite. This constant changing causes unusually long Annual Meetings, resulting in a "constraint" on our Goal (declining attendance at Conventions and declining membership).

**Member comment:** Informal conversations at our '93 Convention in Portland surfaced the need for us to "keep it simple," which leads to the thought that "leadership" of 1,000 or 10,000 need not be complicated. In the Dec. '92 issue, our President's message said, "Keep the operation of the organization simple, not more and more complex"; "that friendship does not require a lot of rules and laws for its existence;" and "let's drop our big business image...and get back to the real purposes for which our organization stands." I am anxious to see suggestions (solutions) appear in Forum which would simplify our operation. Perhaps we could operate under established rules (i.e., Roberts') to eliminate or lessen the need for changes in the Bylaws and related potential for controversy.

**Member comment:** Perhaps by simplification of our regulations (as it appears is proposed), simplification of the election procedures (which appear to prevent a greater potential source of viable candidates), and other changes, we can achieve an organization which offers greater enjoyment for its members.

### COMMENTS: GOAL/CORE PROBLEM

This subject appeared in two prior issues from five contributing members. Three additional members have commented on this subject since.

**Board Comment:** Please refer to the Board response in the March/April issue of the *Ninety-Nine NEWS* to an earlier question regarding the single goal we identified, *ever increasing membership*.

All of our purposes or objectives (including our original purpose) are advanced by that single goal. At the Convention in Norfolk, Board members will be available to discuss the workshop and the steps we took to identify both our core problem and our goal.

**Board comment:** The Board needed to focus on, verbalize and realize



that there are differing opinions and expectations within the membership, and realize that it is necessary to listen to all points of view (whether majority or minority) before making major decisions.

Utilizing a facilitator removes emotion, separates fact from opinion, challenges perceptions and deals with issues rather than personalities, contributing significantly to pinpointing a core problem for which we are currently developing and evaluating solutions.

That core problem was recently defined more accurately as "the way in which a major event—a *change* (becoming a nonprofit 501(c)(3) tax-exempt entity) was *instituted* long ago," significantly altering the stated "purpose" we formerly had and causing it to appear abandoned in favor of a new one.

Unanticipated and undetected disturbances (in a ripple effect) resulted from this first major operational change in our organization's history. That discovery taught us that sometimes things which may be good can cause negative side effects if people aren't first introduced to an idea for a change and then provided opportunity for dialogue and thorough consideration of their input *before* a decision is made and a change instituted.

Since then, several other significant events (changes) have also occurred by a "decision and announcement" process, inhibiting their complete acceptance by the general membership.

A preventive solution we've developed and implemented is expanded two-way communication between the Board, the Council of Governors and the general membership. This will enable ideas and input to be exchanged and considered *before* any major decisions are made. The Board is presently seeking a solution to the core problem.

**Member comment:** I was heartened to see that the Board has agreed to make decisions on the basis of the original goals of the organization. I look forward to their seeking our members' greater involvement in the decision process.

**Member comment:** Past occasions of the Board making decisions without benefit and consideration of members' input led to "constraints" we are still attempting to eliminate. Elimination of this practice and simplifying our operations would further a climate of harmony within our organization.

I am sure that the goals of 99s remain as stated by our founders in 1929—"to provide a close relationship among women pilots and unite them in any movement that may be for their benefit and that of aviation in general."

**Facilitator comment:** Please note there is a difference between "purpose" statements and a "goal." An organization has one goal that perpetuates its existence. At the same time, an organization serves one or a variety of purposes—interests to be pursued as a team effort. It is *our Goal* (an ever-expanding membership) which constantly provides the team.

#### COMMENTS: LETTERS

This subject appeared in two prior issues from three contributing members; two additional members have commented on this subject since.

**Member comment:** I generally concur with the concerns stated regarding the magazine no longer printing "verbatim" letters. The point is well taken. However, I question the use of our magazine as the most appropriate vehicle for discussing organizational issues, etc. Perhaps, with leadership's insight and greater understanding of the need for two-way communication, they may also discover a less "public" vehicle through which our dialogues on concerns, problems or questions could be conveyed (i.e., via Council of Governors, or directly to the Board and then via the Council of Governors).

**Member comment:** I am glad to see that information of value to the membership is now contained in the magazine. We need a vehicle to

relate facts (including finances) so that a potential need for other less direct, less reliable methods of communication does not materialize.

#### COMMENTS: NCWA

This subject appeared in one prior issue from two contributing members; three additional members have commented on this subject since. **Member comment:** The inclusion of this subject in a prior issue leads me to wonder if we aren't addressing the *potential* of a *possible future problem* that may never materialize if we were to focus first on those problems we presently have. Perhaps their solutions would render this subject unworthy of further attention or dialogue.

NCWA's structure is completely different than ours, and they most certainly will not be undertaking many of the activities we do, as their membership is not specifically oriented to pilots as is ours. Nor is their basis for membership or purpose focused on possessing or acquiring piloting skills but rather on a multitude of interests relevant to the field of aviation.

Loyalty and integrity of our members currently, previously and possibly in the future serving our membership should not be questioned merely because they belong to NCWA. Rather, *any* member should be regarded relative to her prior and present deeds within the 99s. Anything beyond that would appear to be unwarranted/unjust speculation.

It is not at all uncommon, with such a multitude of aviation organizations in existence, for people to be members of several whose purposes are aligned with their thinking. This is an accepted fact in many organizations rather than a concern they contemplate. Our adoption of such an attitude might reflect greater wisdom at this time.

**Member comment:** I share the concern contained in a prior issue, but not to the extent that such an organization should not exist. However, I am of the opinion that those of us actively involved in the internal workings of 99s should refrain from active involvement in NCWA, as it is not in the best interests of either organization for a person to be organizationally active in both. A primary reason for this belief is the fact that both organizations will be expending effort to recruit members from a common source—women pilots.

Also, the time might be upon us to rethink our membership restrictions and consider relaxing them to permit membership from a larger source of women, not just pilots. There are many women who are not and never will be pilots; yet they inculcate in girls a love of aviation and its opportunities. Surely we could develop some form of membership involvement for them and student pilots, too, which would be of benefit to our organization.

**Member comment:** I am glad there is an organization for women in aviation, such as NCWA, for certainly there are many opportunities in the field of aviation other than as a pilot.

