

Ninety-Nine



“I’m proud to be a Ninety-Nine.”

New member Ana Province



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Ninety-Nine

The International
Women Pilots Magazine

July/August 1994
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Demographic data pertaining to our present membership which is represented by 193 Chapters and 21 Sections throughout the world: Sixty-six percent are private pilots; 27 percent are commercial pilots and 7 percent are airline transport pilots.

3% between age 16-24

26% between age 45-54

10% between age 25-34

19% between age 55-64

20% between age 35-44

22% age 65 and older.

Between Jan. 1 and May 31, Ninety-Nine members signed up 270 new members. That's 27 percent of our 1,000 *More in '94 Campaign* target! We have 58 percent of the year remaining to recruit the balance of 73 percent to meet our target! We're on a roll! Let's keep it going!

—Marilyn Smith, International Membership Chairman

1994

JULY

13-17 Lawyer Pilots Bar Assoc.
Napa Valley, Calif.
Cecile Hatfield
305-374-5239

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

3-5 18th Annual Colo. Springs
Balloon Classic
Colorado Springs, Colo.
Patsy Buchwald
719-471-4833

9-11 Mile High Air Derby
Denver, Colo.
Linda Horn
303-278-4435

9-11 FAA Wings Weekend
Extravaganza
New Castle Airport, Pa.
Christine St. Onge
412-935-3011

9-11 Aviation Flea Market
Nut Tree Airport
Vacaville, Calif.
Bill Alber
707-422-5000

15-18 Natl. Cessna Club Fly-in
Moriarty, N.M.
George Applebay
505-832-0755

15-18 Reno Air Races
Reno, Nev.

16-18 West Canada Section
Naramata, B. C.
Joan Lynum
604-596-7360

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

24 Empire State 300, Statute
Mile Proficiency Contest
Patricia Barone
914-888-2791

OCTOBER

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

7-9 Southwest Section
Santa Rosa, Calif.
Susan Larson
408-251-5109

7-9 North Central Section
Fort Wayne, Ind.
Marcia Nellans
219-858-2730

8-9 Confederate Air Force
Airshow
Midland, Texas
Barbi Woods
915-563-1000

12-16 WASP Reunion
Washington, D.C.
Hut Ferree
802-362-4853

14-15 Mid-Atlantic Section
Philadelphia, Pa.
Gayl Henze
800-972-6855

15 Back to Basics Race
Santa Monica, Calif.
Eugenia Rohrberg
310-374-5239

16-19 Australian & New Zealand
Aviation Bar Assoc.
Annual Meeting
Great Barrier Reef
Cecile Hatfield
305-895-3330

20-22 Silver Wings Convention
Atlanta, Ga.
Pauline Mallary
404-964-5223

21-23 AOPA Convention
Palm Springs, Calif.
Ann Kilian
800-942-4269

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

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

NOVEMBER

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

11-13 Louisiana Nat. Airshow
Lake Charles, La.
Sandra Leder
318-478-5974

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'n Fun EAA
Lakeland, Fla.
Barbara Sierchio
813-347-8045

28-29 North Central Section
South Bend, Ind.
Sany Smythe
219-462-3577

MAY

19-21 Southwest Section
Ventura, Calif.
Susan Larson
408-251-5109

JULY

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

TBA Canadian Women Aviation
East Canada
Cathy Fraser
514-394-8658

TBA World Aerospace
Education Congress
Seoul, Korea
Diane Cozzi
708-425-4505

TBA NCASE
San Diego, Calif.

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

SEPTEMBER

22-25 Southwest Section
Lancaster, Calif.
Susan Larson
408-251-5109

1996

SEPTEMBER

1 West Canada & Northwest
Joint Section
Victoria, B.C.
Joan Lynum
604-596-7360

5-8 North Central Section
Cleveland, Ohio
Meigs Adams
216-650-4846

27 South Central Section
Fort Worth, Texas
Carol Sutton
402-324-5285

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

Calendar information was
compiled by Doris Abbate

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

Lois Erickson
International Date Coordinator
3577 Bridger Dr.
Redding, CA 96002
U.S.A.
Fax 916-221-7870

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

Thanks for the memories

IT'S MY DISTINCT PLEASURE as your outgoing president to announce the results of our recent ballot election. Please welcome Joyce Wells, president; Lois Erickson, vice president; A. Lee Orr, secretary; Diane Cozzi, treasurer; and Pat Ward and Bev Sharp, directors.

Your 1994-96 Nominating Committee members are Shirley Winn, Virginia Sutherland, Betty Prakken, Vicki Lynn Sherman



United Airlines Captain Nancy Aldrich (a 99) Nancy Stuke, manager Flight Officer Employment for United; President Hollander; and 99 Colorado Chapter Chair Bonita Ades pause during a tour of the airline's training facility.

and Brooks Powell. Elected to the Amelia Earhart Scholarship Committee are Betty Jane Schermerhorn and Mearle Frame. All our candidates for international office deserve your thanks for their willingness to serve the organization.

It's said, "A picture is worth a thousand words." I've many pictures with which to remember the past two years, including the two featured in this space. They help to commemorate a wide

variety of activities and events at which I was privileged to represent you as your president for the past two years.

Thank you for the honor you've given me and for your support. You are all amazing women who deserve great credit for the time, energy and effort you contribute to The Ninety-Nines.



Outgoing East Canada Governor Cathy Fraser presents President Hollander with a copy of an Operation Skywatch video recently completed by Canadian film maker Pixie Bigelow.

COVER STORY

Welcome new members

We welcome Ana Province as a new member of The Ninety-Nines and the Southwest Section. We also welcome all our new members who joined The Ninety-Nines since January 1 during our 1994 membership campaign.

Although the campaign's rebate incentive period ended June 30, six months still remain for our campaign and its goal of "1,000 More in '94."

Our last issue contained a Membership Application. Please use it to invite someone else who might be just as happy as Ana was to be asked to join this prestigious organization of women pilots.

—Marilyn Smith, Chairman, International Membership

ANA CAMBEROS PROVINCE earned her pilot's certificate in her 1946 Ercoupe at Gillespie Field, Calif., in January. Immediately thereafter, she applied for membership in The Ninety-Nines.

Ana is an excellent role model and an inspiration for women to pursue a goal in aviation. She rose from the depths of poverty in Tijuana, Mexico, to attend the University of Baja-California where she met and married Dr. Fred L. Province of Spring Val-



1946 Ercoupe that Ana Province used for her flying lessons.

ley, Calif. She continued her education and was graduated from Southwestern College in the top one percent of her class.

Ana assists her husband, Fred, in filming a weekly television program called "Aviation Theatre." They are currently producing three television shows titled, "Women Who Fly," "WASPS in San Diego" and "California Ninety-Nines."

Ana has flown in hot air balloons, the Fuji blimp, *continued on page 8*

New displays at Ninety-Nines Museum

GENE NORA JESSEN

THE NINETY-NINES MUSEUM contains several handsome new displays. The Jerrie Cobb collection, which has been in storage for several years, is at last prominently exhibited. Thanks to the generosity of Oklahoma City museum display expert Stan Byers, a representation of Jerrie's corporate flying, her astronaut testing and years of flying in Amazonia are all represented. Copious scrapbooks are available to researchers for Jerrie's inspiring story.

Edna Gardner Whyte

Anita Lewis generously donated the restoration and organization of Edna Gardner Whyte's artifacts. The racing trophies of today pale in comparison with the impressive early racing prizes of silver and other precious metals. Edna's entire life was devoted to flying and her story is an important part of the development of commercial aviation.



Edna Gardner
Whyte collection

British Air Transport Auxiliary

Two American members of the British Air Transport Auxiliary (ATA) who flew everything with propellers and wings during WWII spent several days at their own expense in the 99s archives. Nancy Livingston and Roberta Leveaux identified photos and artifacts, providing a valuable historical perspective for the collection. The staff and eavesdroppers loved the talented pilots' reminiscing. For slave laborers, they seemed to have a good time, too.



Air Transport Auxiliary pilots Nancy
Livingston and Roberta Leveaux.



Nancy models uniform
from ATA collection.

Historical film library

Ninety-Nines' very own film producer, James Cross of Los Angeles, has proposed assisting our organization in accumulating a comprehensive historical film library. Stay tuned for details as this project develops.

New Resource Center Chairman

This report is full of folks volunteering their treasure, time and talent for the expansion and enrichment of the Ninety-Nines Resource Center. Our good fortune continues as the chair of the center passes to Verna West, a 99 imbued with a passion for the history of women in aviation. The Resource Center—encompassing the museum, library, archives and oral/video history collection—will now be in Verna's capable hands.

She will depend on the devoted help of the Headquarters staff and each 99 historian: You! Each member is a historian with access to stories, people and artifacts. Help to preserve aviation's story.

SOME OF YOU MAY ALREADY KNOW that I have accepted the daunting task of trying to follow in Gene Nora Jessen's footsteps (giant strides) as Chairman of the Resource Center. Reality recently set in when the records of recent activity arrived.

Gene Nora wrote the Ninety-Nines history for the 1979 "Blue Book." She has been the quiet, steady force that has kept our Museum and archives increasing in stature for at least 17 years. It would take pages to relate all she has done for The Ninety-Nines. She assures me she will still be available to lend a hand.

It is my good fortune to have been Historian of the Southwest Section since 1982 and I have in my possession many of Ruth Rueckert's records as far back as 1932.

The Ninety-Nines are privileged to be the repository for the premiere collection of historical material about women pilots. It is my goal to keep it that way! It will take all of you working together to make it happen.

—Verna West



NOTAMS

How to get your rebates

The \$5 Recruitment Rebate Program ended June 30. Reminder to all Chapters to mail Headquarters their summary of each rebate due them and new member's name for each. Indicate total due and staple rebate coupons and accompanying copies of New Member Applications to summary. Include name and address.

Individual members claiming rebates to be applied against their next renewal dues should attach rebate coupons and copies of accompanying New Member Applications to their renewal form, subtract rebate total from dues total and mail in their renewal form with the net dues owed after rebate total is applied.

Submitting to *Ninety-Nine NEWS*

BETTY ROWLEY

WELCOME TO ALL THE NEW OFFICERS throughout the organization. For the benefit of all the new people who will be sending in articles and information to *Ninety-Nine NEWS*, here are a few guidelines.

Ideally, all information should be sent typed double-spaced. Neat handwriting is O.K. Preface each of your items with a heading so I can sort them as I get them. They probably will fall into one of the categories in the index.

Good, clear, in-focus color or black and white photos are welcome. After publication, all the photos—used or unused—are packaged and sent to Headquarters in Oklahoma City where they remain for the archives. I cannot be responsible for mailing them back to you so please do not send your “only one.”

Be sure your photo has your name and chapter on the back as well as the correctly spelled names listed left to right of who the people are, what they are doing and where they are doing it. We prefer that this information be typed on a label and applied to the back of the photo so when it goes to the printer its identity

will stay with it.

If you have good black and white or color photos you'd like to send for consideration for the cover, please send them directly to me. August 15 is the deadline for the September/October *Ninety-Nine NEWS* which will feature the Convention.

Everything received between June 15 and August 15 is considered for publication, but items or articles that are typewritten double-spaced with a heading or category and contain information of an event that is written clearly and succinctly with information complete on when it happened, where it happened and how many people attended will get first choice.

With 194 Chapter Chairmen and/or Section Governors sending information to me, you can guess the amount of mail I receive. I have a growing stack of material that I either do not have space to print or I feel it does not contain enough information to be clearly understood by someone on the other side of the world.

Along that line, I have an interesting “diary” by winner Marion Jayne of the Race Around the World. Since only a small summary could be used in the magazine, I sent a

typeset copy to Headquarters. If you are interested in “race-y” reading, you may get a copy by sending a stamped self-addressed envelope to Headquarters in Oklahoma City. ✻

WANTED:

PROFESSIONAL

COVER PHOTOS

for this magazine

LETTERS

I JOINED the organization two years after going to a 99s' picnic. I was like most balloonists who didn't know about the 99s. What a delightful surprise the 99s are! I am going to my second Section meeting in May, my first National meeting in July and will help with my first Poker Run in September—besides going to balloon rallies in Canada, Florida, Illinois, Kansas, New Mexico, New York and North Carolina.

—Marion W. Lunnemann, *Finger Lakes Chapter, Ontario, N.Y.*

EVER SINCE RECEIVING and reading the March/April *Ninety-Nine NEWS*, I've been intending to write to you about how pleased I was with the issue. It was informative, interesting and well-rounded with diverse articles and sections. The make-up was excellent.

I hope display advertising will increase so that we can continue to receive your well-edited publication. —Jean H. Pearson, *Permanent Trustee, Amelia Earhart Memorial Scholarship Fund*

I THOROUGHLY ENJOY your fairly new format. It is a refreshing change and relevant to our present time. Especially like Call sign: FORUM, Frequency: 121.99. —Dorothy E. Benker, *Jackson Gold Dust Chapter, Jackson, Calif.*

PLEASE ACCEPT my hearty congratulations for an excellent May/June '94 issue of *Ninety-Nine NEWS*. —Chanda Sawant *Budhabhatti, India Section*

I AM VERY PLEASED with the new format and the entire magazine. —Charlene Falkenberg, *AEMSF Chairman*

I LOVE YOUR *Ninety-Nine NEWS*. —Carolyn Carpp, *Western Washington Chapter*

HEARTFELT congratulations on the *Ninety-Nine NEWS*. I like the design and format; the very professional appearance; the organization of contents; the balance you have achieved in subject matter

and the way you are handling Chapter news.

My only suggestion would be to express the hope that you will find women writers as regular columnists. There are so few women in aviation and their visibility to the public is so low that it's a shame to waste any opportunity to present these women as role models. —Marilyn Darling, *Kitty Hawk Chapter*

THE NEWLY formatted *Ninety-Nine NEWS* is great. —Betty Vinson, *Virginia Chapter*

SOMETIMES I THINK that I renew my membership, since I no longer have a plane, just to prove that I actually did get that private pilot's license. —Mary E. Seslar, *All-Ohio Chapter*

Editor's note: Mary sent a full page from The Columbus (Ohio) Dispatch of April 17, 1994, recognizing the 30th anniversary of globe-trotting pioneer Jerrie Mock's flight in her tail-dragger

Cessna—the first female to make it around the world solo (30 days and over 22,000 miles).

