

# THE INTERNATIONAL WOMEN PILOTS MAGAZINE

THE OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



# "Bonanza Three Six Bravo Turn Right To Zero-Five-Zero..."

It's been a late night and you're starting to sense the need for sleep. The flight's been short but the weather lousy – a nasty crosswind with a ragged 200 foot ceiling. Even worse, you just missed the approach into a busy airport you've never shot before in daylight, let alone at night. Your stomach is churning. Suddenly ATC interrupts, "Bonanza Three Six Bravo, turn right to zero-five-zero, climb and maintain three thousand feet; holding instructions, advise ready to copy." You can't help but whisper, "Thank goodness this is only practice." *Very life-like practice indeed.*

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THE INTERNATIONAL  
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MAGAZINE

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THE NINETY-NINES  
EXECUTIVE DIRECTOR  
Loretta Gragg

EDITOR  
Betty Rowley

EDITORIAL COMMITTEE  
Joyce Wells  
Lu Hollander  
Alexis Koehler

ART DIRECTOR  
Jim Simpson

ADVERTISING COORDINATOR  
Cindy Rusher

ADVERTISING SALES  
John Shoemaker  
1-800-773-7798, Ext. 3317

EDITORIAL OFFICE  
807 N. Waco, Suite 22  
Wichita, KS 67203  
Fax: 316-263-7350

PUBLICATION OFFICE  
Ninety-Nines, Inc.  
Box 965, 7100 Terminal Drive  
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405-685-7969 Fax: 405-685-7985

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## STATEMENT OF EDITORIAL POLICY

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**'94**

**SEPTEMBER**

- 24 **Empire State 300, Statute Mile Proficiency Contest**  
Patricia Barone  
914-888-2791
- 25 **Denver Int'l Airport General Aviation Fly-in**  
Wings West hotline  
303-397-7600  
Ask for DIA operator
- 26-30 **U.S. Aerobatic Nat'ls**  
Denison, Texas
- 30-10/1 **New England Section**  
Cape Cod, Mass.  
Michelee Cabot  
508-464-5443

**OCTOBER**

- 1-2 **2nd Annual Rocky Mountain Airfair**  
Denver, Colo.  
CPA hotline  
303-266-6266
- 4-6 **National Business Aircraft Association (NBAA)**  
New Orleans, La.
- 6-9 **Northwest Section**  
Sun Valley, Idaho  
Anita Lewis  
208-377-9244
- 7-9 **Southwest Section**  
Santa Rosa, Calif.  
Susan Larson-Tarabetz  
408-251-5109
- 7-9 **North Central Section**  
Fort Wayne, Ind.  
Marcia Nellans  
219-858-2730
- 8-9 **Confederate Air Force Airshow94**  
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

- 15 **Colorado Springs New Terminal GA Fly-in**  
Colorado Springs, Colo.  
Clancey Maloney  
719-475-8781

- 16-19 **Austalian & 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

- 22 **Valley Air Derby**  
Van Nuys, Calif.  
Mary Rawlings  
818-704-7917

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

- 27-30 **Joint Section Southeast/South Central**  
New Orleans, La.  
Pat Ward or  
Jamie Gonzales  
504-924-3303

- 28-30 **Tucson Treasure Hunt**  
Tucson, Ariz.  
Mary Mercker  
602-883-4430

**NOVEMBER**

- 4-6 **N.Y.-N.J. Section**  
Hammonon, N.J.  
Barbara Harris-Para  
609-965-4824

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

**'95**

**JANUARY**

- 12-13 **19th Annual Aerospace Education Symposium**  
NAFFMB USAF Academy  
RDAE CAP/USAF RMLR  
Lowry AFB, Colo.  
303-676-3082

**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

- 21-26 **Australian Int'l Air Show & Aerospace Expo**  
ASTA Avalon Airport  
Melbourne, Australia  
John Parkin  
052-24-1144

- 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 Tarabetz  
408-274-9152

**JUNE**

- 2-4 **26th Annual Illi-Nines Air Derby**  
Aurora, Ill.  
Ellen O'Hara  
708-530-0903

**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**

- 20-24 **U.S.P.F.T. Nationals**  
(tentative)  
Ft. Worth, Texas  
Jody McCarrell  
501-642-2508

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

**'96**

**SEPTEMBER**

- 1 **West Canada & Northwest Joint Section**  
Penticton, 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  
Carole Sutton  
402-324-5285

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

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

Lois Erickson  
International Date Coordinator  
3577 Bridger Drive  
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.

JOYCE WELLS

## Blue skies ahead

OUR ANNUAL CONVENTION in Norfolk is now history. Everything went smoothly and from all indications, everyone had a good time. Evaluation reports have been positive and some also offered constructive ideas to consider for future implementation at our meeting next year in Halifax. What a wonderful feeling to be associated with such a great group of women!

Many thanks are extended to our professional meeting planners, 99s Bobbie McAdam and R.J. McGlasson, and all of the Mid-Atlantic Section members who worked so hard to make this one of the best conventions ever.

Following the formal business meeting, the new Board of Directors met to transfer files and records and pertinent information over to their successors, to appoint International Committee Chairs—many the same as before—and to approve directory and magazine printing contracts. A concerted effort is underway to reduce costs of these publications and other related expenses. Cecile Hatfield, our appointed general counsel to the Board of Directors, was welcomed and immediately began work reviewing contracts.

On other pages of this magazine, you'll find more coverage of the convention, including all our AE Scholarship Award win-

ners and other awards and grants and an article on our extremely interesting Saturday night banquet speaker, Marta Meyer, shown on our new color cover.