#### CONTRIBUTION: AMELIA EARHART HOUSE

Three contributions were submitted on this subject. Two constituted suggestions to divest ourselves of ownership and deed it over to the Atchison Historical Society; one constituted a view that interference with efforts to retain it should be our biggest concern. Subsequent Board Meeting discussions, however, have surfaced other considerations and alternatives that might result in different opinions by some members than they previously held. Therefore, we would ask that anyone wishing to contribute a suggestion on this subject do so *after* becoming informed on the Board's recent discussion, finding and resulting action while a viable "win/win" solution is sought.

The objective of any contemplated solution will be to sufficiently satisfy significant concerns expressed by our members (regardless of "positions" they support) so that we can be confident it is *the best solution for us* and the future of the A.E. House. ✨

## Never too young



*Future 99 Lauren Vinson on occasion of her first plane ride with her grandmother Betty Vinson, Virginia Chapter.*

**New England 99s** welcome a second new chapter: Webster Flying Women at Webster College, Nashua, N.H. The college has applied to International for a charter. Webster has an excellent aviation curricula and is a participant in NIFA SafeCon competitions.

**Colorado Chapter** participated with Alpha Eta Rho, professional aviation fraternity, and Aerospace Science Dept. at Metropolitan State College of Denver in an Aviation Careers Day on Feb. 9.

**Nebraska Chapter's** entries for their Aviation Art Awards are being judged by people from the Flying Farmers, Columbus Flight Service, Department of Aeronautics and our own 99, Sandy Zelfiff, who was assigned to the 5 to 8 year old group. An awards ceremony will be held in May.

**Nebraska Chapter** nominated Clarence Christensen for induction into the Nebraska Aviation Hall of Fame. Among his long list of contributions to the development of others in aviation, he participated as a coach for the 1963 Ninety-Nines Powder Puff Derby—Bakersfield, Calif., to Atlantic City, N.J.

**Reno Area Chapter** plans include several spring activities. Member Linda Mae Draper, a flight instructor, will give an "Introduction to Soaring" seminar to Chapter members and guests; and as soon as the weather permits, the Chapter will begin painting the runway numbers at the Beckworth-Nervino Airport.

In March, eight members of the **Delaware Chapter** flew to the hectic northeast corridor from

Wilmington, Del., to Windsor Locks, Conn., to visit Linda Luchs, a 99 who had moved almost 11 years ago. Once all aircraft arrived safely, the group had lunch and proceeded to visit the New England Air Museum.

**Australian Section** members have been shocked by the devastation caused by the New South Wales bushfires in January. There was a huge involvement from the aviation community both fighting fires and providing aircraft for fire-bombing, spotting and evacuation.

Airspace changes due to commence last November have been delayed until procedures for IFR traffic outside controlled airspace have been modified. Consultants from the USA and Canadian FAA are assisting the CAA in formulating new procedures to be adopted in 1995.

French company Thomson CSF has been contracted by the CAA to supply new radar systems to Australian Air Traffic Control. Sydney and Brisbane ATC centers will be first to receive the new systems and the total replacement will take four years.

The Australian Customs Service is requesting tenders for a coastal surveillance service to patrol the northern coastline. This contract is currently operated by Skywest and is one of the largest aviation contracts awarded in Australia.

Louise Sacchi, **Eastern Pennsylvania Chapter**, gave an informative and exciting slide presentation on ocean flying to the Delaware Aviation Support, Inc. (DASI)

group. Louise has made 433 over-ocean flights delivering light aircraft to Europe, Africa, Australia and Asia. She gave pointers on planning and executing giant hops across the ocean. Louise obtained her pilot's certificate in 1939, taught advanced navigation to RAF crews and in 1971 set a speed record for single engine piston aircraft from New York to London. She has done more ocean flying than all but one other non-airline pilot

**Kim Sloan, Delaware Chapter**, received her FE rating and got engaged in March. She also has earned the required credits for graduation from Delaware State University with an aviation degree.

**Sharon Beck-Pfeiffer, Delaware Chapter**, has earned the required credits for graduation from Delaware Technical and Community College for a degree in Aviation Management.

All chapters of the **Mid-Atlantic Section** are enthusiastically working on the 1994 International Convention in Norfolk, Va., July 6-9.

**Long Island Chapter** members Marilyn and Adrian Smith celebrated their second wedding anniversary by inviting their friends to an Anniversary Fly-in (nicknamed the "Ball and Chain Fly-in"). Many Cessna 195 friends and "Brand-X" pilot friends joined in the festivities held this year in Kissimmee, Fla.

**Long Island Chapter** member Ida Van Smith-Dunn was recently featured in *The Robesonian*, a North Carolina paper, as part of



*Carolinas Chapter meeting at Asheville Jet Center included a Back to Basics navigation exercise. Cynthia Kemper, Eileen Malan and Margaret Stewart work with sectional charts.*



*Terry Von Thaden, granddaughter of Charter Member Louise Thaden, models 99s' T-shirt recognizing her grandmother.*





*Western Washington Chapter members Anita Taylor, Doris Wolfstone, Bev Johnson, Phyllis Sproul and Sheree Vanberg shown getting started painting Concrete Airport, Washington.*



*Enjoying a recent Western New York Chapter function at the Flying Tigers Restaurant adjoining the Buffalo International Airport are (front row, left to right): Dorothy Hake, Nadine Stacy and Diane Senneff, (2nd row) Darla Richter, Willie Mattocks, Denise Reichard Rosie Sutherland, Mary Sand and Doris Preichiel.*

their Black History Month profiles. Ida continues to speak on aviation to children encouraging their interests in aviation and setting an example for them. Her story is also on display at the Robeson County Library and the Centura Bank as part of Black History Month.

Colorado Pilots Association, Inc. has recently printed its spring issue of the Colorado Calendar of Aviation Events of interest for all pilots. For a copy of the Directory and the Calendar, contact Phyllis Kramer, 303-835-8102.

**Fort Worth Chapter** members report assisting with the Aviation Career Education program (ACE) and Explorers in Aviation Post; volunteering at two NIFA competitions; repainting the Compass Rose at Grand Prairie; holding a joint meeting with Texas Dogwood Chapter to tour the American Airlines Maintenance facility; touring the American Airlines C.R. Smith Aviation Museum; helicopter simulator training at FlightSafety; and donating to the Iowa Chapter 99s flood relief fund.