ON BEHALF of the India Section and myself, I thank you all for your strong support for the Second World Aviation Education and Safety Congress held in March of this year in Bombay, India.

The World Aviation Congress was a great success and you, my friends, made that possible by promoting the Congress, by attending and by sending books for the “99s Aviation Library,” the first of its kind in India.

—Chanda S. Budhabhatti, *Governor, India Section*

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.

helicopters, antique, experimental, aerobatic and tow planes, home builds, ultra-lights, and gliders.

At a ceremony held at Gillespie Field on April 4, Congressman Duncan Hunter presented Ana with a flag that had been flown over the U.S. Capitol. Ana accepted the flag with this patriotic response: "I promise you I will honor it and respect it and love it."

The following is Ana's account of why and how she became a pilot.

I'M A PILOT THANKS TO MY HUSBAND. One day, he asked me, "What would happen to you if, while we were flying, something happened to me and I'm unable to land the airplane?" We talked about it and on May 13, 1992, I started taking flying lessons.

It was not easy for me. I was working full time as a bookkeeper, going to school part time to get my degree in accounting, and filming/editing in our business during weekends.

I took ground school at Southwestern College and I received my pilot's certificate on Jan. 14, 1994. I now have 135.5 hours in a 1946 Ercoupe that we own. I fly mostly during weekends, due to my present schedule. I am looking forward to flying more when my schedule is more relaxed and I'll have more time.

My achievements in both aviation and life are small and insignificant in comparison to my sister pilots. I honestly believe that if I can learn to fly, anyone can do it. It just takes commitment, dedication, determination and practice, practice, practice.

—Ana Province, Southwest Section



Congressman Duncan Hunter presents Ana with a U.S. flag that was flown over the United States Capitol in her honor. Ninety-Nines Dottie Sanders (left) and Lynn Green of the El Cajon Chapter were in attendance at the ceremony at Gillespie Field on April 4.



Cover that Ana designed and made for the 1946 Ercoupe.

IN 1919, BESSIE COLEMAN picked cotton to learn money for flying lessons. When she had saved enough money, no one would teach her because she was black and a woman. She went to France, learned to speak French and earned her pilot's license there. I was impressed with both her desire and her ability. I salute her for her accomplishments!

Ana Province was a student in Mexico when I met her. She was working full time and going to college full time. To get where she is today, she had to move to another country and learn a second language. In addition to learning and doing everything Bessie did, she also had to pass a four-hour written examination, memorize the TCD charts, learn the FARs, learn VOR navigation and the myriad other FAA requirements and electronic intricacies that aviation has evolved into.

It is harder to earn a pilot's license now than it used to be. My wife had to do more and do it better than I did when I got my license. In addition, she did it in a second language while working full time, taking college classes and helping with the production of our television program. I applaud her and all women pilots who fly in the complicated world of aviation today.

When Ana was a little girl, she used to look up and wave at the airplanes flying in and out of Tijuana. Now, through hard work and determination, she has realized her dream to fly and is "giving back" to little girls of today in grades 4, 5 and 6. She has recently become an Aviation Merit Badge Counselor for the Boy Scouts of America and will be teaching aviation to Explorer Scouts. I am proud of her. I think the 99s will be proud of her too.

—Fred L. Province, Spring Valley, Calif.

NOTAM

First Day Cover

This year's Amelia Earhart Memorial Scholarship Fund First Day Cover commemorates the 30th anniversary of the achievements of two women: Jerrie Mock, who was the first woman to fly solo around the world, and Joan Miriam Smith, who was the first woman to fly Amelia Earhart's route around the world.

In addition to the eight-cent stamp, the cover carries the 50-

cent Harriett Quimby stamp, a Columbus, Ohio, cancellation on April 17, 1994 (the 30th anniversary of the completion of Jerrie's flight there) and Jerrie's signature. Only 100 covers were made. They are available for a \$20 tax-free donation to AEMSF. Send requests to Barbara Evans, 4307 Quail Run Lane, Danville, CA 94506.

Astronaut Research Group Reunion

THE ORIGINAL MERCURY ASTRONAUTS' hi-jinks while undergoing physical exams at Lovelace Clinic in Albuquerque, N.M., could best be described as "The Right Stuff." A group of women also endured those tests in the early years of the astronaut program, but they were all business—not at all sure of the outcome of their segment of the program and unwilling to chance frivolity.

Twenty-five American women were invited to tackle the astronaut physical exams, a six-day endurance test at our country's premier center for space medicine. They were all commercial pilots holding second-class medicals, and also had at least 1,000

total flying hours and a college degree. These qualifications were not common coming out of the fifties. Jerrie Cobb had been Dr. Lovelace's first "subject" passing the physical with flying colors and, subsequently, the psychological, jet orientation and just about all the state of the art could conjure up at the time. Of the 24 additional women taking the physical exams in 1961, 12 passed making a base group of 13 women including Jerrie.

As each candidate prepared to undergo further testing, some had to quit their jobs in order to participate or were fired. Not to worry, all were enthusiastic about seeing how far they could go toward becoming an astronaut. In the fall of 1961, the ax fell and the program was canceled. As the individuals were departing for Pensacola, NASA declared that there was no need for further testing.

Subsequently, Jerrie Cobb and Janey Hart (whose husband was a U.S. Senator) testified at a congressional hearing on, roughly, "Is NASA Prejudiced Against Women Astronauts?" Of course they were, but it helped little to point that out. John Glenn and the Mercury astronauts testified that women were not qualified to become astronauts because they were not military test pilots. Congress agreed.

Some 20 years later, women astronauts were to join the corps. They included highly qualified scientists and physicians, thus sidestepping the is-

sue of military test pilot school. Our group had at least set physical parameters for the women to follow.

Most recently, the "Lovelace Class of '61" or FLATS (Fellow Lady Astronaut Trainees) as our leader, Jerrie Cobb, called us, took on the light-hearted "Mercury 13" tag coined by Jim Cross. Whatever we're called, we had never all met each other—having gone through the testing individually or in pairs, and for a long time didn't even know each other's names. Even now, no one knows the names of the rest of the 25 who originally took the physical exams. Two of the group of 13, Marion Dietrich and Jean Hixson, are deceased. Two others, Jan Dietrich and

Janey Hart, could not join the reunion, but the other nine shown in the photo gathered at the 99s Museum in Oklahoma City in May—the first time all had met each other. It was not to be a subdued event.

Lt. Col. Eileen Collins, most recently an Air Force test pilot and now a NASA astronaut shuttle pilot, joined the pioneer group in Oklahoma City for reminiscing, much laughter and lively discovery. James Cross, a Hollywood film producer who was instrumental in bringing the group together, interviewed each member in depth over a period of three days for a television documentary.

This historic film will be placed permanently in the 99s Resource Center archives for the use of historians and re-

searchers. The "13" (really nine in attendance) took on the demeanor of proud mothers as they became acquainted with the bright and talented shuttle pilot. The community supported a lovely banquet hosted by the Oklahoma Air Space Museum where we dined among the antique airplanes and space hardware.

Closure happened for a group of women pilots who had been frustrated by the death of female spaceship drivers. Now, 33 years later, it is happening with the shuttle. The group plans to be on hand with a capacity cargo of inspiration, good will and love when Astronaut Collins flies in February.



Wally Funk, Gene Nora Jessen and Eileen Collins compare timepieces. Turns out—they all wear the same style watch.



Irene Leverton, B. Steadman, Sarah Ratley, Rhea Woltman, Gene Nora Jessen, Myrtle "K" Cagle, Jerrie Cobb, Space Shuttle Pilot Lt. Colonel Eileen Collins and Wally Funk brace against a stiff Oklahoma breeze. The women, who participated in the U.S. space program's 1960's testing of women, enjoyed reminiscing with Collins during their weekend reunion in Oklahoma City. (Jerri Truhill was present but missed the photo.)

Moving Up the Job Ladder

KAREN KAHN

Santa Barbara Chapter

ONE OF THE MOST ASKED QUESTIONS in our counseling business is "How do I progress from my current CFI job upwards?" (For those of you who are still working towards that first CFI job, remember that probably the best way to get your foot in the door is to have taken some training at the place you'd like to work. It will give you a chance to look over your prospective employer and vice versa. Also, you'll have an opportunity to get to know the territory, including local customs, practice areas, ATC nuances and, most importantly, the people involved with the operation.)

If you've got a CFI position and want to work your way upwards, start by "selling yourself" at work with a bit of personal public relations. Don't keep your aspirations a secret...let other pilots and airport folk know what you're looking for and approximately when you'll be ready for your new job. If it's a CFI job, then keep them appraised of your progress on your rating. If it's a charter job or "after CFI" job that interests you, it's never too early to start checking out the possibilities.

Once you've reached the 1000 hour mark, it's time to begin some serious work on your multiengine time, particularly if your ME total is less than 200 hours. Having thousands of hours of light single engine time (with little or no ME time) brings into question your advanced abilities and your seriousness of purpose.

Prospective employers will want to see you building multiengine time just as soon as you can. That might mean getting your ME rating sooner in your career plan than is often advertised. You'll want to shoot for 200 hours of ME time by the time you reach 1000 hours of total time, so start now to map your plan of attack, so to speak.

So just what are the possibilities? Well, they're numerous for the enthusiastic, inventive CFI. You can virtually make your own job by carefully looking over the marketplace and deciding which way you'd like to go.

Is there any charter work going on at your local airport or a corporate operator who might need another pilot? If so, get to know the people who work there and start learning their operation. Ask if you can ride along on deadhead or ferry flights (and

offer to pay your own way back if necessary).

Express a sincere interest in the equipment they're flying and do some research early in your job search to familiarize yourself with the company and their airplanes. Obtain a manual for their ship and study it with an eye to asking some good questions when you find the pilots with some spare time to talk.

Get their recommendations on how to go about getting a job with the company, including who does the hiring and what kind of flight time she likes to see for new hires. Find out where you can attend ground school on their specific type and, if it's feasible, offer to pay your own way. Trained, enthusiastic professionals are hard to come by...so you'll be distinguishing yourself and learning a lot in the process.

Befriending the current pilots at a prospective employer can often net you the most valuable advance information on hiring plans. They'll often know if and when their company's hiring or, if they have personal plans to move on to another job, perhaps you'll be able to apply for their slot. Hopefully, you've

demonstrated your sincerity and interest to the current pilots who will be happy to recommend you as the next pilot hired, as their replacement, or pass the word on to a friend who might know of an opening.

Remember, hiring through resumes can be a difficult process, so if you can make it easier by being there when it's time to hire someone, you'll make their job that much easier. You're a known quantity and being known for your quality—in appearance, attitude and ability—can make all the difference

and will likely net you the job.

Keep in mind the "I can" attitude, rather than vice versa. Make sure you look and act appropriate to the pilot job you're seeking. Follow up every lead you're given and report your results back to your source to encourage more leads in the future.

Your destiny is in your hands. Handle with care!

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 CFI and is rated in gliders, seaplanes and helicopters. She runs Aviation Career Counseling, a career guidance and interview counseling company based in Santa Barbara, Calif. (See ad in Classifieds.)

New Q & A on careers. If you have questions you would like answered in this column, send them to Karen Kahn, 933 Cheltenham Road, Santa Barbara, CA 93105



Prospective employers will want to see you building multiengine time just as soon as you can.

NOTAM

Aviation Careers

Contemplating a pilot- or aviation-related career or advancement within your present career? *Careers in Aviation* compiled by New Jersey DOT in July 1991 and reprinted by AOPA with permission, lists 68 job titles and their salary ranges. AOPA mem-

bers may call 301-695-2000 and ask for a copy to be mailed to you. If you are not an AOPA member, send a SASE to Marilyn Smith, Membership Chairman, 3661 Runway St., NE, North Fort Myers, FL 33917 for a copy.

Military Wings: Military Pilot Selection Guide

DEBBIE BARTZ
Wisconsin Chapter

FROM THE PERSPECTIVE of being an Air Force (AF) or Air National Guard (ANG) pilot, our need for highly motivated and qualified officers is primary to our need for them as military pilots. You have to be exceptional in both to succeed in the military. Most of the following information is from many Air Force sources and is subject to change depending on the current Force structures and the needs of the military.

As a prerequisite to becoming a military pilot, you have to be commissioned as an officer. There are many avenues to earn an officer commission through the United States Air Force Academy (USAFA), Air Force Reserve Officer Training Corps (AFROTC), Officer Training Schools (OTS), or the Air National Guard (ANG). The main prerequisite to becoming an officer is to have a college degree.

To start the process in becoming an officer, and ultimately to go to Undergraduate Pilot Training (UPT), you should contact an AF recruiter from your area. The recruiter's number will be in your local directory. The AF recruiter is your focal point from the initial screening process in becoming an officer through the final selection to enter UPT.

Becoming a pilot is highly desired and competition is fierce. There are many pilot slots available in the active duty AF as compared to the ANG. Possibly one or two people are selected per year in each ANG unit.

Depending on how many pilot slots are available, the active duty AF chooses in descending order from USAFA, AFROTC and OTS. The ANG has slots based upon their manning levels. However, as in many areas—whether civilian or military—timing is a critical element to locating and attaining that military pilot slot.

From the ANG perspective, the UPT selection is not the same as the active duty AF selection process for UPT because of the limited number of pilot slots available. To be competitive, you need to network with the ANG unit, rather than to only send a resume. You need to meet a person in the ANG unit and get to know them and research the ANG unit before the interview. You should

set up "informational interviews" to find out about the pilot position and what is expected of an officer and pilot in the unit. Most importantly, you need to live in the state of the ANG unit or be willing to relocate to that area.

Some ANG units want you to have prior flying experience, possibly a Private Pilot's Certificate, to be more competitive. The active duty AF does not require you to have any flying experience, but it helps once you start Undergraduate Pilot Training (UPT).

Once you get your foot in the door, think of it as applying for any other job. The selection board wants to know the *real* you! That means they would like you to be sincere in your application and the interview. They know you want to fly or you would

not have applied. What they will be especially interested in are your plans for the future, as well as your interests and hobbies.

Applicants must realize that they will be required to perform full-time duties for as long as three years after being sworn in as an officer in the ANG, or longer if you choose to become an active duty AF officer. If you choose to become an officer, it is a commitment to the military that you cannot quit unless it is beneficial to the military.

For an ANG pilot, the minimum obligation is seven years after completing UPT; and, for an active duty AF pilot, it is eight years. If you do not make it through UPT, and the AF or ANG do not need extra officers, they may not keep you in the military. If they do retain you, they will put you where they need your talents.

Once you do complete UPT (12 months), you will have approximately another year of courses to fulfill the aircrew qualifications to be a fully mission-qualified pilot. These include land survival and water survival schools, aircraft qualification courses and home station training.

Becoming an AF officer is critical to the UPT selection process. If you have what it takes to belong to the "chosen few" and are up to the challenges, we want you! Contact your local recruiter.

SOME REGULATORY RESTRICTIONS are applicable for both the active duty AF and the ANG. These restrictions change slightly as the needs of the military change. The following are the present requirements:

- Age: Enter UPT prior to age 27 1/2. (For the ANG, you must not be older than 26 at time of selection board. So you may have to apply at least two years prior to age 26.)
- Height: 64 inches minimum to 77 inches maximum. Sitting height: 34 inches minimum to 40 inches maximum, measured while sitting erect (distance from top of head to chair seat).
- Vision: Within guidelines set by current directives. Presently, distant and near vision are 20/20 or better uncorrected in each eye with no surgery corrections; no color blindness.
- Education: Four-year bachelor's degree with GPA of 2.0 or greater. Technical degree/aptitude enhances odds of completing UPT.
- Physically, mentally and morally qualified.
- U.S. citizen.

There are a number of tests the applicant will need to take during the initial screening process, such as a Basic Attributes Test and Air Force Officer Qualifying Test, as well as filling out a statement of personal history (obtained through the ANG unit or recruiter).

Debbie Bartz is presently a 727 First Officer at United Airlines and a KC-135R Aircraft Commander at the 128 Air Refueling Group, Milwaukee, Wis. She is a 1982 USAFA graduate and has 12 years with the military (eight years active and four years ANG). In addition to positions with the military, she also recruits candidates for USAFA and for AFROTC scholarship recipients.

Big Changes in the Air

LYNNE TRUPIN
INTERNATIONAL COMMITTEE CHAIRMAN

Big changes may affect general aviation flying in several countries. Be sure to express your views to your government representatives.

Airport Improvement Program

The U.S. Congress passed an interim Airport Improvement Program extension on May 18 to allow summer airport construction grants to proceed despite ongoing airline/airport disputes over airport charges. A section of the bill requires DOT to evaluate ATC reform within the current FAA structure. DOT must report to Congress within 180 days on in-government reform of FAA procurement and personnel management, the stability of program funding, the continuity of FAA leadership and unnecessarily detailed management oversight.

Spokesmen from all segments of aviation agree that reform is needed in the cited areas. Disagreement arises concerning the methods. On May 3, the administration proposed its plan which called for a separate government corporation, "ATC, Inc." (U.S. Air Traffic Services Corporation) governed by an 11-person board appointed by the president.

Only one person on this board of political appointees would represent general aviation. The Secretary of Transportation, the Secretary of Defense and the Chief Executive of the Corporation would sit on the board, plus representatives from the airlines, labor, airports and consumers.

A simple majority on the governing board could make major decisions which would mean that non users would probably control the vote. The first presentation assured that there would be no direct user fees for radio contact or for flight plans which would be a permanent exemption written into the legislation. Subsequently, when congressional hearings commenced, Secretary Pena admitted, "We cannot predict what the corporation or the government might do in the future."

The corporation would take over current obligations for airport aid. For one year, 8.15 percent of the current passenger tax, a cargo waybill tax and a \$6 international passenger departure tax would go to the corporation. The remaining 1.85 percent from aviation fuel taxes would go to the Aviation Trust Fund for airport improvement. After one year, the corporation would be free to adopt a new fee structure.

A minor change in the forecast income could lead to a big shortage in funds. A search for more funds could lead to a decision to charge fees to general aviation. There are many reforms in the Senator Gore plans for "reinventing government" that could be successfully applied to ATC within the current structure still having congressional oversight. Should fees go up, or access be restricted, we would still have recourse to our elected congressmen to ensure a fair deal.

Corrections

Dorothy Benker informs us that an error occurred in the listing of new members. Margaret Ann Pinotti should have been listed as a new member of the Jackson Gold Dust Chapter of Jackson, Calif.

Our apologies to Fay Gillis Wells in the misspelling of her name on the

Commercialization of Canada's ANS

Transport Canada has announced it will begin consultations immediately with the aviation industry to examine options for the commercialization of Canada's Air Navigation System (ANS). Its ANS is made up of the air traffic control system; flight information services, such as weather briefings for pilots and airport advisory services; and navigation aids and related equipment and facilities. Commercialized air navigation systems provided by an independent body, operating under government regulation and recovering its costs from users of the services are already operating in other countries as financially overloaded as Canada, including Australia and New Zealand. The Canadian's recent budget directed Transport Canada "to review the potential for commercialization of a number of its major activities in close consultation with some affected parties. These consultations are scheduled in four phases. In September, they will hold a conference focusing on other countries' experiences. The government is expected to make a decision in the fall."—*Canadian Aviation*, March 28, 1994.

Proposed sale of Australian airports

Australian plans to sell government airports were reported in the June 1994 issue of *Business and Commercial Aviation*. Newly appointed Australian Transport Minister Laurie Brerton has proposed selling some of the 22 government-owned airports, including Melbourne's Tullamarine, the country's second largest airfield. Other large airports that might be put on the block include Adelaide, Coolangata and Badgerys Creek. Sale of the airfields is not expected to immediately affect their operations.

Regulation of flight over National Park System

The government is re-examining the rules and regulations for flights over National Parks. There needs to be a balance between preservation of the natural environment and allowing enjoyment of the spectacular sights from the air. Rights of hikers and backpackers seem to take major preference over rights of owners of "noisy little airplanes."

U.S. House of Representatives OKs liability relief

On June 27, after eight years of being stymied, the bill that would limit when lawsuits can be filed against the manufacturer of lightplanes or lightplane parts to 15 years for piston-powered lightplanes, 18 years for turboprops and 22 years for jets passed the House with a unanimous voice vote. The bill will return to the Senate which can accept the House amendments without a House-Senate conference committee. Then it would go to President Clinton. Cessna Aircraft Company has vowed to start hiring 2,000 workers and resume building single engine airplanes (172, 182 and 206) the moment the bill becomes law. Cessna Chairman Russ Meyer said that there is a very good chance of having this bill enacted before the end of July. He also said that about 2,000 new piston powered airplanes would be built in the first 12 months of full production.

cover of the last issue.

The deadline for *Ninety Nine NEWS* has been changed from the first of the month preceding publication to the 15th. The Sept./Oct. issue deadline is Aug. 15.

Member Survey draws over 500 responses!

MARILYN SMITH
INTERNATIONAL MEMBERSHIP CHAIRMAN

ON BEHALF OF YOUR BOARD OF DIRECTORS, I want to thank those of you who took part in this Member Survey. You provided us with needed insight, and your comments offered a wealth of ideas and information. *More than eight percent* of the survey cards were returned which is considered significantly above average in the "world of surveys," and they're still coming in!

PRELIMINARY SURVEY RESULTS

Part I - Current reasons for belonging to 99s

- 17% Career Networking
 - 1% Leadership
 - 47% Educational Advancement
 - 71% Flying
 - 40% Volunteer Opportunities
 - 18% Scholarship Opportunities
 - 82% Camaraderie
 - 27% Other (all but 7% listed magazine and/or convention)
 - 12% Years average length of membership
 - 71% Active participants in 99s meetings, projects and events
 - 20% Not active participants in 99s meetings, projects and events
- (Common reasons given were distance to or time of meetings; dissatisfaction with Chapter agenda, priorities, culture, member composition; family, work and other interests and obligations; age, health, etc.)

Part II - Benefits/Services Members Use (or would use, if available) and Discount Programs (which in some cases also provide rebate income to 99s.)

- 21% Career Data/Job Bank
- 5% Resource Center/Archives
- 11% Headquarters Museum
- 68% Membership Directory
- 63% *Ninety-Nine NEWS*
- 58% Educational/Seminars/Workshops/Convention
- 18% Member Occupational Resource /Networking Directory
- 5% Other

Discount Programs *(Some members did not check off because they had other organizations' discounts. If you were one, see * below.)

- 21% Car Rental
- 24% Hotel
- 32% Travel
- 20% Aircraft/Renter's Insurance
- 19% Credit Card (MasterCard or Visa)
- 27% Pilot Supplies
- 7% Other

***The Ninety-Nines receives rebate income from your use of most of these programs. However, for them to receive it, you must use the MasterCard offered through the Ninety-Nines and our other group discount plans' I.D. numbers (for car rentals, etc.). The more that members use these cards and plans, the more money the 99s gets every month and the more you save with the discount rates these group plans offer!**

A comprehensive survey report will be provided to your Board of Directors, as well as the actual survey cards/sheets that were returned. If you wish to receive a more extensive reporting of the survey with accompanying remarks, please request same through a Board Member. In the interests of member comment confidentiality, the actual cards/sheets will not be made available to the membership.

(clip or copy and save)

The Ninety-Nines® Inc. Member Benefits, Services & Resources

99 = Member-owned/operated business
\$\$ = Organization receives rebate income
Effective: July 1, 1994

Auto Rental Discount Plans

\$\$ ALAMO (US, UK, Europe)
Plan #BY249380 — 1-800-354-2322

\$\$ AVIS (Worldwide) - Plan #B668200
US: 1-800-331-1212 or Int'l: 1-800-331-1084

\$\$ HERTZ (Worldwide)
Plan #CDPI63708 — 1-800-654-2200

\$\$ NATIONAL (Worldwide)
Plan #5504240
1-800-CAR-RENT (1-800-227-7368)

Credit Card Program

\$\$ Ninety-Nines Preferred or
Gold MasterCard — 1-800-847-7378

Aviation Career Assistance, Mentoring, Affiliations

AIR INC. - AVIATION INFORMATION RESOURCES, INC.
Airline Career Specialists (25% discount)
1-800-AIR-APPS (1-800-247-2777)
Fax: 1-404-487-5988

99 AVIATION CAREER COUNSELING
(Captain Karen Kahn)
Women Pilots' Career Guidance
(25% discount)
1-805-687-9493 — Fax: 1-805-687-6226

NINETY-NINES CAREER JOB BANK
Computer file of 99s members seeking pilot
or aviation-related positions
(FREE; requires semi-annual filing
of Job Bank form)
99s Hdq: 1-405-685-7969
Fax: 1-405-685-7985

NINETY-NINES PILOT CAREER MENTORING
(FREE; contact Capt. Carolyn Pasqualino,
Aviation Career Services Chairman)
1-815-229-7759

NINETY-NINES A.E. SCHOLARSHIPS
(FREE; contact Charlene Falkenberg, Chairman)
1-219-942-8887

ASSOCIATION OF INDEPENDENT AIRMEN (AIA)
Affiliated with Airline Pilots Association
(ALPA); for Commercial Pilots
contemplating or currently in a pilot career
(For specially-arranged \$10 discount on dues,
contact Capt. Carolyn Pasqualino)
1-815-229-7759

*Watch each issue for updates to this listing.
There's more to come!*

(clip or copy and save)

AE Scholarship Judges

Four distinguished aviation leaders served as final judges to select the 1994 winners of Amelia Earhart Memorial Scholarships. The awards were announced at the Ninety-Nines International Convention's A.E. Luncheon, July 8, at the Norfolk Waterside Marriott in Norfolk, Va. A report about the recipients will be carried in the Sept./Oct. issue of the Ninety-Nine NEWS.

The judges were:



SUSAN MACGREGOR COUGHLIN was appointed to a second term as Vice Chairman of the National Transportation Safety Board in 1992. She was confirmed by the United States Senate as a member of the Safety Board in February 1990 and appointed to a first term as Vice Chairman in June of that year. She served as the Board's acting Chairman from February 1992 until July 1992.

Mrs. Coughlin, previously the Deputy Administrator and Acting Administrator of the Federal Railroad Administration, joined the Reagan-Bush Administration in March of 1981 as Government Relations Officer for Secretary of Transportation Drew Lewis. In 1983, she was appointed to serve as Deputy Vice President, Public Affairs, for the Export-Import Bank of the United States.

Mrs. Coughlin served in that capacity until 1987 when Secretary of Transportation Elizabeth Dole appointed her as Deputy Federal Railroad Administrator. She was the first woman to hold that position and did so until her confirmation as a member of the Safety Board.

Mrs. Coughlin holds a bachelor's degree in psychology and art from Moravian College, Bethlehem, Pa. She is married and lives in Plymouth Meeting, Pa. and Washington D.C.



DAVID RUSSELL HINSON, Administrator of the Federal Aviation Administration, is a veteran pilot and aviation executive.

Before joining the FAA, Hinson was executive Vice President for marketing and business development for Douglas Aircraft Company since January 1992 with responsibility for leading the marketing development and sales of McDonnell Douglas commercial jet transports. Douglas Aircraft is a subsidiary of McDonnell Douglas.

Hinson served as a naval aviator on active duty and in the reserves for 10 years and later as a Northwest Airlines Pilot on domestic and international routes for three years.

In addition to being an avid reader of aviation history and a collector of aviation art, he has flown more than 8,000 hours in over 70 types of aircraft. In 1961, at the age of 28, he became one of the youngest flight instructors for United Airlines.

Hinson holds a bachelor's degree from the University of Washington. He is a member of advisory boards of the graduate schools of business at the University of Chicago and the University of Washington and is a trustee of the Naval Aviation Museum Foundation. He is a native of Oklahoma and is married with three children.



MAJ. GEN. JEANNE M. HOLM, USAF (Ret.) served 33 years in the armed forces from 1942 until her retirement in 1975. During that time, she rose from the rank of private to two-star general. A native of Portland, Ore., she started her military career during World War II when she enlisted in the Army as a truck driver. After graduating from Officer Candidate School, she spent most of the war years training Army recruits, rising to the rank of captain.

In 1948, she transferred to the newly formed U.S. Air Force where she held a variety of positions in manpower, personnel and legislative affairs in the U.S. and overseas. For seven years she served as the Director of Women in the Air Force. Her last assignment was Director of the Air Force Personnel Council.