**Eastern Idaho Chapter** held its annual winter getaway Feb. 19 and 20 in Victor. The group agreed to meet again in April for an information exchange and summer planning session.

**Dallas Redbirds** annually fill gift bags with treats and much-needed

educational items which the members donate for the 46 sixth grade students at Amelia Earhart School. At the most recent program, Aviation Education Chairman Olive Kemper and husband Jim, Elizabeth Jordan, Elaine McReynolds, Lisa Mixon and Kathy Long presented an aviation program for the students which culminated in a paper airplane contest and distribution of the gift bags.

**Kansas Sunflower Chapter** observed their 43rd birthday on March 24. They were organized as the Kansas 99s with their first meeting held at the Cessna Aircraft Operations lounge with 13 lady pilots attending.

Granby Library is collecting memorabilia about women in aviation. If you have something to donate, call **Colorado Chapter** member, Barb Hobson, at 303-444-8756.

**Alaska Chapter** celebrated its 40th birthday with a reception at the Alaska Aviation Heritage Museum.

**Intermountain Chapter** members are planning their Third Annual Safety Seminar to coincide with an EAA event at Felts Field.

**Greater Seattle Chapter** presented a Flying Companion Seminar at the Northwest Aviation Trade Show and staffed the 99s booth which was decorated by a collage of pictures put together by Iona Funk.

**Mt. Tahoma Chapter** cosponsored an Airworthiness Seminar with the FAA that was attended by 132 people. Don Schoolcraft, Seattle FSDO, spoke about conducting thorough prepurchase aircraft inspections.

Many members of the **Colorado Chapter** offered their services to the local television station by manning the phone bank for their annual membership Pledge Drive. They all wore their 99s T-shirts to make the public aware of the womens aviation group.

**Garden State Chapter's** Pennies-A-Pound fund-raising activity involved flying 96 passengers on 32 aircraft rides. They worked hard on getting the word out by sending press releases to the local newspapers and leaving flyers at local fast food restaurants. Alice Hegedus made sure the roads to the airport were marked with signs and Tess Sherman made the on-airport signs. The flying team included Julie Conninge, Bill Dade, Mary Louise DeSimone, Alice Hegedus, Barbara Para, Jim Bemiss, Pete Holmes and Bill Leavens.

Stephanie Martin, San Antonio, is the recipient of an Aviation Scholarship from Palo Alto College.

Pikes Peak Companion Flyer Seminar will be held in Colorado Springs on June 25. Contact Clancey Maloney at 719-475-8781.

### Those Special Women

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They share your fears  
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If disappointment  
Pulls you down  
It's only for today.

They fill your mind  
With sunny thoughts  
And dreams of clear blue sky.  
They teach you how  
To be your best  
At things you've never tried.

They give new meaning  
To all you do  
And help you do your best.  
They show you how  
To live your life  
With love and joy and zest.

Their gender doesn't  
Hold them back  
Nor does the threat of time.  
They only see  
What lies ahead  
That's why they're Ninety-Nines.

© 1994 Gloria Sands  
Intermountain Chapter



## Space Camp

For the second year, **Columbia Cascade Chapter** in Portland, Ore., has sponsored a scholarship for Space Camp in Huntsville, Ala., to one of Wichita School's Young Astronauts. The Wichita Young Astronauts are a group of fifth and sixth grade students who are interested in aerospace. They meet once a week for an hour after school to study astronomy, physics (Newton's Laws), weather and aerodynamics.

Once a month the group attends different aviation related facilities to reinforce what they learned in the classroom. Three teachers, Sid Ong, John Cole and I, volunteer time and energy to support the interest these children have in science, math and aviation.

The **Columbia Cascade Chapter** involves itself with the youngsters by providing hands-on experience in the career areas of aviation: Flight Service Stations, Air Traffic Control, Flight Instructors, FBO owners,

aircraft construction, National Guard, APs and AIs.

Through the support of the 99s, corporate donations and the fundraising activities of the students, two of Wichita's Young Astronauts were able to attend Space Camp in Huntsville during the week of March 20-25. Ashley Keller and Victoria Walls were awarded this year's Space Camp scholarship for receiving the highest scores on their essays and scientific experiments.

Ashley and Victoria will be trainees at Space Camp and perform tasks which promote leadership skills, learn rocket construction and launching, receive microgravity training and be involved with a space shuttle mission.

These young people represent our future and could possibly be our future space shuttle pilots. We must encourage and support their enthusiasm for science, math and flying.

—Gwen Newlands  
*Columbia Cascade Chapter*



Ashley Keller, Gwen Newlands and Victoria Walls at Space Camp

## Airport Day for Scouts

The Lake Charles Chapter participated in an "Airport Day" at Southland Field on March 19 for nearly 100 Scouts of all ages, as well as parents, teachers, professional pilots and other friends of aviation. Cathie Miller, airport manager and Chapter Vice President, helped Scout leaders in planning the event.

Scouts participated in a kite

flying contest that was judged by local pilots. They visited displays and interviewed women involved in aviation including air traffic controllers, parts department workers, an aerospace educator, president of the local air show, airport manager, flight instructor and pipeline patroller. Ninety-Nines participating were Jennifer Miller, professional pilot and Dr. Sandra Leder, aerospace educator. Sixty-

Sixes, Nancy Koonce and Carlyn Fullington also participated.

On March 24, Dr. Leder conducted a kite building and flying activity for more than 15 disadvantaged youths in the Lake Charles area.

## Ace Academy

The FAA is proud to co-host, for its second year, the Aviation Career Education (ACE) Academies at University of Nebraska/Kearney and University of Nebraska/Omaha.

ACE Academies are one-week summer camps devoted to introducing young people to the excitement of aviation and the career opportunities for the 21st century in an atmosphere that is both educational and lots of fun. The ACE Academies at both Nebraska locations promise tours, presentations and hands-on activities, all with an aviation theme, and for a tuition fee of only \$125.

Students will receive expert instruction on aviation topics such as aviation history, the physics of light, aerospace design and engineering, propulsion and meteorology. Each student will have an opportunity to "take to the skies" in an optional orientation flight that will be available at both locations.

If you are interested in finding out more about these exciting aviation camps, call the following camp directors: Terry Gibbs, University of Nebraska, Kearney, 308-234-8620 or Denny Acheson, University of Nebraska, Omaha Aviation Institute, 402-554-3424.

**Washington, D.C. Chapter** arranged for the Girl Scouts to tour the Gaithersburg Airport in April during Virginia's Aviation Safety Week.

**Garden State Chapter** member Laura Babar provided 99s information at a 99s' display at the 25th Anniversary of the James A. McDevitt School.

**North Jersey's** member Bucky Richards spoke at Spence School, an all girls school in New York City. Bucky showed the WASP film and told about her own experiences with the WASPs.

**San Antonio Chapter** members participated in a "Find Your Wings" program at Kennedy High School. The program was under the leadership of Southwest Research Institute, funded by the National Science Foundation in Washington and supported by the Edgewood Independent School District and the San Antonio Council of Girl Scouts for "girls only" in the 4th, 5th and 6th grades. Approximately 250 girls participated. San Antonio Chairman Barbara Martin explained the activities of the 99s and introduced CAP Captain Margaret Cosby. After the formal program girls visited the 99s' booth which was manned by Barbara, Laura Richter, Jo Agee-Housler, Virginia Spikes and Margaret. Margaret explained section charts and answered questions about flying. The purpose of this six-week program is to interest female students in science and mathematics through aviation which could ultimately lead to advanced studies and science and engineering degrees.

**Reno Area Chapter** Secretary, Kathy McPherson, a commercial pilot for an aerial mapping company, gave a talk on "How to Become a Pilot" to the 4th, 5th and 6th grades of a local elementary school.

**Northeast Kansas Chapter's** Daphne Fautin and Sondra Ridgeway participated in a special program for young people in Lawrence, Kan., called "Expanding Your Horizons." It was a great success with over 250 enrolled. Sondra also gave a talk to a group of 4th graders. She surprised them by walking in with leather jacket, white scarf, leather helmet and goggles.

Dr. Sandra J. Leder of **Lake Charles Chapter** attended the mid-year conference of NASA STEP teachers in Huntsville, Ala. This group is composed of 50 educators in the Marshall Space Flight Center Region who are committed to promoting aerospace education in schools. She also presented a paper on her summer aerospace education day camp at the Louisiana Space Consortium in Baton Rouge.



## 99s and Young Eagles: A winning combination

Lu Hollander, President of 99s, and EAA Aviation Foundation Vice President Greg Anderson signed a partnership document to participate in the EAA Young Eagles Program during the 99s spring Board meeting held at International Headquarters.

"We are excited about participating in such a worthwhile activity, providing a motivational aviation experience to young people. Our members are always looking for more ways to educate young people about the tremendous potential associated with the field of aviation and this is a wonderful vehicle to expand what we already do," Lu said.

"The goal of the Young Eagles Program is to fly with one million young people by the year 2003, the dawn of aviation's second century," said Greg Anderson. "We are delighted to be join-

ing forces with the 99s to achieve this goal."

Since its inception in 1929, the 99s have provided support for others to attain their aviation goals through an extensive scholarship program. Members arrange transportation for cancer patients, serve on airport commissions and in legislative roles. They also present fear of flying and flying companion seminars and provide supplemental aerospace education programs for school children.

To promote safe piloting skills, they sponsor cross-country racing events, actively support collegiate flying competitions and sponsor the United States Precision Flight Team competitions. In 1996, the organization will host the World Precision Flying Competition in Ft. Worth, Texas.

## International Young Eagles Day Saturday, June 11

Young people around the world will have an opportunity to "take to the air" on Saturday, June 11, as the EAA Aviation Foundation hosts International Young Eagles Day. The event is the most ambitious and first internationally coordinated effort held in conjunction with the Foundation's Young Eagles Program.

The Young Eagles Program was launched during the 1992 EAA Fly-In Convention at Oshkosh, Wis. Its goal is to provide one million young people with a demonstration airplane ride by the year 2003, the 100th anniversary of powered flight and the 50th anniversary of the EAA.

Thousands of young people have already participated in the program. In doing so, they have gained new perspectives on the world they live in and the role aviation plays in their everyday lives. At the same time, more than

6,000 EAA members/pilots have become "aviation mentors" and shared their knowledge and experience with a new generation of enthusiasts.

"International Young Eagles Day is a natural outgrowth of the Young Eagles Program," said EAA Aviation Foundation President Tom Poberezny. "We want to give as many young people as possible a chance to enjoy the world of flight on this special day. In addition, there are many EAA members who have been telling themselves that someday they'll participate in the program. We urge all EAA members to make that 'someday' June 11, 1994."

Dozens of flight rallies will be held on as many as five continents (North and South America, Africa, Asia and Europe). In addition to the many large flight rallies being planned, individual EAA pilots will also provide airplane rides to kids in their local area on or about June 11.



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## Amelia

TNT, Premiere: Sunday, June 12 - 8 p.m. (ET)

Encores:

Sun. June 12, 10 p.m.

and 12 a.m. (ET)

Wed. June 15 10 p.m. (ET)

Sun. June 19, 6 p.m. (ET)

Mon. June 20, 10 p.m. (ET)

Fri. June 24, 8 p.m. (ET)

Sun. June 26, 10 a.m. (ET)

Her childhood fascination with flight in turn-of-the-century Kansas destined Amelia Earhart for fame in the fledgling world of aviation. Her 1928 Atlantic crossing, the first for a woman, established her reputation worldwide as "Lady Lindy," the female Lindbergh, whom she strangely resembled. But her husband/manager/press agent, publisher G.P. Putnam, made Earhart a household name, lining up endorsements, sweet-talking sponsorships and airplanes from manufacturers and selling investors on her daring plan to circumnavigate the world along the equator.

The luckless final flight during which she, navigator Fred Noonan and her glamorous Lockheed Electra slipped from radio contact somewhere over the South Pacific launched the



most extensive search-and-recovery operation in naval history. Yet a half-century of theorizing and research have failed to solve aviation's enduring mystery: Who was Amelia Earhart, what happened to her, and why do we still care?

Academy Award winner Diane Keaton plays the single-minded introvert transformed by her impresario husband, played by Bruce Dern, into a media darling and hero for the ages. Rutger Hauer co-stars as the brooding, brilliant navigator who was with Earhart when they vanished without a trace in July 1937 near tiny Howland Island, 40 days and 22,000 miles into the journey. Yves Simoneau directs the Avenue Pictures production of Anna Sandor's teleplay.