In 1971, she was the first Air Force woman to be promoted to brigadier general and two years later became the first woman in the Armed Forces to be promoted to major general.

After leaving the military, General Holm was appointed Special Assistant to President Gerald R. Ford, a position she held until the end of his administration. She also held advisory positions to Presidents Carter and Reagan.

General Holm is the author of *Women in the Military: An Unfinished Revolution*, Presidio Press, 1982; a revised edition was published in 1992. It is regarded as the definitive book on women in the armed forces. She was a consulting editor and contributor to *The Women's Book of World Records and Achievements*.

She currently serves on a number of boards and advisory groups. Among them: Board of Trustees, Air Force Aid Society; National Advisory Committee, Women in Military Service Memorial Foundation; and Honorary Council, Vietnam Women's Memorial.



WILLIAM H. TRAUB is Vice President-Flight Standards and Training for United Airlines' Flight Center in Denver, Colo. He is responsible for all training, checking and quality control of all flight officers and development of policies, procedures and techniques for the safe operation of all aircraft fleet types.

Captain Traub has been with United Airlines since 1964. He joined the company as a flight instructor and has held positions as supervisor in the DC-8, B-747, B-727 and B-737 sections. He received the first United Airlines Captain rating on the B-747 in May 1969.

Traub holds a bachelors degree from Brown University. He joined the Air Force out of college and after pilot training was assigned to the Military Airlift Command at McGuire AFB. During this assignment, he progressed to the position of flight examiner in the C118 and accumulated over 4,000 hours while on active duty. After joining United Airlines, Traub joined the Wyoming Air National Guard, flying C121s and C130s. He retired from the Air National Guard as an aircraft commander/instructor pilot with over 10,000 hours flight experience, including over 1,000 hours in the C130. He retired as a lieutenant colonel and remains a member of the inactive reserves.

Traub is currently serving as a member of the Aviation Advisory Board at Purdue University and as a member of the Aeronautical Science/Flight Industrial Advisory Council at Embry-Riddle Aeronautical University. He is also on the Board of Trustees of the Council on Aviation Accreditation.

Traub and his wife Sandy have three daughters, two sons, one granddaughter and one grand-son. He lives in Golden Colo.

How to apply for a Ninety-Nines Scholarship Award

Administrated by the Trustees of the Amelia Earhart Memorial Scholarship Fund

The Ninety-Nines Scholarship Award is given as a memorial to Amelia Earhart and is also called the Amelia Earhart Memorial Scholarship. All eligible Ninety-Nines may apply. The awards are given yearly.

The Application Form, Eligibility Form and Fact Sheet are printed in a fall issue of Ninety-Nine NEWS each year. It is very important to read these carefully. The deadline for applying each year is December 31; however, it is very important that you plan ahead instead of waiting until the last minute.

So, your first question should be, "How do I prepare for applying for the Scholarship?"

- 1** You must determine that you are eligible by having been a 99 member *continuously* since December 31, two years prior to submitting the application. If you have allowed your membership to lapse, even for a few days, and have been reinstated, that is considered a break in membership.
- 2** "Why do you want the particular certificate/rating?" *You must have an ultimate goal!* This does not necessarily mean your goal is an airline pilot. There may be a great need for a female flight instructor at your airport. There are many goals in aviation and this is one item that is important in evaluating your application.
A copy of AE Guidelines is sent to all Chapter Chairmen, Section AE Chairmen and Governors via monthly mailing. Study the Guidelines carefully. They usually go out in August. Check with your Chairman for a copy. They may be requested from Headquarters also.
- 3** Make sure you meet all criteria on the Fact Sheet. *You must start your training within three months after winning.* Therefore, it is prudent that your plans are such that this can be accomplished. Failure to start may result in forfeiture of the scholarship.
- 4** Complete the Application Form carefully. *It must be typed.* After completing, it goes to your Chapter Chairman for her signature. It must be sent to the Section AE Chairman postmarked no later than January 10. It is the applicant's responsibility to see that the deadline is met and that the application is properly signed. At this time, *deadlines are very important.* Failure to meet a deadline will result in *disqualification!*
The Section AE Chairman, along with her committee, screens all applications from Chapters and sends the Section's quota to the AE Trustees postmarked no later than February 10. The Trustees evaluate the applications at the Spring meeting and forward the finalists to the outside judges who make the final decision.

In conclusion, read all the information carefully, meet all the deadlines, fill in the application (typewritten) very neatly and completely. Follow all requirements and you will have no problem. Good Luck to All!

Charlene Falkenberg, Chairman
Amelia Earhart Memorial Scholarship Fund Trustees

The Ninety-Nines[®] Inc.

1995 FACT SHEET

Pertaining to Applications for Amelia Earhart Scholarships

Any Ninety-Nine wishing to apply for a scholarship is *required* to read this page.

It is recommended that applicants also read the *Guidelines* carefully.

Contact your Chapter Chairman for a copy.

The criteria for an applicant includes the following:

- Has been a member of the Ninety-Nines, Inc., continuously since December 31, 1992, and has reviewed the current *Guidelines* obtainable from Chapter or Section Scholarship Chairman.
- Holds a current medical certificate.
- Has a current biennial flight review (BFR) for U.S. only
- Has a minimum of 150 hours of total pilot time (does not apply to Research Scholar applicants).
- Has financial need of the award.
- Agrees to complete the course and/or training by December 31, 1996.
- Required ratings/certificates, including medical, needed to be eligible for the scholarship being requested must be completed and verified to A.E. Trustees by February 28, 1995.

Disqualification will result from not meeting these criteria.

The application consists of — the original and six exact copies.

1. *Application Form* (which includes experience record);
2. *Eligibility Form* (only the original need be notarized in the place provided);
3. *One letter of recommendation* from applicant (maximum of one page) plus copies of pilot certificate and medical;
4. *Letter of recommendation* from the Chapter Scholarship Chairman (or Chapter Chairman);
5. *One letter of recommendation* from an individual who is not a Ninety-Nine that depicts candidate's character and experience in areas other than aviation;
6. *Four clear, head-and-shoulders photos* taken within the past two years: approximately 3 inches x 5 inches of good reproduction quality and with *name attached* to each photo.

Note:

- Omit use of binders and covers of all types.
- Any item not completed on the Application Form may result in disqualification.
- Original and six exact copies (seven total) of all materials must be submitted to Chapter AE Chairman.

Each Chapter is allowed one applicant for every 30 members or major portion thereof.

Regardless of size, each Chapter is allowed at least one applicant. The Chapter Scholarship Chairman may select a committee to assist her in screening applicants. This should be composed of two or three Ninety-Nines or other members of the aviation community. Chapter Chairmen may serve as Scholarship Chairmen. Applications *must* be received by Chapter Chairman no later than December 31, 1994.

The Chapter Scholarship Chairman mails her Chapter quota (or less) of the applications to the Section Scholarship Chairman, postmarked no later than *January 10*.

Use of the following criteria will help in making Chapter selection(s) for forwarding to the Section.

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

Notice to Chapter or Scholarship Chairman:
Your letter must cover items B-G

A Section Member (not affiliated with a Chapter) shall request a letter of recommendation from the Section Governor or Section AE Chairman and submit her application as directed above to the Section Scholarship Chairman no later than *January 10*.

A Section Scholarship Chairman will select a committee (similar to that described for the local Chapter) and screen applications submitted by the Chapters, using the criteria listed above.

Each Section may submit one application for each 200 members of the Section, or major fraction thereof, to the Vice Chairman of the AEMSF, to be postmarked no later than *February 10*.

The Section Scholarship Chairman will notify all applicants of the status of their applications by *February 15*.

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

No payment will be made for training taken before notice of winning has been issued and accepted.

1995 Application Form

Application must be typewritten and complete in every respect.

Any item not completed may result in disqualification.

READ FACT SHEET CAREFULLY.

THE NINETY-NINES, INC.

Amelia Earhart Memorial Scholarship

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

**APPLICANT MAY APPLY FOR ONLY ONE
CERTIFICATE OR RATING**

Scholarship would be used for completion of

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

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

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

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

** DEFINE OTHER: _____

CERTIFICATES AND RATINGS NOW HELD:

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

Writtens passed for Certificates or Ratings not now held: _____

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

Ultimate career goal: _____

Highest academic degree and where obtained: _____

Present position, employer & date employed: _____

Previous employment (give dates): _____

Marital Status: _____ Husband's name: _____

Husband's position and employer: _____

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

EXPERIENCE (list longest cross country flight)

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

Other aeronautical experience or training: _____

THE NINETY-NINES, INC.
1995 A. E. Scholarship Eligibility Form

THIS FORM MUST BE NOTARIZED PRIOR TO DEADLINE: DEC. 31, 1994

DATE: _____

CREDENTIALS:

I have examined the credentials of (NAME of APPLICANT) _____

and find her to be eligible and deemed fully qualified to accomplish the one course entitled: _____

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

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

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

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

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

Name of school or qualified instructor: _____

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

Address: _____

Title: _____

Signature _____

Telephone () _____ Date: _____

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

Signature _____ Title _____ Date _____

NOTE: Original and six exact copies of all material furnished must be signed and sent to the SECTION SCHOLARSHIP CHAIRMAN, postmarked no later than January 10, 1995

- I have been a member of The Ninety-Nines, Inc. continuously since December 31, 1992.
- I have logged at least 150 hours of pilot time.
- If I receive this Career Scholarship, I will complete the project for which this application is submitted by Dec. 31, 1996.
- I agree to retain my membership in The Ninety-Nines, Inc. continuously through December 31, 1996.
- I understand that the funds are to be used ONLY for the purpose for which I am applying.
- I will communicate, at least quarterly, with the Chairman of the Amelia Earhart Memorial Scholarship Fund (AEMSf) and inform her of my progress.
- I attest to the fact that my application reflects an honest appraisal of my ability to complete the goal requested herein.

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

Signature _____

NOTARIZATION MUST BE ON THIS FORM (NOT ATTACHED)

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

Notary Public: _____ My commission expires: _____

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

April and May

DeAnne Webb Ackley	Southeast - Section Member
Virginia Adams	Northwest - Montana
Ashley Jane Adams	New England - Northern New England
Dorothy Lee Anders	Southeast - Florida Gulf Stream
Diana White Baker	New England - Eastern New England
Michelle Lynn Banta	Northwest - University of North Dakota
Nancy M. Barker	Southwest - Mission Bay
Ann E. Beeghly	Southwest - Tucson
Karen Andrea Belgum	Southwest - Palomar
Nancy E. Beshears	South Central - Arkansas
Margaret Aline Bickers	South Central - Section Member
Lise Bjerre	East Canada - Montreal
Susan K. Bobb	New York-New Jersey - North Jersey
Trudi Bolinder	Northwest - Idaho
Linda L. Booker	South Central - Tulsa
Jeanette A. Busse	Northwest - Columbia Cascade
Judy Campbell	North Central - Section Member
Yasoma Challenor	New York-New Jersey - Hudson Valley
Cheryl Lynn Cichocki	Southeast - Florida Gulf Stream
Michelle Leigh Clawson	Southwest - Mission Bay
Christine Kay Conrad	Northwest - Western Washington
Evelyn Elaine Crabtree	Southwest - Placer Gold
Dianah Lynette Cummings	South Central - Tulsa
Christine H. Deans	Mid-Atlantic - Delaware
Jacqueline D. Doyle	Southwest - Phoenix
Toni D. Duguay	Northwest - University of North Dakota
Kari Suzanne Dummer	Northwest - University of North Dakota
Charlene G. Dunfee	North Central - Greater Kansas City
JoAnne Dunn	Southwest - Alameda
Angie Marie Enkirch	West Canada - Alberta
Charity Fechter	Southwest - Las Vegas Valley
Paola Isabella Fierro	East Canada - First Canadian
Delryn R. Fleming	South Central - Dallas
Marielle Flinterman-Scammell	Southwest - Aloha
Yvonne Karen Ann Foster	East Canada - First Canadian
April Lynn Franke	Southeast - Florida Suncoast
Colleen Kelly Gawe	Northwest - University of North Dakota
Suzanne Gignac	East Canada - Eastern Ontario
Julia Gilbert	Australian - Section Member
Bobbi Ann Gladu	Southwest - Arizona Sundance
Colleen Marie Handrahan	Southwest - Long Beach
Mary Anne Hanley	Southeast - Florida Panhandle
Carol Louise Hartman	Southeast - Florida Suncoast
Hope Renee Hatton	Southeast - Florida Goldcoast
Lori Ann Hefel	South Central - Kansas
Gunilla Maria Hellsten	Southwest - San Diego
Jeanine Kay Helmick	Southwest - Phoenix
Jacqueline Mann Helms	Southwest - Section Member
Carol A. Hickey	Southeast - North Georgia
Mary Elizabeth Hill	Southeast - Florida Gulf Stream
Jill M. Hillard	North Central - All-Ohio
Angela Dawn Holbrook	Southeast - Florida Goldcoast
Michele Janice Hoppe	Southwest - Santa Clara Valley
Dorothy Hornsby	North Central - Michigan
Terri Lynn Hull	North Central - All-Ohio