—Photo courtesy TNT

**"Good Morning, America" will be filming a segment of their program on Women in History from the AE House in Atchison. The program will air on June 6. Check your local TV listings.**

## Sisters of the Wind, Voices of Early Women Aviators

By Elizabeth S. Bell, Ph.D. 1994.  
ISBN 0-9623879-4-0

Elizabeth Bell, a professor of English at the University of South Carolina, presents an inspiring new study of the autobiographical writings of the women who, as pilots, pioneered the peacetime applications of aviation. Written in the '20s and '30s while their experiences were still fresh, their voices blend to create a conversation about what those early years of aviation taught them. "Women were not supposed to be technically oriented," says Bell. "Because of this stereotype, they were rarely admitted to flight

schools. They had to search far and wide for someone to train them as pilots."

Dr. Peggy Baty, Founder and Director of the International Women in Aviation Conference says: "Elizabeth Bell provides new insight of what being a woman aviation pioneer, pilot or passenger, meant in those early hectic days... a 'must read' for aviation history buffs."

And Doris L. Rich, author of *Amelia Earhart: A Biography*, comments: "A fascinating new perspective of how aviation's women pioneers navigated warily between two perils, braving not only uncharted skies in frail aircraft, but also the frequent disap-

proval of male aviators in a male-dominated society."

## Zero 3 Bravo

By Mariana Gosnell

Alfred A. Knopf, New York.

I just finished reading *Zero 3 Bravo* which was a '93 Christmas gift. It is without a doubt the most delightful and elucidating glimpse of small plane cross-country flying I've ever read. Quoting from the dust cover: "Mariana Gosnell tells the story of her three month adventure in a single engine tailwheel airplane, *Zero 3 Bravo*. Taking leave of her job, she packs clothes, charts and emergency equipment in her Luscombe Silhouette (Model 8F) and sets out to fly from one small airport to another around the United States.

"Along the way with her, we meet dreamers, tinkers, escapists, loners and ordinary folks who fly small planes for pleasure and for a living. They are cropdusters, fish spotters, Sunday pilots, banner towers and the many others who are still attracted to the challenge of gypsying around the skies in small aircraft.

"It is a song of praise to flying and to an alluring and all too rapidly disappearing part of our heritage." Read it. You'll like it.

—Submitted by Priscilla Cook,  
Western Washington Chapter

## Burt Rutan,

### Reinventing the Airplane

By Vera Foster Rollo, Ph.D.

Maryland Historical Press

9205 Tuckerman St.

Lanham, MD 20706

Who were the Rutans and what were they like? Dr. Rollo, a historian, pilot and publisher, writes about their successes and their failures. In this fascinating biography, Rutan is revealed as the designer of over 25 other aircraft besides the Voyager, the plane that flew around the world without refueling. He's the man who built the America's Cup "hard sail" and a man of many other adventures and talents.

The cast of players in this book ranges from jet pilots to beautiful women to ocean racing enthusiasts. Be it designing new aircraft, rocket control surfaces, catamaran sails or balloon gondolas, you'll find it all in this one canny, funny,

outrageous man: Burt Rutan.

Dr. Rollo began flying in 1943, earned her flight instructor's certificate in 1945 and spent 4,000 hours teaching flying in light aircraft. She also operated ground schools in Florida and Maryland. In 1964 Dr. Rollo founded a publishing company to publish textbooks on Maryland and American history. A lightplane editor for a national magazine in Washington, D.C., she was also published in most of the flying magazines of the 1950s. Later she wrote *Aviation Law* (1985) and *Aviation Insurance* (1987) for use in college classrooms.

## Heroes without Legacy, American Airwomen, 1912-1944

By Dean Jaros

University Press of Colorado

P.O. Box 849, Niwot, CO 80544

6 x 9, 282 pages, 18 photos,

ISBN: 0-87081-312-9. \$24.95 cloth

Dean Jaros examines the important roles that pioneers such as Katherine Stinson, Louise Thaden, World War II's Women Airforce Service Pilots, and many others played in fields as diverse as racing and aerial navigation.

In *Heroes Without Legacy*, Dean Jaros looks at the period between 1912 and 1944 when aviation began to mature both technically and commercially. It was during this period that airwomen were competing head-to-head with men in record-breaking flights. Many women were among the entrepreneurs and the innovators. They also participated in the establishment of transportation routes and the transition from open cockpit biplanes to machines with practical cabins.

Jaros probes the reasons why the considerable accomplishments of these American women, besides Amelia Earhart, remain virtually unknown. Cited as part of the reason: male prejudice and post-World War II cultural developments.

American aviation enthusiasts with a particular interest in the historic achievements of women aviators should find the book of value.

Dean Jaros is associate provost and dean of the Graduate School at Colorado State University. ✨



**Sally Weichert**, Reno Area Chapter Vice President, has been selected to train as the first female pilot for Great American Airways. She is currently in simulator training for one of the Part 121 carrier's DC-9s.

**Donna M. Meyer**, Western Washington Chapter, was the recipient of the Seattle Flight Standards District Office (FSDO) CFI of the Year Award. Donna had her first flight in a helicopter in 1966 and she was hooked. She attended Big Bend Community College from 1980 to 1982 where she earned her Private, Commercial and Instrument ratings. Since earning her CFI rating in 1983, she has been flight instructing either part-time or full-time.

Donna earned a Bachelor of Arts in geography from the University of Washington in 1985 and then entered the U.S.A.F. for four years as a weapons director on board AWACs airplanes at Tinker AFB in Oklahoma. She received her CFII in 1985 and an ME rating in 1989. After receiving her MEI rating in 1991, she returned to the Seattle area and began teaching full time at Wings Aloft on Boeing Field, earning her MEI rating that year and her ATP in 1992.

While there, she taught everything from Private through ATP and was especially successful at teaching CFIs with an overall pass rate of 95 percent. Her favorite lessons were a student's first flight and first solo, as well as instrument instruction in IMC.

Donna became the chief instructor in February 1993 and was instrumental in acquiring FAR 141 status for Wings Aloft.

Donna is employed by Air Nevada in Las Vegas where she flies tours over the Grand Canyon in a Cessna 402. She has been a 99 since 1988 and a member of the Western Washington Chapter since 1992. Her future goal is to be an airline pilot and help any other 99s further their aviation goals.

**Dr. Sandra J. Leder**, Lake Charles Chapter, received the Pinnacle Award from KPLC-TV for an outstanding educational program in the five parish viewing area. She was honored because of her work in aerospace education with Young Astronauts and an aerospace education enrichment curriculum implemented at F.K. White Middle School.

**Sandra Reagan and Andrea Lende**, Colorado Chapter, were appointed FAA Accident Prevention Counselors.

**Phyllis Wells**, Pikes Peak Chapter, wrote an article on the Women's Soaring Seminar held last summer at Black Forest Glider Park. The article was printed in the March issue of *Soaring* magazine.

The Wichita Council of Engineering Societies honored **Bonnie Johnson**, Kansas Chapter, by presenting her with the 1994 Engineering Service Award for her "tireless efforts to enlighten young minds with visions of fly-

ing and engineering which serve as a model of our criteria for this award." The award is presented annually to an individual who best exemplifies the engineering profession through volunteer service, as judged by the Council from nominations by participating societies.

Besides her activities with SWE and other aviation related organizations, Bonnie spends volunteer time with the Kansas 99s to explain to young ladies the possibilities for combining their avocation with their vocation as she has done: engineering and flying. She has talked to countless young women about these two disciplines in the local area.

**Santa Rosa Chapter** received the Brass Rose Award from the local Chamber of Commerce last August. The award was accepted by Joy Reinemer of the Santa Rosa

99s. This award is presented to organizations, individuals or businesses that have contributed to positive community relations through public service or donation.

In 1993, the Santa Rosa Chapter, spearheaded by Joy, gave a tour of the county airport tower and facilities once a month in conjunction with the Teacher of the Month program.

Through activities of this kind, the members of Santa Rosa Chapter are raising public awareness of the role of aviation today by introducing young people to the wonderful world of sights and sounds and smells, as well as the feelings, that surround the airport.

**Rainier Chapter** members honored Liz Lundin for her 27 years of service to the 99s. She has given abundantly of her time and abilities at both the Chapter and Section levels.



*Hope Pengra (left) who coordinated the Teacher of the Month program, presents the Brass Rose award to Joy Reinemer (right) who accepted it on behalf of the Santa Rosa Chapter.*

## SAFETY

### Tips on organizing your flight

Flight safety and organization go hand in hand. The following are some tips to help you organize your flight. I never take a flight without post-it notes. They helped me complete a safe flight in IFR conditions during a vacuum system failure. Some other ways to use post-it notes: (1) Airpost elevation, runway lengths and numbers, takeoff and landing distance information, control frequencies; (2) IFR clearances; (3) V-speeds of both familiar and unfamiliar aircraft. Post in easy to read places;

(4) distances and groundspeeds, ETAs, fuel consumption, etc.; (5) cover up inoperative instruments, e.g., attitude and heading indicator if vacuum/suction system failure (especially important in IFR conditions). —Submitted by *Andrea Lende, Colorado Chapter*

### Reminder

Review your turbulence procedures. The FAA is investigating problems that have occurred behind Boeing 757s. Exercise extreme caution! —Submitted by *Chris Hettenbach, Dallas Chapter*

### How many charts are enough?

We have all flown with pilots who never take charts and with others who carry every one that they have and borrow more! A good rule-of-thumb that seems to work for a lot of pilots tends to be the "more than you need" rule. If you are IFR and intend to fly that way, then, of course, take those charts and make sure you have those "en route ones" with you.

Just for fun, carry one VFR, if only for those passengers who aren't instrument rated. They'll have fun tracking a ground course

with you. If you are VFR and it's a long trip, carry current charts and maybe the charts adjoining your route of flight.

Check for the expiration dates regularly. We tend to forget until we are about to leave and the airport is out of the one you need. New towers and new balloons on cables that are not on an old chart could get in your way! —Submitted by *Peggy Campbell, Houston Chapter*

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

## NEW RATINGS

|                        |                    |                           |
|------------------------|--------------------|---------------------------|
| Sue White              | Australian Section | Commercial                |
| Chele Gillespie        | Australian Section | Multi Instrument          |
| Kelly Poetzman         | Florida Firstcoast | CFII                      |
| Kelli Commack          | Tulsa              | MEI                       |
| Karen M. Baskin        | Arkansas           | Airframe Mechanic         |
| Wendy Paver            | All-Ohio           | ATP                       |
| Sylvia Sears           | All-Ohio           | Instrument                |
| Patricia Mickey Zimmer | Orange County      | CFI Rotorcraft-Helicopter |
| Sandra Cromer Begert   | Dallas Redbird     | Instrument                |
| Enid Haik, 66          | Dallas             | ASEL                      |
| Debbie Henderson       | Fort Worth         | FE/ATP                    |
| Georgia Matteson       | Pikes Peak         | ASES, AMES, ATP           |
| Clancey Maloney        | Pikes Peak         | Part 135 PIC              |
| Jeanne Gallien         | Tulsa              | Airframe Mechanic         |
| Susan Barber           | West Washington    | CFII                      |
| Kathy White            | Idaho              | Commercial Multi-engine   |
| Judy Nichol            | Maple Leaf         | Commercial                |
| Rosemary Palmer        | Alaska             | Instrument                |

## WINGS

|                         |                  |            |
|-------------------------|------------------|------------|
| Wally Funk              | Long Beach       | Phase XII  |
| Lou Anne Gibson         | Long Beach       | Phase VIII |
| Doris Lockness          | Mt. Shasta       | Phase IX   |
| Cyd Sellers             | All-Ohio         | Phase II   |
| Chris Hettenbach        | Dallas           | Phase III  |
| Sandra Reagan           | Colorado         | Phase III  |
| Jennie Esterbrook       | Colorado         | Phase III  |
| Jennie Esterbrook       | Colorado         | Phase II   |
| Maria Myshatyn          | Colorado         | Phase VIII |
| Jan Raymond             | Northeast Kansas | Phase III  |
| Gloria Sands            | Intermountain    | Phase II   |
| Betty Bailey            | Intermountain    | Phase VI   |
| Marjy Leggett           | Mid-Columbia     | Phase IX   |
| Mary Ann Katsoulas      | Long Island      | Phase III  |
| Bozena Syska            | Long Island      | Phase II   |
| Betty Ann Fridinger     | Mid-Atlantic     | Phase IV   |
| Anita Camberos Province | Southwest        | Phase I    |
| Rosemary Palmer         | Alaska           | Phase II   |

*FFI. Re last issue's asterisked remark about X's. The editor has learned that several 99s have been reported with a X ... and Wally Funk has an XI and a XII.*

# RACES AND RALLIES

## NIFA Regional Winner

Shannon O'Hara won Top Woman Safety Pilot during the **1994 Pacific Coast Inter-collegiate Flying Association (PCIFA)** competition in February. The competition was hosted by SAS Executive Aviation and Arizona State University at Falcon Field, Mesa, Ariz. Six teams consisting of 90 students from California, Nevada and Arizona competed for top honors in a number of flying activities.