Cecilia Jung	Southeast - Florida Suncoast
Rosemary Helen Kalthoff	Southeast - Florida Gulf Stream
Kelly Kay Kathman	Southeast - Florida Gulf Stream
Joan Flynn Kell	Southeast - Florida Suncoast
Joey Kelly	Southeast - Florida Gulf Stream
Charlotte Diane Kennamore	Southeast - Alabama
Carrie Nel Lane	Northwest - University of North Dakota
Diane D. Leggett	Southeast - North Georgia
Elizabeth Slade Lehman	Mid-Atlantic - Virginia
Mary Ann Lengyel	North Central - Section Member
Tricia A. Joy Lindo	South Central - Louisiana Tech Lady Lindys
Civia Liss-Kuntz	New York-New Jersey - North Jersey
Lori O'Brien Lubline	Southwest - Orange County
Laverna G. Marshall	Southwest - Section Member
Michele Ann Martin	Southeast - Tennessee
Diletta Martirano	Member at Large
Janice Renee McCall	Mid-Atlantic - Section Member
Charmian Louise McGrail	Southeast - Florida Gulf Stream
Linda K. McTague	Mid-Atlantic - Washington, D.C.
Ashlee Mariah Mersch	South Central - Oklahoma
Alma J. Miller	North Central - Section Member
Cheryl Eileen Miller	Mid-Atlantic - Keystone
Anita Mixon	Southeast - Florida Gulf Stream
Manisha Mohan	India - Section Member
Lynette Mohovich	Northwest - University of North Dakota
Geetantalee N. Nayak	India - Section Member
Wendi M. Nilson	South Central - Section Member
Kathleen A. O'Brien	Southwest - Long Beach
Joyce B. Oldaker	North Central - Section Member
Cathleen G. Perdok	North Central - Lake Erie
Debra A. Perelman	North Central - Lake Erie
Ann Marie Pescatello	Southwest - Alameda
MaryJo Radosevich	Southwest - Mount Diablo
Frances Joyce Rankin	South Central - Tulsa
Jodi Lynn Rhodes	Southeast - Florida Gulf Stream
Charla Ann Runkle	South Central - Oklahoma
Christine Ann Sambir	West Canada - Alberta
Jessica Sarkisian	New England - Webster Women Flyers
Loretta Cecelia Schnaubelt	North Central - Chicago Area
Bonnie Lee Schwartz	Mid-Atlantic - Section Member
Tauni G. Sheldon	East Canada - Section Member
Jacqueline Filbry Short	Southwest - San Gabriel Valley
Constance Helen Shutt	Southeast - Kitty Hawk
Susan Andrews Sinclair	Southeast - Florida Gulf Stream
Pamela Kay Smead	Southeast - Tennessee
Sheila J. Smith	Southeast - Section Member
Louanne Purvine Stenger	South Central - Austin
Stephanie Stewart	Southwest - Phoenix
Carla Kathryn Stinson	North Central - Greater Detroit Area
Marsha Lynn Stovall	South Central - Dallas
Joanne Elizabeth Stover	South Central - Space City
Diane Stutchman	Southwest - Santa Rosa
Gwendolyn Denise Styers	Southeast - Florida Suncoast
Morgan T. Sullivan-Walsh	New York-New Jersey - Hudson Valley
Annica Linnea Sunden	South Central - Texas Dogwood
Patricia A. Thunich	East Canada - First Canadian
Barbara Ann Towne	Northwest - Western Washington
Sonja Elaine Truxel	Mid-Atlantic - Section Member
Jean E. Urbas	North Central - Chicago Area
Shari Lynn Walters	Northwest - University of North Dakota
Elizabeth Charlotte Warner	Northwest - Rainier
Dianna M. Waters	Mid-Atlantic - Virginia
Susan Taylor Weitz	North Central - Lake Erie
Tina Marie Weller	South Central - Waco-Centex
Diane Gayle Wilder	Southeast - Florida Suncoast
Kimberly Ann Wolfe	South Central - Omaha

A passage to India

The love of aviation transcends geographic, cultural and political boundaries. Although the Ninety-Nines is an international organization, those of us in the United States rarely have an opportunity to personally experience this richness.

The fifteen 99s from the United States who were fortunate enough to attend the Congress were struck by the "internationalness" of our organization. In a single row of seats we saw 99s from India, the Netherlands, Japan, the United Kingdom, Italy and the United States—all sharing one thing in common: our love of aviation.

Congress Proceedings. The 2nd World Aviation Education and Safety Congress (WAE&SC), held March 14-19, 1994, in Bombay, India, was attended by several hundred delegates from around the world, representing virtually all facets of aviation. Chanda Budhabhatti, Chairperson of the Congress, Governor of the India Section 99s, and President of the India Women Pilots Association, did an outstanding job of putting together a varied Congress venue. Papers were presented on 27 topics including Aviation Education, Flight Safety, Aviation Medicine, Military Aviation, and Aircraft Production.

Ms. Mohini Shroff, a commercial pilot, WAE&SC Co-chairperson and Honorary Secretary of the Bombay Flying Club, hosted a welcome reception for Congress participants at the Bombay Flying Club. Club members did a lovely job of making all of us feel welcome and seemed honored to have us visiting their country. This was our first opportunity to meet our Indian counterparts, and we rapidly concluded that hangar flying is the same in any language.

Cliff Robertson, the actor, was the keynote speaker and Ninety-Nines speakers at the Congress were Marilyn Copeland, past International President, and Dr. Peggy Baty, a bit jet-lagged after a quick trip from her Women in Aviation Conference. Eileen Egan, Chairman of the British Women Pilots Association and Governor of the British Section, presented her findings based on a major study she conducted of Women in

European Aviation. Capt. Barbara Harper gave an interesting slide presentation of the Tucson/Pima County Aircraft Museum.

There were two presentations given by women who were not 99s (though they may be members by now)! Captains Susan Darcy and Rose Loper from The Boeing Company fascinated the audience with their accounts of test profiles they fly on every model of 7x7 coming off the production line. Susan and Rose are being inducted into the Forest of Friendship and may be Forum presenters at EAA/Oshkosh this year. Lt. Manja Blok, the world's first woman F-16 combat pilot, had Congress participants glued to their seats as she described her day-to-day duties deployed as part of the UN peace-keeping force over Bosnia. Manja flies for the Royal Netherlands Airforce. She began her aviation career in 1986 after answering an ad in *TV Guide*! Her logbooks now show over 1,200 hours of experience in Beechcraft Bonanzas, T-37s, T-38s and F-16s.

New general aviation aircraft. Professor R.B. Damania, Ph.D., Deputy Director of India's National Aeronautical Laboratory, announced that a new general aviation aircraft will be manufactured in India. The "*Hansa*" is designed and will be manufactured to U.S. FAR Part 23 standards for eventual export to the U.S. The two-seat composite light trainer was developed after Damania and his colleagues gained experience by building one of Rutan's LongEZs. Sporting a Continental IO-240 engine, Damania estimates the *Hansa's* cruise at 115 knots with a fuel burn of 22 liters/hour.

The name *Hansa* is a poetic one and fits the graceful design of this new aircraft—it means "swan" in Sanskrit.

Aviation in India. Richard Koszarek, Director of Indamere Company (Beechcraft Dealer for India), provided a context for those of us from outside India on the state of general aviation in that country. He estimated that fewer than 300 GA aircraft exist in India. Little exists in the way of aviation infrastructure, and there is virtually no hangarage available. Obtaining a private pilot license in India is quite a challenge. Beyond the scarcity of trainer aircraft, flight training manuals and instructors, most Indian airspace is restricted to military use.

The grand finale. Formal engraved invitations were delivered to each of us for the farewell banquet—the closing event for the Congress. Fortunately, our fashion coordinator, Mary Pinkney, was ready with advice on appropriate attire for the occasion. And what an occasion it was! With the Arabian Sea as a backdrop, thousands of tiny lights twinkled over the lawns of the Juhu Beach hotel, while festival music drifted on the wind. Banquet tables groaned under heaping platters of Indian delicacies; the ice cream was a universal favorite.

Women in beautiful saris drifted from one group to another creating a sea of rich, fabulously colored silks. The guest list was a veritable "who's who" of worldwide aviation that made for endlessly fascinating conversation. I can't think of a more fitting close to this very special Congress.

After the Congress was over...

Most of us couldn't imagine traveling halfway around the world to stay for only one week. Fortunately for us, Chanda and IndTravels had arranged several post-Congress tours to various parts of India. The morning after the banquet found most of us headed for the airport to begin the next part of our adventure in India.

We stayed in real palaces, rode elephants and shopped in countless bazaars. We lounged over cool drinks in the ever-so-English Sea Cove bar of the old Taj Palace Hotel, and we took our refreshments on the verandah of a former maharaja's hunting lodge.

We watched oriental rugs being woven and shorn by hand, and were introduced to the fascinating stories depicted in Indian paintings. We rode through dry jungles in search of the elusive tiger, and tried for days to capture camel carts on film.

The sights, the sounds, the smells are all unforgettable. As is the fantastic hospitality of our gracious Indian hostesses. Our "Passage to India" was an experience we'll all cherish for many years to come. Unbelievable!! My analogy: It was like living a *National Geographic* article.

—Cathie Mayr



Attendees at the second WAE&SC held in Bombay, India.

Indian Women Pilots Association could use our help.

Very few flight training manuals are available to women to study from—and those that are available are sadly out of date.

If any of you have flight training manuals, textbooks or teaching aids that you're no longer using, please consider passing them on to these women. I can assure you they'll be put to good use! (Videotape systems in India use a different standard than we use in the U.S., so check with Chanda or Mohini before you send any videos.)

Please ship your donations to: Ms. Mohini Shroff, The Ninety-Nines, Inc., India Section, Vinod Villa, 10th Road, Khar, Bombay 400 052 India.

Flames of Fame

The **Phoenix Chapter** hosted the 1994 Spring Southwest Section meeting with a theme of "Hot Wings"—appropriate since the summer heat of the desert had settled in by the May 20 start date.

Chapters each submitted up to five "Hot Wings" candidates for the Flames of Fame display, with the criteria for selection left up to each local Chapter. All who were submitted were honored with a certificate and a brief biography on a poster explaining why they were chosen. Some were chosen for outstanding career contributions, for single outstanding feats, or for funny episodes.

Sixteen Chapters participated and 61 honorees were recognized at the "Hot Wings Hot Nights" opening reception on Friday night, May 20. The Section business meeting recorded 155 members from 35 Chapters with overall attendance pegged just under 200.

Hot topics for workshops

were "Acrobatic Training Tips," "Flying the Borders," "99s Oral History How-to's" and "Air Racing Tips." Diane Hakala, a member of the U.S. Aerobatic Team gave a fascinating description of "The Joys of Aerobatic Competition Flying" and accompanied her talk with a video at the Hot Finish Banquet on Saturday night.

—Submitted by Peggy Ewert
Santa Clara Valley Chapter



Achsa Donnel, charter member, honored for her 90th birthday.



Award winners Pat Rowe and Diane Pirman, both of Santa Maria Chapter, with Governor Stacy Hamm, center.



Unique flying togs at "Hot Wings" Friday reception.



Retiring governor Judy Reinhart passing out tokens of appreciation to her Advisory Board. Left to right: Susie Sewell, Poochie Rotzinger, Gloria Blank, Rose Lepore, Charli Lamb and Bonita Ades.

South Central Section meets in Fort Worth

Twenty of the 35 Chapters making up the South Central Section were represented by 67 members at the Spring meeting held in Ft. Worth the weekend of April 15. Vice President Joyce Wells and Secretary Lois Erickson from the International Board were on hand for the activities. There was an unprecedented number of first-time attendees at this meeting and they were all presented with Section T-shirts.

Governor Judy Reinhart conducted the business meeting and reported that the 99s trademark has been registered and that time for the use of 99s logo has been extended. Susie Sewell, International Insurance for 99 events, explained the insurance and partnership with the EAA and its Young Eagles program and SCS Treasurer Phyllis Kramer's financial report for the fiscal year as of March 31 was approved; the proposed budget for '94-'95 was adopted and candidates for International offices were introduced.

The Board meeting was followed by an FAA seminar and a tour of American Airlines C.R. Smith Museum which began with a movie of the history of American. There were a lot of hands-on displays that demonstrated what makes an airplane fly as well as computer flights.

Vice Governor Carole Sutton listed the dates and sites of upcoming Section meetings. Brooks Powell described the June program for the Forest of Friendship and Charli Lamb reported on

Product Liability. Chapters reported on some of their interesting and/or unique activities and Space City's Air Bear at an Air Show was special. Saturday afternoon was spent by attending seminars and concluded with the banquet at which Dr. Dora Strother was the guest speaker. Her pilot credits include a WWII pilot with the WASPs, 27th woman to be a helicopter pilot and holder of two world flight records in rotorcraft.

Coordinator Jody McCarrell described the exciting plans for the 1996 World Precision Flight Contest to be held at Meacham Airfield in Ft. Worth at the Green Oaks Inn the last week of September through Oct. 6 which will kick off with a parade on Saturday, Sept. 28. Jody hopes all Ninety-Nines will participate. The SCS fall meeting will tie in with the event. Only a business meeting on Sept. 27 will be scheduled with no registration fee—just the cost of the banquet.

There will be an International Parade through Fort Worth on the 28th. The contestants from the countries will march behind their flags and each Section has been asked to prepare a float. Anyone who can spend some time helping will be appreciated as there will be something for you to do. Reservations are to be made on your own.

"Remember," Jody says, "the dates are Sept. 28 to Oct. 6. This is going to be a real Texas YAHOO!"





Western New York (N.Y.-N.J. Section) Chapter members flew and drove to the Genesee County Airport for a tour of Grahm Manufacturing's Beech 18 and Beech Staggerwing.

Maple Leaf Chapter celebrated their 25th anniversary with a luncheon at Windermere Manor in London with 53 guests in attendance, including five charter members. A video detailing a year in the activities of Maple Leaf was shown following lunch.

Maria Myshatyn of **Colorado Chapter** reports that the Cheyenne Fly-in on April 23 was a great success and a good time was had by all the 13 people who flew in seven planes. The weather could not have been more beautiful—about 70 degrees and winds aloft were light. A slight 17 kt. left crosswind was felt on approach.

Thirteen people arrived in seven airplanes, enjoyed great food and continuous conversation and flew off smiling!

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

All-Ohio Chapter and the FAA's Cleveland Flight Standards Office sponsored a Flying Companion Seminar in May at the Huron County Airport in Norwalk. Cherri Hussan hosted the seminar. There were 14 flying companions in attendance.



San Antonio Chapter members assisted with the Third Annual Fiesta Fly-in of the Southside San Antonio Chamber of Commerce which was held at Stinson Airport.

Air Markings

Lampson Airport has a newly painted taxiway thanks to the efforts of **Sacramento Valley Chapter** volunteers Kathy Joines (coordinator) and June Devine, Isabel Warmoth, Jeannie and Jim Dunlap, Susan Kennedy, Bobbie Campbell, Shirley and Ernie Lehr, Dorothy Flynn, Barbara Clark, Betty Alair, Pamela O'Brien, Cheryl Mather and Colleen Morrison. Tom and Tina Watsson, Don Carter and Robert Payne of the Lake County Airman's Association also joined in. Robert is a former 99 scholarship recipient.

The technical crew arrived early and began chalking out the letters to exacting specifications before the rest of the volunteers arrived. Lots of fun and food and only a few "bloopers" which were quickly covered with black paint.

Fundraising Activities

The **Long Island Chapter** held a Spot Landing contest fundraiser at Brookhaven Airport on Saturday, April 23, for all pilots in the Long Island area. Twenty-three contestants participated. Chief Judge was Jill Hopfenmuller, assisted by Jen Bessler, Mary Ann Turney, Sue Mirabel, Diane Fisher, MaryAnne Katsoulas, Mae Smith and Dotti Campbell. Also helping the Long Island 99s were aviation students and staff from Dowling College and SUNY Farmingdale. Bozena

Syska flew members of *Newsday*, a major Long Island paper. Mary Ann Turney flew the Channel 12 News reporter. As a result of the Cablevision news staff covering our fundraiser, the event was featured on the Saturday evening editions of Channel 12 news.

Aviation Education

University of Nebraska at Omaha has formed a new organization whose primary purpose is furthering interest in aviation education at the primary, secondary and post-secondary levels of instruction.

The organization is designed to allow for interaction of all people interested in aviation. One of the objectives of this interaction is to develop a strategy for enhancing the level of activity in aviation education within our schools.

There is no cost to be a member of this organization, only an interest in furthering aviation education for Nebraska and a desire to be involved in an organization which could become a primary force in further developing aviation education.

The Nebraska 99s are considering joining as a group membership. If you have feedback concerning this issue, please contact Eleanor Lilienthal, Chairman. You may also join as an individual.

—Submitted by Patsy Meyer
Nebraska Chapter

1995 International Convention in Halifax

July 5 to 9

The Sheraton Halifax

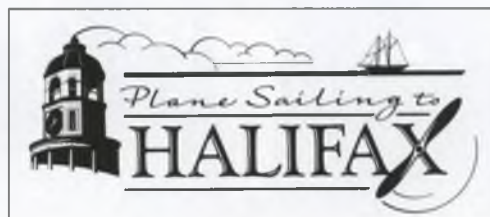
Halifax, Nova Scotia, Canada

Local Chairman, Sue Ehrlander

31 Andrew St., Box 329

St. George, Ontario, Canada NOE 1NO

519-448-1567, Fax 519-448-3416



Part 830.20: Aircraft accidents

Since we all do not believe we will be involved in any flight accident in our planes, most of us put way to the back of our minds the information we learned when we got our certificates. But once in a while, it's good to check reporting requirements to review what is reportable and what is not.

The National Transportation Safety Board (NTSB) is a completely independent agency from the FAA and even DOT. Regulations require a report be made to the NTSB *only*.

After the NTSB investigates and determines the cause, they can then make a recommendation to the FAA to help prevent other similar occurrences. The NTSB is not an enforcement agency. I think a lot of people mistakenly believe they are required to report to the FAA. There is no such rule that I am aware of.

What is reportable?

1. Any accident which involves the operation of an aircraft starting from the time anyone boards the aircraft to when they have disembarked. An accident would involve substantial damage to the aircraft and/or death or serious injury to persons involved and/or damage to other property exceeding \$25,000.

The definition of substantial damage is damage or failure which affects the structural integrity, performance or flight characteristics which require major repair or re-

placement. I'll leave it to you to make a scenario out of this, but they do say that engine failure by itself is not reportable (unless you break something from the resulting landing). The definition of serious injury is hospitalization over 48 hours, bone breaks other than nose, fingers and toes, internal, muscular, etc.

2. Other reasons for immediate notification are in-flight fire, midair collision, flight crew member unable to perform duties, control failure or malfunction and overdue or lost aircraft.

Since this is just a general overview, it would be good for you to go over Part 830.20 yourselves. I suggest that if you should have a question about whether you should report something or not, call the NTSB and ask them before you fill out Form 6120. —Submitted by Pat Collins, Safety Education, Cameron Park Chapter

Taxiing: AIM Paragraph 4-68

ATC clearances or instructions pertaining to taxiing are predicated on known traffic and known physical airport conditions. Therefore, it is important that pilots clearly understand the clearance or instruction. Although an ATC clearance is issued for taxiing purposes, when operating in accordance with the FARs, it is the responsibility of the pilot to avoid collision with other aircraft. Since the "pilot in command of an aircraft is directly responsible for,

and is the final authority as to, the operation of that aircraft," the pilot should obtain clarification of any clearance or instruction which is not understood.

Good operating practice dictates that pilots acknowledge *all* runway crossing, hold short, or takeoff clearances unless there is some misunderstanding, at which time the pilot should query the controller until the clearance is understood. I believe all hold short instructions are required by both pilot and controller at this time. The pilot can no longer just say "Wilco" or "Roger" regarding hold short instructions. It takes radio time for the pilot to say Roger, for the controller to transmit and to then repeat those instructions. Most local controlled airports are busy. Please comply first time around. In addition, be sure you understand what the tower is asking or ask for clarification. You will feel much more confident in knowing exactly what is requested of you and *don't take a clearance you cannot comply with!* —Submitted by Andre Lende, Colorado Chapter

Bird hazards

Did you know there was a special form to report bird strikes? FAA Form 5200-7, Bird Strike/Incident Report, is available at any FSS, GADO, Air Carrier District Office and FAA Regional office. The data derived from these reports is used to develop standards

to cope with this hazard to aircraft and for documentation of necessary habitat control on airports.

The most serious strikes are those involving ingestion into an engine or windshield strikes. Engine ingestion may result in sudden loss of power or engine failure. Windshield strikes have resulted in pilot disorientation and control problems. Just another reason to review your emergency procedures before flight!

If you observe birds or other animals on or near the runway, request management to disperse the wildlife before taking off. Also contact the tower or nearest FSS or ARTCC regarding large flocks of birds and report the geographic location, bird type (if known), approximate number, altitude and direction of bird flight path.

Jerri Cross, CFI, APC, ATP holds safety seminars for the Civil Air Patrol every month and/or FAA Safety Programs. She has agreed to write a column on Safety for the NEWS. She has recently done some extensive research on that subject so next issue, watch for More About Bird Strikes. And if you have any questions on safety you'd like answered, send them in to Jerri Cross, care of Ninety Nine NEWS, 807 N. Waco, Ste. 22, Wichita, KS 67203.

India Section is very grateful to Iris Critchell for conducting excellent Aviation & Safety courses to the members of the Bombay Flying Club. ✨

*Join us at the Northwest Section Meeting
for lots of fun, exciting speakers, in unbelievably beautiful Sun Valley, Idaho
October 6-9, 1994*

RHONDA CORNUM
Famous Gulf War Prisoner
Helicopter Pilot & Flight Surgeon
Ph.D. & Paratrooper

DONNA PIVIROTTA
Designer of New Fabulous
Mars Rover – "Rocky 4"
JPL Engineer

*Enjoy golf, fishing, biking, hiking, shopping, 'horsing around'...
Call Beverly Niquette now at (208) 345-5335 for complete information!*

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

NEW RATINGS

Adelaide DeRosa	Kitty Hawk	IFR
Jennifer Masat	Kitty Hawk	CFII
Kelli Cammack	Tulsa	FEX (Flight Engineer written)
Stephanie Perez	Tulsa	Instrument
Kitty Hach	Colorado	Citation II jet
Marion Bullington	Colorado	757 and 767 ratings and 777 instructor
Laurel Lippert	Lake Tahoe	Commercial & Instrument
Lyn Shinn	First Canadian	Commercial
Marion Bullington	Colorado	Type rating for 757, 767, academic instructor 777
Nancy Aldrich	Colorado	Captain
Kim Volk	Katahdin Wings	ASES
Laura Smith	Katahdin Wings	Instrument
Nancy Kelly	High Country	Instrument written

WINGS

Edith Lamm	Kitty Hawk	Phase X
Fran Rankin	Tulsa	Phase VII
JoAnn Bland	Tulsa	Phase I
Marjorie Wahle	Northeast Kansas	Phase VII
Brooks Powell	Northeast Kansas	Wings V
Jennie Esterbrook	Colorado	Phase II
Maria Myshatyn	Colorado	Phase VIII
Sandra Reagan	Colorado	Phase III
Mary Ann Katsoulas	Long Island	Phase III
Bozena Syska	Long Island	Phase II
Laura Smith	Katahdin Wings	Phase I

YOUR HELP IS NEEDED TO STAFF THE 99s BOOTH AT THE 1995 WIA CONFERENCE

For more information, contact 99s Headquarters.

The address of International Headquarters is somewhat confusing. It has been reported that some members have had their mail returned when it is addressed to P.O. Box 965 with a notation that there is "No such box number." That is correct. **THERE IS NO SUCH P.O. BOX.** Mail should be addressed to **BOX 965, 7100 Terminal Dr. Oklahoma City, OK 73159-0965.**

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: c/o *Ninety-Nine NEWS*, 807 N. Waco, Suite 22, Wichita, KS 67203. Submission deadline date for September/October issue is August 15.

Due to the above required outline for submissions to Forum which was announced in the May-June issue, several submissions were received before the members were aware of the new format. I sent each of these members a new form along with a request that they resubmit their thoughts within the framework of the new outline. We look forward to receipt of their contributions for publication in the next issue, as well as any additional contributions we receive in the new format.

For this issue's column, no contributions or comments were received which followed the new format; nor were there any further Board comments/replies due to appear at this time.

The purpose of the new format is to elicit two-way communications for the discovery of solutions to things we would like to see improved in order to accelerate progress toward our goal of "an ever-expanding membership." The intent is not to overlook concerns of our members but rather to develop and share possible solutions to those things which concern us so that the BEST solutions can be found for eliminating concerns.

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.

SCHOLARSHIPS

Perpetual Scholarship Fund for Alice Hammond

The family of Alice Hammond is establishing a perpetual scholarship fund in memory of Alice who was instrumental in instigating the Amelia Earhart Memorial Scholarship Fund in memory of Amelia Earhart in 1941. Alice served on the Scholarship Committee in various capacities until her death last year. She was also a past International President during the years of 1951-1953. The family will match all contributions given by The Ninety-Nines. Please make your contribution check payable to AEMSF, indicate that it is for the Alice Hammond Memorial Scholarship Fund and send to The Ninety-Nines, Inc., Box 965, 7100 Terminal Drive, Oklahoma City, OK 73159-0965

The 99s Canadian Award in Aviation has been in existence since 1974 and is recognized by

Revenue Canada as a Canadian registered charity.

The object of the award is to promote aviation throughout Canada. An award is given annually to educational organizations, charitable institutions or private individuals whose activities promote, improve or preserve aviation and aeronautics in Canada.

Since its inception, the award has come to be recognized as a special part of the aviation community, not just a financial gift, but an official recognition by a prestigious national organization of women pilots. The award is given in the name of all Canadian 99s.

The Board of Trustees has announced that it is now receiving applications for the 1994 award. The amount will be \$2,600. Interested applicants should provide background information, future plans and reasons for requesting financial assistance. All applications must be in writ-

ing and postmarked no later than Aug. 31, 1994.

Information and applications may be obtained by writing to 99s Canadian Award in Aviation Trust, c/o Heather A. Sifton, Toronto Buttonville Municipal Airport,

Box 100, 2833 - 16th Ave., Markham, Ontario, L3R 0P8

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



The fifth annual Jessie Woods Space Camp Scholarships sponsored by the Florida Suncoast Chapter were awarded May 20. The winners and runners-up are left to right: 1st runner up Andrea Bowman, winners Claudia Paren and Leah Zissimopoulos, 2nd runner-up Heather Dodge.

ACHIEVERS

Intermountain Chapter's **Beverly Johnson**, a kindergarten teacher, has been selected for the Outstanding Educator Award sponsored by three North Idaho businesses. She received a plaque and a \$500 grant for computers and other technology.

Dorothy Berthelet, Chairman of Eastern Ontario Chapter, was honored at the annual Ottawa Flying Club Wings Dinner. She received the President's Trophy which is awarded in recognition of outstanding contribution to the Ottawa Flying Club by a member.

Sally Van Zandt, Nebraska Chapter, was among 20 University of Nebraska-Lincoln faculty members to receive awards for outstanding teaching, student advising or service at the 66th Annual All-University Honors Convocation. Sally is an associate professor of family and consumer sciences and received the Student Foundation/Builders Award for Outstanding Academic Advising. She received a cash award, an engraved medallion and a certificate.

Marcia Greenham of All-Ohio Chapter, who soloed over 25 years

ago was awarded Silver Wings.

San Antonio Chapter's two 99s, **Stephanie Martin** and **Deni Gallagher** who were their scholarship recipients, graduated from Palo Alto College in May with their Associate Degrees in Aviation Science.

India Section is proud to announce that **Mohini Shroff**, Vice Governor, made history by being the first woman to be elected as the Hon. Secretary of the 25 year old Bombay Flying Club. She also became the first woman to fly at

the AVIA INDIA '93 Air Show in Bangalore. Capt. Saudamini Deshmukh of the Indian Airlines became the first Asian woman commander of Airbus 320. The Airbus 320 has the fly-by wire system.

Chicago Area Chapter has presented their 1994 Achievement Awards to **Sandie Bufka**, 99 of the Year; **Stephanie Cruz**, pilot of the year; **Sue Murray**, Chapter Award. Updater awards were given to **Rosemary LoGuidice**, **Kathy Tyler**, **Bev Greenhill** and **Tina Thomas**.

Items for Sale at International Headquarters. See your Membership Directory for Order Blank.



Jot Globe Note Pad \$3.00 p.p.



Bi-plane Watch Pin \$30.00 p.p.



Louise Thaden T-shirt \$20.00 p.p.

Mother/daughter 99s Marion Jayne and Patricia Jayne Keefer win Around the World Air Race

Eleven months of preparation, 49 years of combined race experience and the good wishes of friends and family paid off for 99s Marion Jayne and her copilot, daughter Patricia Jayne Keefer, both of Roanoke, Texas. In their 1970 Twin Comanche, they won the Federation Aeronautic International Gold Medal and the first place trophy. Taking second place was Ken Johnson of Pennsylvania.

The 1994 Around the World Air Race definitely was the Olympics of air racing. It was 10 times longer than any existing air race and it was completed in 24 calendar days from May 1-24.