Shannon is a full-time Arizona State University Aeronautical Technology student who works for SAS Executive Aviation as a dispatcher. She placed in five of the

eight events in which she competed. The 25 year old senior and Arizona native wishes to become a career airline pilot. With these awards, she is well on her way.

**Central New York Chapter** is planning a Poker Run for Saturday, Sept. 10. Airports for the run may include Fulton, Sodus, Cortland, Syracuse and Kamp. For more information, contact co-chairs Marcia Buller or Joyce Revelle.

The **22nd Annual Garden State 300 Proficiency Contest** sponsored by Garden State Chapter is a 300 mile round robin (200 mile short course available) open to all

licensed pilots. Date: Sept. 3 (rain date, Sept. 4). Place: Princeton Airport, Princeton, N.J. There will be trophies and cash prizes. For more information and Entry Kit, send \$5.00 check (payable to Garden State 300) to Racquel McNeil, 50 Tarrytown Road, Englishtown, NJ 07726. (\$5 is deductible from entry fee.) Entries open June 15 and close Aug. 1.

**Reno Area Chapter** will have their second annual Poker Run in July. It will be held in conjunction with the Nevada High Sierra and the Lake Tahoe Chapters.

Launceston, Tasmania, was the site of **Australia's Inaugural Pylon Racing** held during March. The unlimited class was won by a New Zealander flying a Hawker Sea Fury and American Bob Hoover gave a spectacular flying display.

On May 28-29 **Rocky Mountain Regional Aerobic Championships** take place at Longmont Airport, Colo. The regional aerobic club, which is part of the Experimental Aircraft Association, hosts this contest. There will be five categories: basic, sportsman, inter-

mediate, advanced and unlimited.

**Mile High Air Derby** will be held on Sept. 9 - 11 with a round robin proposed route from Ft. Collins, Colo., to Walden, Rawlins, Casper, Torrington and back to Ft. Collins. Cross-country speed race open to all pilots. First place winner will receive \$1,000. For information, write MHAD, 14437 West 32nd Ave., Golden, CO 80401-1475.

**Buckeye Air Rally** will be held June 10-12 in Ashland, Ohio. Contact Peg Figley or Ruthie Hawks of All-Ohio Chapter.

Ft. Worth Chapter's Charli Lamb and Helen Houpt were winners of the **Okie Derby**.

When submitting information on past races, please include the date of the race, how many planes participated; the route/distance; winners (identify names of 99s involved). For upcoming races, include the name and phone number of the contact person, along with date, place, and closing date for entries.



Shannon O'Hara, Top Woman Safety Pilot at PCIFA.



**Reno Chapter's** member Tricia Baker is coordinating a fly-in to Columbia, Calif., which will coincide with the theater season there.

**Parks College of St. Louis University** will hold its annual Open House and Fly-in on Sep. 30 through Oct. 2 on the college campus located near the intersection of Illinois highways 3 and 157 in Cahokia, Ill. Special features will include fly-in breakfasts, experimental and antique aircraft static displays, fly-bys and an airshow. Other activities planned are campus tours, laboratory demonstrations and a reunion for World War II Army Air Corps cadets trained by Parks College. For more infor-

mation, contact the Public Relations Office at 618-337-7575, ext. 206.

Custer County Airport in the Black Hills of South Dakota invites members of the Ninety-Nines from everywhere to their first **Crazy Horse Fly-in** on June 4 and 5 during the annual Volksmarch. For more information, contact Elmer Humphry at 605-673-3874.

**Third Annual Land of Enchantment Fly-in** sponsored by the combined EAA Chapters of New Mexico, will be held in Moriarty, N.M., September 15-18. For more information, contact George Applebay, 505-832-0755.

**Women Airforce Service Pilots,**

WWII, Inc. (WASP) Biennial Reunion will be held Oct. 12-16 in Washington, D.C. For more information, write Hut Ferree, P.O. Box 2363, Manchester Center, VT 05255, or phone 802-362-4853.

In conjunction with the opening of the new Denver International Airport, there will be an **FWF Reunion**. All present and previous students and volunteers are invited to attend on Sat., May 21. Contact Donna Chandler (303-933-6173) for reservations.

Crater Lake Flyers will be hosting a **Fly-in Survival Clinic and Safety Seminar** June 18 and 19. Chapters in the Northwest Section and in California and Nevada will

be receiving informational flyers and registration forms as soon as they are available.

**The 16th Annual EAA Rocky Mountain Fly-in/Air Show/Mfgs. Expo** will be held June 25-26 at Greeley-Weld Co. Airport. For info, contact Kevin Bunnell, 303-356-9141.

**1996 World Precision Flying Championship.** Dust off your boots, get out your hats and plan on heading to Ft. Worth, Texas, for a rootin', tootin' time. Practice week is Sept. 21-27 and the event is Sept. 28 to Oct. 5, 1996. For more information, contact Jody McCarrell, Competition Director, at 501-642-2508 or fax 501-642-4829. ✨

## NEW HORIZONS

**GRETCHEN FRASER**, Idaho Chapter, died in February in Sun Valley at 75. "The warmth that radiated from Gretchen Fraser was enough to thaw the coldest winter day Sun Valley could offer," says *The Idaho Statesman*, and certainly her 99s friends agree and are grateful for the good fortune in having shared time and space with her.

Gretchen was a long-time resident of Sun Valley, and the first American to win a winter Olympic Gold Medal. She doubled for Sonja Henie in the classic movie *Sun Valley Serenade*.