The international participants were from Belgium, Canada, France, India, Norway, Spain, Switzerland and the United States. Contestants were flying Cessna Conquests, 210's, a 340 and 421, a Piper Navajo and Cheyenne, Beech Baron and Bonanza's. The smallest plane was the EAA award winning Zephyrus GlasAir. The slowest and oldest plane was Jayne's Piper Twin Comanche.

There were professional pilots, industry moguls, a retired race car driver, retired entrepreneurs and a few pilots who hold jobs outside of aviation. The route was 40 percent longer than the 1992 air race and

was part race and part survival test.

The race route took 105 hours and 18 minutes. Marion won with a margin of just over two hours. The GlasAir was nipping at her heels the entire race and they won two legs.

"The adventures were happening so fast and furiously that even with three cameras and a written log, we know the best memories will be from what we experienced and the new friends and acquaintances we made scattered around the world," said Marion.

"Arrangements for the race were excellent and details were handled extremely well. Clean, safe fuel was available at all stops."

Marion encourages every 99 to stretch her skills. "Aviation is an international language," she said. "We were received with open arms, gracious hospitality and racing enthusiasm to share in the adventure of world flight. It is a humbling experience to look back on the flight and think about circling the globe.

"We are even more appreciative of our sponsors, their equipment and all the good wishes from family and friends. We used everything to its limit and beyond," she said.



Marion P. Jayne, pilot, and daughter Patricia Jayne Keefer, copilot, win Round the World Air Race.

Editor's note: Marion Jayne submitted an excellent description of the entire race. Unfortunately, space in the magazine would not permit us to publish it all. If you are interested in receiving a copy of it, please send a self-addressed stamped envelope to 99s Headquarters with one dollar.

GSAR race results

The Tenth Annual Great Southern Air Race, primarily sponsored by The Florida Race Pilots Association and the Bahamas Ministry of Tourism, was flown May 11-14. The race originated at St. Petersburg/Clearwater.



Susan Collier and Nancy Toon placed second in the 1994 Great Southern Air Race.

After checkpoints at Charlotte County and Ft. Pierce, the racers flew southeast over the beautiful chain of The Bahamas, as far south as Great Inagua and then returned to the terminus, Freeport, Grand Bahama. The co-ed GSAR covered 1,179.99 nm and attracted an entry list of 37 aircraft, 74 pilots.

Winners were Mel DuPaul and Kazar Assarian. The runner-up crew was Susan Collier, Indiana 99 and Nancy Toon, North Georgia Chapter. They were a close second in their Mooney M20F-200, repeating their 1993 second-place finish. Marvin Guthrie and Susan Larson, Southeast Section member, placed sixth in a Bonanza F33F.

Some other 99 entries were Barbara Bormes, Southeast Section; Jean Duke, North Georgia; Linda Cain, Old Dominion; Mary Lou Waite, Greater Pittsburgh; Marie Christensen, Greater Kansas City; Eddie Whistle, Colorado; Rosemary Emhoff and Linda Schumm, Central Illinois.

Many other Southeast 99s and friends who serve on the GSAR Board of Directors helped to make this race run smoothly. —Submitted by Glenn Buffington

Sacramento Valley poker players took to the air after a weather delay for an exciting and bumpy ride to collect cards in their Poker Run. Nat Knight (an EAA member) won first place with a straight.

Ninety-Nines Shirley Sandlin and Barbara Clark took second and third place with pairs of pairs.

Members of the **Colorado Chapter** helped host the Rocky Mountain Regional Aerobatic Championships on May 28-29 at the Longmont Airport.

India Section is very proud to inform 99 friends that their strong supporter and sponsor of the Gala Dinner of the Second World Aviation Education & Safety Congress, Mr. Vijaypat Singhania, flew to victory in the turbo propeller section of the Round the World Air Race. He was the first Asian to enter as well as win such a race. Mr. Singhania also holds the record of being the world's first to fly microlight from UK to India.



Susan Collier and Nancy Toon placed first in the 1994 Air Race Classic.

Air Race Classic

A day before takeoff, Judy Bergman and Holly Brenneman graciously invited me to join the **Air Race Classic**. I thoroughly enjoyed the challenge, the camaraderie and the fun. The winners were: First, Susan Collier, Indiana Chapter, and Nancy Toon, North Georgia Chapter; second, Chris Bently and Gretchen Jahn, both of Colorado Chapter; third, Cathy Wappler and Rose Lepore of Houston Chapter; fourth, Margaret Ringenberg, Indiana Chapter, and Lois Feigenbaum, Cape Girardeau Area Chapter; fifth, Pat Aikinson and Anela Hubbard, South Louisiana Chapter.

—Submitted by Doris Abbate, Long Island Chapter

Editor's note: More information on this race will be supplied next issue.

The Ninety-Nines

By David Roberts

Smithsonian Magazine, August 1994, Washington, D.C.

From the first Women's Air Derby to a poignant account of the 13 Ninety-Nines who underwent testing as Mercury astronaut candidates in 1959 to an interview with a Charter Member, and his flight with a recent winner of an Eastern New England Chapter scholarship, David Roberts writes with understanding of the negative perceptions of many men (and yes, some women) of women pilots—and even when brave deeds were accepted, of a patronizing twist often added to the fanfare.

Despite these perceptions, he says that women have refused to give up and thereby have changed the course of aviation history and formed strong bonds of comradeship in The Ninety-Nines organization along the way.

His account of his first flight with a woman is amusing and deeply felt as he describes his feelings and the determination and skill of the 23-year-old scholarship winner on her second lesson in twin engine aircraft aborting take-offs, flying with an engine out and coming in to land in a stiff crosswind wearing a hood.

His trip to Headquarters Museum may stimulate you to make a similar trip to view three generations of the *joie de vivre* of women pilots.

As part of the article, Smithsonian photographer Richard Howard attended the New England Spring Section meeting in Laconia, N.H., and photographed the event.—Submitted by Hut Ferree, Eastern New England Chapter

Queen of the Air: The Story of Katherine Stinson

By Mary Curtner Powell

ISBN 1-880384-07-8 \$8.95

VHS video - \$18.95

Coldwater Press, Inc. 9806

Coldwater Cr., Dallas, TX 75228

This is a biographical novel of 121 pages aimed at juveniles ages 9 to 14. It tells the story of a successful woman pilot who flew before 1920. She flew in Japan, China, Canada and all over the

U.S. At one time, she personally raised more than \$2 million for the war effort in Europe. She was a member of the famous Stinson Aircraft family and flew numerous exhibitions at Fort Sam Houston and at the old Stinson Field in San Antonio, Texas. "Queen" has been nominated for the Bluebonnet List which is a list of good books for juveniles and younger students. Also, the Girl Scouts of America just added it to the bibliography of their new "Find Your Wings" Math and Science Exploration Project for girls.

A 26-minute documentary video accompanies the book.

No Place for a Lady

Shirley Render

This is the first book ever written about Canada's women pilots. The stories are revealing, inspiring, maddening and often funny. The book reveals the determined character and the often single-minded quest of many of Canada's female aviators from 1928 to the



Dr. Heather Parker, AWP A Qld., with Shirley Render in Winnipeg, Canada, autographing her book *No Place for a Lady*.

present. Contains over 200 photographs.—Information submitted by Dr. Heather Parker, Australian Section

One Can Do It. A How-To Guide for the Physically Handicapped

by Sheri Coin Marshall, Kentucky Bluegrass Chapter

ISBN 1-56825-002-9

Sheri, a right-arm, above-elbow amputee at age three, set and attained goals difficult for the two handed. Undaunted as she

tried her hand at riding and caring for a horse, she also learned to drive a manual transmission car, to race a high-performance drag boat and to fly.

At age 27, tragedy struck again when she was involved as a passenger in a small airplane crash. Escaping death, Sheri fought back from a severe head injury and resumed her aviation career, became an FAA Certified Flight Instructor and an Airline Transport Pilot. She flew to Alaska in a single engine airplane, met a professional pilot, fell in love and was married. She and her husband have two children.

This book is printed in large type for the visually impaired, is illustrated by the author and provides a list of resources which can help the handicapped lead richer, more fulfilling lives.

Editor's note: Sheri wants to reach out through the 99s to let others know what she is attempting to do to further general aviation in the organization.

Sheri says she endured more check-rides and scrutiny than any pilot should have to on her way to professional status and she wants to offer support, encouragement and assistance to others to help them wade through FAA medical requirements.

Sheri has had the opportunity to work with three impaired students and welcomes students to personally fly with her in Paducah, Ky. She offers advice and one-handed teaching techniques to current flight instructors of impaired students. You may contact Sheri at the number listed in your Ninety-Nines Directory.

New Sport Aviation Newsletter

by Flightline TV Producers

Flightline TV is the first regularly produced scheduled TV program dedicated to general, sport and hobby aviation. It is produced

and hosted by former airline captain Hank Austin and his wife Carole. The show airs on Home Entertainment Network and Channel America Network TV stations coast-to-coast in the U.S.

Just Off the Ground**Recollections of an Aviator**

By Carl "Reck" Recknagel

ISBN 1-56474-067-6

Fithian Press, P.O. Box 1525,

Santa Barbara, CA 93102

This is a colorful memoir of people, planes and places seasoned by the author's crusty brand of humor and illustrated with over 70 historic photos, news clippings and maps.

When Reck became a pilot, aviation itself was just getting off the ground. He took his first airplane ride in 1924 in a barnstorming Curtiss Jenny that had set up just outside his hometown of Springfield, Ohio. And from then on, he was hooked.

In this first-hand account, he describes his experiences in flight training at March Field, Calif., in the mid-20s, flying PT-3s and DH-4s; experiences in World War II in the Air Transport Command and flying supplies and personnel to Southeast Asia during the Korean and Vietnam wars.

Races and Rallies, contd.

San Fernando Valley 99s will be holding their **1994 Valley Air Derby** Oct. 22, from Van Nuys, Calif., to Mesquite, Nev., a distance of about 400 miles. For information, contact Mary Rawlings 818-704-7917. For reservations and Derby Kit, send \$5 to Betty Irwin, 7540 Belmar, Reseda, CA 91335. Entry fee \$120

The **2nd Annual Rocky Mountain Air Fair** will be held Saturday and Sunday, Oct. 1-2 at Currigan Exhibition Hall in the Colorado Convention Center Complex, Denver. For more information and a registration package, write to Rocky Mountain Aviation & Aerospace Association, c/o United Airlines Flight Center, DENTK, 740 Martin Luther King Blvd., Denver, CO 80207-2431.

Turning students on!

An Aviation/Aerospace Teacher Workshop was sponsored by Lake Michigan Chapter, Starbase, Selfridge Air National Guard Base, Lansing Community College, Michigan Chapter, Michigan Aviation Education Foundation and the Michigan Aviation Hall of Fame, Inc.

The day-long workshop was held on Saturday, March 5, at the Michigan Aeronautics Building at the Lansing Airport. For several weeks prior to the workshop, Lake Michigan members Ann Meengs and Val Westedt attended planning meetings with officials from Michigan Aeronautics. Juanita Curley also helped with the planning.

Fifty-six teachers attended the workshop. They first became familiar with the Fundamentals of Aerodynamics presented by Ann Meengs. Teachers were given time to collect classroom materials at the Resource Center before they listened and enjoyed the special student motivation, goal-setting and self-esteem presentation by Capt. Mike "Tiger" Greiger from Selfridge Air Base called "Science, Technology and the F-16."

A box lunch was included in the \$15 registration fee. Lunch time gave the participating pilots a chance to interact with all the teachers attending.

After lunch, there were three breakout sessions and numerous workshops and seminars in which teachers could participate, including a flight with a flight instructor from Lansing Community College or the Michigan Aeronautics Dept. The weather that day was perfect for first flight experiences and almost all 56 teachers flew, some for the first time.

The afternoon sessions were: "Air Bear," presented by Lake Michigan members Paula Lupina and Mary Gowan with Mary Creason in costume as the "real" Air Bear for the day; "Come Fly with Me," a two-volume curriculum for grades K-9 which explores aviation and



Capt. Mike "Tiger" Greiger and Mary Creason, Air Bear.

aerospace concepts, was explained by Lake Michigan member Ann Meengs and teachers could try several hands-on activities.

Another program called "Excite Reluctant Learners: Fly" which was developed by Barbara Goodwin was presented to teachers who participated in demonstrations and experiments which included properties of air, Newton's laws of motion, the four forces of flight and weather.

Some of the staff from Selfridge Air National Guard Base provided hands-on training in the latest flight simulation software. Various aviation careers were explored and explained by Val Westedt, Lake Michigan. There were tours of the Lansing control tower and radar facility conducted by Michigan Aeronautics Commission members and "Weather," presented by Lake Michigan member Jean Flower. Other Lake Michigan Chapter members who helped were Evelyn Borst, Mary Gardanier, Ruth Schottle and Rhonda Armstrong.

Many teachers left the workshop with "flying high" in the smiles they carried with them. And many expressed a desire to "do it again" and bring another teacher friend next year. Lake Michigan and Michigan Chapters hope this can be a yearly gathering and sharing time.

What better way to give our love of flying to someone else and to keep general aviation alive in Michigan and hopefully all over the U.S.

Members of Kitty Hawk Chapter sponsored two aviation career workshops for area Girl Scouts in March. The Raleigh Run-Around career shop was attended by 15 cadet and senior level Scouts and was held at Raleigh Flying Service at Raleigh-Durham International Airport. The girls were introduced to careers in the FAA, Flight Service and ATC, maintenance, pilot training programs available in the area and toured the hangar and aircraft of the North Carolina DOT, Aviation Division. The girls observed a preflight inspection and received literature on numerous career opportunities and education programs. (The scuttlebutt was that this was the most talked about workshop of the weekend.)

One week later, another career workshop was hosted for Cadet Scouts in Durham, N.C. They toured Horace Williams Airport in Chapel Hill and learned about job opportunities and what it takes to learn to fly. Members who helped with these activities included Marilyn Darling, Marilyn Bolton, Margaret Riddle, Gayle Plaia, Jennifer Masat, Dorie Richter, Jacqueline Smith, Constance Shutt and Pat Greenwell.

Colorado Chapter's Lynn Ringer, Aerospace Chairwoman and three volunteers taught 814 children the Air Bear program in February and March. Lynn's 49 1/2 Al and Donna-Marie Irwin helped make a new audiotape and a new recruit, retired United Airlines Captain Ed Cutler, donated a mechanics logbook and an old CB receiver for the ATCs of the program. A number of great volunteers contributed to the success of the program. Bonita Ades kept them supplied with wings and oxygen masks.