At the age of 75, with debilitating heart disease, Gretchen was still cross-country skiing. Her greatest joy was her long-term devotion to the handicapped.

Along the way, this super athlete learned to fly and became actively involved with the 99s. "Gretchen Fraser was a beam of sunshine to the Idaho 99s," says Gene Nora Jessen, "not just for her imposing athletic skills and fame, but for her kindness, quiet generosity and inspiring example. We will miss Gretchen and will never forget her."

**FRANCES DIAS GUSTAVSON** of the Southwest Section died at her home in Newman, Calif., Feb. 5. She was 77. Fran got her private certificate in 1938. She was with Tex Rankin's Flying Circus for several years. She became a WASP in 1943 and was in the

Ferry Command until the WASPs were disbanded. In 1958 she married Mervin Neskitt Gustavson. They operated the airport at Fallon, Nev., until 1976 when Gus had a stroke. Fran moved to Newman in 1978.

**HANNA HUEBNER-KUNATH**, the recipient of the Golden Daedalus Medal, awarded by the Deutscher Aero Club (DAEC) and Germany's oldest female pilot, was laid to rest in January of this year. A flyer's heart has stopped beating.

The following words of Waltraut Breschke, patroness of Northern Germany, were received and translated by Sigrid Ramelli (Long Beach Chapter):

"We mourn for Germany's oldest active female pilot and the oldest member of the organization of German women pilots. Hanna Huebner-Kunath still flew her own machine just a few days before her



Hanna Huebner-Kunath

final departure at the age of 84!

"She received her pilot license in 1934 (certificated as A-2 Land). During that time Hanna flew the Klemm L-25 and L-26 as well as the Stieglitz and the A-L 101. Soon thereafter she became the founder of a female pilots' group in Bremen.

"In 1938, Hanna earned her glider license (C-Schein) and in 1939 she participated in the first rallies—a shore-line flight. She had the lowest hours.

"In 1951, Hanna was recognized as the first woman to receive her post-war glider rating. In 1955, she earned the first post-war Silver-C certificate and in 1956 her PPL (Private Pilot Land). Finally, in 1960, Hanna acquired her own bird!

"For 10 years Hanna was the press agent for the Verein Deutscher Pilotinnen (VDP) and served as the first 'patroness' of Niedersachsen, Hamburg and Bremen with her heart and soul.

"She became the Section Governor of the 99s in Germany for several years and has always been a model for us in maintaining aviation traditions. Our best wishes accompany her on her last flight."

Memorial services were held February 7, 1994, in Riensberg, Bremen. —Submitted by Sigrid Ramelli, Long Island Chapter

**GERTRUDE DENNIS**, a member of the Garden State Chapter

and a life member of the Ninety-Nines, passed away in December after a brief stay in the hospital following surgery. Gertrude was also very active in her community, working as a volunteer to manage the gift shop in the Burdett-Tomlin Memorial Hospital, Cape May, N.J. —Submitted by Jill Hopfenmuller, Long Island Chapter

**MARY B. SAWYER**, a former member of the 99s, died January 23 at the home of her daughter Alyce Richardson of Swanton, Ohio. Mary was a pilot for 30 years and was in charge of program sales for the first Air Race Classic, Terminus at Toledo Express Airport. Memorials can be made to the Trinity United Methodist Church, Swanton, Ohio. —Submitted by Beverley A. Hirzel, All-Ohio Chapter

**LAURA CONNOR** of the Idaho Chapter, an active flight instructor and examiner, recently passed away due to cancer.

Word has been received at Headquarters that Tucson Chapter has lost **LINDA DUCKWORTH** to New Horizons

Carol J. Baney, North Georgia Chapter, wants the many 99s and 49 1/2 friends to know that her husband, **Robert A. Baney**, made his last flight on March 22. ✨

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## EAA Oshkosh '94 update

1994 marks the 16th consecutive year the Ninety-Nines have participated in EAA's Fly-In Convention in Oshkosh, Wis. This year's event runs from Thursday, July 28, through Wednesday, Aug. 3.

This will be the second year for our organization to have our own exhibit at EAA. In prior years, we shared the EAA Women's Activities Friendship Tent space. Our purpose in exhibiting at the premier aviation convention and fly-in event in the world is threefold: (1) to recruit new members; (2) to generate favorable publicity for and create awareness of the Ninety-Nines organization within the aviation community; and (3) to provide a place for our members to meet and get to know each other.

Our experience as new commercial exhibitors last year was overwhelmingly positive. We signed up nearly 60 percent more new members than in prior years! Our volunteers met and greeted nearly 500 women pilots and student pilots from 46 states and nine foreign countries, including Switzerland, Italy, Germany, Canada, New Zealand, Japan, China, Indonesia, and even one prospective from Russia!

Last year EAA provided us with our first opportunity to hold an official Ninety-Nines Press Conference at the EAA Convention. International Secretary Lois Erickson did the honors on behalf of the organization. We were also able to participate in "Interviewer's Circle," the radio-style broadcast heard on the flight line throughout the day. To round out our publicity events, Chicago Area

Chapter CFI and Waco pilot Tina Thomas graciously agreed to be interviewed by a local TV station anchorwoman who appeared at our exhibit, camera crew in tow, looking for a woman to interview who had flown her own plane to EAA.

The EAA/99s Annual Dinner, sponsored by the Wisconsin Chapter and hosted by Eva Parks, Jan Koerwitz and Joyce Helquist, will be held on Saturday evening,

July 30, at the Nature Center on the EAA grounds. The cost will be \$10 per person.

Come as you are and join over 100 Ninety-Nines and their guests from all over the world for an evening of camaraderie and hangar flying. Tickets will be available at The Ninety-Nines Exhibit until noon on Saturday.

We need your help! Last year over 40 volunteers, some of whom have returned year after year, helped staff our exhibit, and helped meet and greet women pilots and recruit new members. Without this level of support, we would literally have to fold up our tent. If you are planning to attend the EAA Convention this year, please consider volunteering an hour or two of your time.

For all of you who will be visiting the EAA Convention this year, be sure to look us up in the Outdoor Aircraft Display Area. A map showing our exact location will be available in the official EAA Convention Program. See you there!

—Cathie Mayr, EAA/99s coordinator, and Pat Kelly, EAA exhibit co-chairman



**Magazine of the International Women Pilots**

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