Dallas Redbirds Karen Sem and Nell Magouyrk presented a program, "High on Aerospace," for some enthusiastic young women attending a conference in Arlington, Texas. The event, "Expanding Your Horizons in Science and Mathematics," drew 275 seventh and eighth grade students from Arlington and surrounding areas.

Pikes Peak Chapter reports that 10 Brownies from Wagon Wheel

Council Troop 94 learned about aviation careers from Clancey Maloney on March 28. They toured her charter Cessna TU206, along with three leaders and asked a lot of questions. One of the leaders now wants to take flying lessons!

Maryland Chapter has been active with many projects and events. The Air Bear program is still going strong with three programs being presented at Sussex Elementary School in Baltimore County. Madeline Burris, aka Momma Bear, has kept the Air Bears fun and exciting for the elementary school kids by giving them the opportunity to learn about aviation by going on an imaginary trip to Disney World. Students act out all the roles of airline flight from pilot to fueler to passenger. Her activities are so successful, she's already booked to do programs to the end of the school year!

Maple Leaf Chapter has been busy presenting aviation books and flights with a 99 to winners at area science fairs. In Windsor, Nancy Stasko awarded the prize to Ryan Gillis and Dario Dimasuy for their project on Aerodynamics. In Sarnia, Sandy Hickman chose Matt Anderson for his topic called "Wings of Change" and in Chatham, Judy Barr did the honors. In London, Peggy Smith presented the award to Jesse Dupuis for his project, "The Wing of the Airplane," done in French.

Nebraska Chapter held an Aviation Art Contest in which 1,100 pieces of artwork were submitted by students from 90 schools in three age categories. Presentation of awards was made at a ceremony at Duncan Aviation, Lincoln Municipal Airport, by William Stewart, Federal Aviation Administration.

Sacramento Valley Chapter members Susan Kennedy, Cheryl Mather and Barbara Clark shared their time and insights with the Girl Scouts of America at McClellan Air Force Base in March. The Girl Scouts had assembled for a day of aviation re-

lated activities and an "Up in the Air" experience.

Each 99 speaker spent about 15 minutes detailing aviation in general, how to go about learning to fly, aviation related professions, personal flight experiences, the

history of the 99s, etc. The Girl Scouts were attentive and appreciative and the 99s were happy for the opportunity to help educate and encourage potential women pilots and future 99 members.



Jessica McMillan, Colorado Chapter Secretary and News Reporter, taught a merit badge on aerospace to a group of Boulder Girl Scout cadets. One of the activities included a field trip to the United Airlines Training Center where the guest speaker was Emily Warner, first American woman airline pilot.

Chicago Area 99s celebrated 60 years of activities at the IFR/VFR Safety Seminar attended by 450 pilots.

Three Rivers Chapter delivered 264 cases of daffodils during

fodil Delivery Day on March 15.

Dee Birchmore of **First Canadian Chapter** gave a presentation to 22 Girl Guides and then took them on a tour of Toronto Island Airport to help them get their aviation



San Antonio Chapter assisted Boy Scout Troop 940 from Oak Meadow United Methodist Church in their annual work on their Aviation Badges at Boerne Stage Field. Alyce Taylor opened up the facilities of her flight school for the morning's program. Fran and Stephanie Martin gave the Introduction to Aircraft; and Aerodynamics; Lena Cronk and Gloria Blank presented How to Read a Sectional Chart; Margaret Cosby and Jo Agee-Housler gave Preflighting an Aircraft and Barbara Martin provided Liaison. Lt. Col. Jim Putnam and Col. Shannon Mills of the U.S.A.F. at Kelly AFB assisted.

GENERAL AVIATION

National Air Transportation Association to head up "Learn to Fly" Program.

Officials of the National Air Transportation Association (NATA) and the Learn to Fly program (LTF) recently announced a new partnership in which NATA will take over the operation of LTF. Members of NATA's committees voted overwhelmingly to adopt LTF and the agreement is expected to be formalized by the time you read this. Under the terms of the agreement, the NATA board will act as the controlling legal entity and the LTF board will act in an advisory capacity.

LTF is a nonprofit professional organization operating on behalf of the General Aviation Industry to foster overall growth and improve sales and marketing skills of flight training service providers. It will continue as such under the auspices of NATA, the public policy group representing aviation

service and support organizations before Congress.

"We think it's an excellent fit," said NATA President James Coyne, "and will help both organizations. We are going to build on the good work that has been done by LTF, and hopefully enhance the program by bringing in new resources to support it. We hope to expand the program with more of our members," he added, "while providing member flight schools with the additional services of the program."

The mission of LTF is to promote and expand the market for general aviation products and services by increasing the number of new student pilot starts and enhancing the effectiveness of flight training programs. LTF's promotional message focuses on the adventure and challenge of learning

to fly and the practicality of using general aviation.

Beech Aircraft Corporation has made a major grant to the program, joining Aerospatiale and American General in investing in the future of general aviation.

Advertising supporting the 1-800-I-CAN-FLY toll free information line has been published in *Flying*, *AOPA Pilot*, *Private Pilot*, *Flight Training*, *Air & Space* and other leading aviation magazines.

Learn-to-Fly executive director Ruth Chambers says, "Recent support by Beech Aircraft Corporation, and fuel suppliers AIR-BT and Av-Fuel, among others, has shown that the industry has not given up on itself. To ensure the future we seek, we'll ask more companies like Beech and the leading oil companies to make an affordable but crucial investment

in the future of our industry."

Learn-to-Fly board chairman Mike Murrell called the recent merger "A tremendous opportunity for NATA to adopt an operating, solvent, proven program. NATA has resources that can help take LTF to the next plateau. A successful effort to attract and retain qualified flight training prospects will benefit everyone in general aviation—from fuel companies to manufacturers of piston, turboprop and even jet business and personal aircraft—as the students of today become the pilots and customers of tomorrow."

For more information on NATA or the Learn to Fly program, call Ruth Chambers at 910-668-0411, ext. 1300, Fax 910-668-4434, or Kathleen Corcoran at 703-683-5005.

CONNIE WOLF recently died in her 88th year. Connie flew airplanes for over 60 years and balloons for more than 40 and was pronounced the oldest active female pilot in the United States by the FAA.



Connie Wolf

Age aside, Connie's love of ballooning expressed her deepest feelings of patriotism. In 1976, to celebrate both the first North American balloon flight and the U.S. Bicentennial, Connie commissioned a helium balloon which she flew from Independence Hall.

To commemorate Philadelphia's tricentennial, she designed a balloon bearing the likeness of William Penn, flying from Penn's Landing, Philadelphia, and landing in New Jersey. Connie donated the \$20,000 balloon to the Franklin Institute.

Connie once piloted a balloon over Paris and London to promote Mike Todd's movie "Around the World in 80 Days." In the fifties she won a balloon race in Holland in which 11 nations were entered, and in 1962 she became the first woman to pilot a hydrogen balloon over the Alps from Switzerland to Italy.

My favorite personal recollection was in 1961 when Connie set 15 altitude, distance and duration records flying 40 hours, 13 minutes and covering 565 miles on a flight from Big Spring, Texas, to Boley, Okla. In that pre-transponder era, the press was hysterical about a female aeronaut who was "lost" in the night somewhere above Oklahoma. Of course, Connie wasn't lost; she was just flying her balloon into the record books.

For her superior performance in gas ballooning, Connie received the 1961 Montogolfier Diploma and is the first woman and American to hold this highest of ballooning honors. She was one of

aviation's most colorful pioneers and the recipient of boundless admiration and love. —Submitted by *Gene Nora Jessen*

LINDA DUCKWORTH, age 51, Tucson Chapter, died Feb. 17 of cancer. Linda unselfishly gave much time and effort to 99s and to other aviation activities as well. For the Tucson Chapter she held the offices of Chairman and Treasurer twice each and also was Vice Chairman. She worked very hard for the success of many Treasure Hunt and Nickel-A-Pound events and participated in numerous other projects and committees. Linda often flew in Wright Flight Fly Days, giving rides to local middle and high school students. All of this was done in addition to running a successful optical business with her husband, Gael. Most of all, Linda was someone with whom we shared much fun, happy flying times and warm friendships.

—Submitted by *Kaye Craig Tucson Chapter*

BONNIE BRADFORD a lifetime member of Willamette Valley Chapter died of emphysema March 24. Bonnie joined the original Oregon Chapter of 99s in 1956. Later she helped establish the Willamette Valley Chapter.

She was twice an official starter for the Powder Puff Derby; several times a timer for the Air Race Classic, Palms to Pines races and she flew the Petticoat Derby several times.

Bonnie was a wonderful mentor and friend for numerous pilots—both male and female. Her ready laugh, humor and kindness will be sorely missed by many people.

—Submitted by *Louise C. Wicks Willamette Valley Chapter*

GRACE MCADAMS HARRIS, 91, Overland Park, Kan., a life member of The Ninety Nines since receiving her private pilot license in 1941, died April 30 at the Americana Healthcare and Rehabilitation. She was an aviatrix, airplane and sports car racer, balloonist, business executive, real estate developer and author.

Her first exposure to flying was in a 1919 World War I Jenny, operating from a pasture near her childhood home in Newark, Mo. In 1939 she negotiated a deal with

the Ong Aircraft Corporation in Kansas City, Mo., to trade her office management skills for flying lessons. Her ratings eventually included commercial, twin engine, sea and instrument and ground instructor. She was also the first woman balloonist to be licensed in the U.S.

When war clouds spread over Europe in 1939, the Civilian Pilot Training program was authorized and Grace was a key Ong Aircraft associate for training thousands of military pilots before and during World War II. She attended meetings regularly in Washington at the National Aviation Training Association, and worked closely with Harry Truman who was at that time chairman of the Senate Military Affairs Committee.



Grace McAdams Harris

After the war she was instrumental in helping the Ong company adjust to a peacetime economy and continued to function as president of the Ong Aircraft Corporation until her death.

Grace was author of *West to the Sunrise* published in 1980 which won first place in the annual Aviation Space Writers Association competition. She was one of the first aviation notables to be admitted into the Forest of Friendship, sponsored by her Greater Kansas City Chapter. —Submitted by *Micky Pinkston, Greater Kansas City Chapter*

EDITH (DEEDEE) BULLITT had been a member of the Eastern Pennsylvania Chapter for 25 years before her death on August 10, 1993, after a long struggle with cancer.

Although Edith had not flown since 1980, her enthusiasm for flying never waned. She kept her membership active and even regained a current medical, hoping to get back behind the controls.

DeeDee and her pilot husband Jim owned a Cherokee 6. They flew with their three sons and a daughter on many vacation trips. Jim and DeeDee both served for years as officers of the Delaware County Aviation Association. DeeDee was also a member of gardening, orienteering and canoeing clubs. DeeDee loved life, gave it her big wonderful smile and kept her blue eyes focused out there on true course. We are proud to have had her as a Chapter member.

—Submitted by *Eastern Pennsylvania Chapter*

MARIE (SAMMY) MCKAY took the controls of her last flight on May 20; departure destination: New Horizons. She was an achiever in every challenge she undertook, holding every elective office within the Michigan Chapter. Sammy earned her private pilot's license in 1955 and continued on, earning her CFI within three years. She flew in the AWTAR, the Angel races and all SMALL races held in southern Michigan, placing first among the races. Sammy was predeceased by her 49 1/2 George in 1988 and George Jr. in 1990. To know Sammy was to love her.

—Submitted by *Grace Lienemann Michigan Chapter*

Word was received at 99s Headquarters that **TRUDY COOPER** of Seabrook, Texas, South Central Section, died on March 8.

Rio Grande Valley Chapter reports the deaths of **SIDNEY SMALLRIDGE** and Col. **Robert Sizemore** (USAF-Ret) husband of 99 Evelyn Sizemore.

Forty-nine and a half **Chet Blank**, husband of San Antonio 99 Gloria Blank, went to New Horizons on March 30 after a long bout with cancer. Chet was very active in the Chapter and will be remembered for his dry humor and wit and support of his special 99.

Colorado Chapter reports that **JANIEL WILSON** of Longmont, Colo., died on February 26.

Three Rivers Chapter expresses sympathy and condolences to **JOSEPHINE RICHARDSON** whose husband Wes passed away on March 15.

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YOUNG EAGLES FLIGHT

On March 24, The Ninety-Nines, Inc. signed an agreement with the EAA Aviation Foundation to participate in the Young Eagles Program. Participation in this program allows the Ninety-Nines to conduct Eagle Flight introductory flights for students between the ages of 8 and 17.

On April 8, Montana Chapter members Linda Marshall, Gail Sanchez-Eaton and Cindy Tate participated in the first Eagle Flight Program conducted by the organization. Seventeen seventh and eighth graders from Anderson School science class arrived at Sunbird Aviation for their ground school.

In conjunction with their science course, they were taught a class on basic aerodynamics which included the four forces of flight, how lift is generated, use of control surfaces to alter flight path and an introduction to aircraft terms.

A few good flying stories were thrown in on the joys of flying. The class was divided into three groups and each group conducted a thorough preflight on the aircraft they would fly in. Sunbird Aviation allowed the students access to a few of their planes while oth-



Students from Anderson School in Bozeman, Mont., take a Young Eagles Flight with Gail Sanchez-Eaton.

ers were on their flights.

The flights consisted of normal start-up, run-up and takeoff procedures with explanations of each procedure. Once in flight, the students were taught basic pilotage to locate their rural schools below them in the Gallatin Valley near Bozeman. They picked out landmarks and directed the pilots in the proper direction. In the air they received explanation of turns, climbs, descents, and see and avoid tech-

niques were demonstrated. Their flight included an overflight of the school with a return to the airport, again using pilotage.

The response was fantastic! Four students had never been in any size aircraft before and quite a few had never been in a small aircraft. All students made it through with flying colors. Their excitement was contagious and I'm not sure who had more fun—the students or the pilots.

Although this program is lots of fun, the student's teacher did explain they would be tested on the aerodynamic principles later.

*—Submitted by Gail Sanchez-Eaton
Montana Chapter Chairman*

PHOTO COURTESY BOZEMAN DAILY CHRONICLE



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