*It is an honor  
to be your  
president and  
I thank you for  
your support  
and well wishes.*

I am beginning to receive a great many Chapter and Section newsletters which I read as soon as they come and cheer all the good work that's being reported. The many different kinds of projects that our organization is involved in present an incredible opportunity for selecting those that are dearest to our hearts.

You can help spread the word about the good deeds performed by your fellow Ninety-Nines. Keep on the lookout for women pilots as prospective members and contact those members who may have strayed from our group. Let's round 'em all up and watch The Ninety-Nines grow!

I commend each of you who work so diligently to promote the good works of The Ninety-Nines. Please continue to use your talents to work together with other members on special projects that make use of your particular expertise. This synergistic ap-

proach of combining your knowledge with others makes possible a two-way exchange in which everyone wins.

It is an honor to be your president and I thank you for your support and well wishes. Let me know what I can do to help you.

## LETTERS



June McCormack

AFTER 15 YEARS OF TRYING, I finally won the 25th Annual Palms to Pines Air Race on August 7th. The only time I ever won first place before was the 25th Pacific Air Race, the final one three years ago. This will never happen to me again, so here is a photo of happy me.—June McCormack, Borrego Springs Chapter

I JUST GOT the July/August *Ninety-Nine NEWS*. Much of the news does not pertain to me anymore since I am a Life Member with clipped wings. However, the article *Astronaut Research Group Reunion* by Gene Nora Jessen was of special interest.

I reported to Lovelace Clinic March 26, 1961, to take the astronaut candidate physical which

I did not pass. I have always wondered exactly how many women took the test and who the others were who did not pass. It would be interesting for me to know and perhaps it would to them.

An article that I saved from the September 1973 issue of *MS Magazine* by Joan McCullough listed 13 who passed with four

having different last names from those listed in Gene Nora's article.

It stated Sarah Lee Gorelick (Ratley), Irene Leverton, Geraldine Sloan (Truhill) and Gene Nora Stumbough (Jessen) could not be located. They have been located, so maybe those of us who failed could be too.

Joan McCullough perhaps did not know all those tested were more than likely Ninety-Nines since Jerrie Cobb furnished Dr. Lovelace with the names of women to be contacted. Let Headquarters know if you took the test.—Georgiana T. McConnell, Southeast Section

A NOTE TO THANK YOU for the fantastic book review (*One Can Do It*) in the July/August issue. For any 99s Chapter that wishes to sell my book, I will donate 20 percent of gross proceeds to the Chapter. I feel that may help further my cause which is to get

more physically impaired individuals into the cockpit.—Sheri Coin Marshall, Kentucky Blue Grass Chapter

**CORRECTION:** What a difference an "R" makes! It changed "dearth" to "death" in the article by Gene Nora Jessen last issue. My apologies.—Editor

**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.

### International Ninety-Nines Headquarters Address

Mail should be addressed to BOX 965, 7100 Terminal Dr., Oklahoma City, OK 73159-0965, U.S.A.



# MARVELOUS MARTA & THE Blackbird

BY ROZ HUTCHINSON

**M**ARTA MEYER DOESN'T CLAIM TO BE SUPERWOMAN, YET SHE DOES STREAK THROUGH FLIGHT LEVELS FASTER THAN A SPEEDING BULLET. No, she doesn't have superpowers, but rather something that only a handful of other people have ever had — the opportunity to fly an SR-71 *Blackbird*, the fastest and highest flying jet aircraft ever built.

Ninety-Nines who attended the international convention in Norfolk, Va., last month also had a rare opportunity: They heard Meyer, the only woman to have flown the Lockheed-built spy plane, tell about her experiences with the titanium marvel.

In an interview this month, Meyer, 37, described her first flight: "It was probably the best experience I've ever had in my life. It was an incredible amount of fun, an incredible amount of work."

The most difficult thing, Meyer said, was getting the ear-to-ear smile on her face under control as she prepared to take off. It's an expression she wears every time she even thinks about flying the legendary plane, Meyer said.

But don't think flying the curious craft is easy. Wrote Ernest K. Gann, in his book *The Black Watch*: "SR pilot and 'backseater' are married to each other, after due process of consent ... The pair must work as a perfectly coordinated team, a situation possible only if they are inexorably linked to one another."

Gann's book, subtitled "The Men Who Fly America's Secret Spy Planes," was published in 1989—two years before Meyer's first flight. Ironically, Meyer is married to fellow crew member, Bob, whom she met while in a cooperative education program at NASA Langley Research Center in Virginia. They were married after Meyer received her degree in aeronautical engineering in 1979.

The Meyers then went to work for NASA Dryden, Edwards

Air Force Base, California, where they both ultimately became involved with the SR-71 Hypersonic Aircraft Research Platform program.

Being chosen for the program was simply a matter of good timing, Meyer said. She and Bob "had the suits" (moon suits for high-altitude flying) as well as a significant amount of flight training at altitudes above 50,000 feet. Together, they have flown approximately 30 missions in the plane they call "the sled."

The Meyer's love of flying extends to their off-time as well. They own two planes — a Pitts Special and a Phoenix biplane, which they built together — and are both aerobatic champions.

Meyer, who began flying at age 14, said that she has never received anything but support from her family, friends and fellow pilots. "Airplane people tend to support airplane people," Meyer said.

"The NASA environment is very progressive," she said. "They do not notice first whether you're male or female, black or white, but whether you

can do the job. What I benefited from was being one out of none. My legacy to the women who follow me is to have been a positive enough example that the next gal won't have to fight either," said Meyer.

As the speaker at the banquet on the last night of the Ninety-Nines Convention, Marta Bohn-Meyer fit right in to the high spirited mood. After all, where else could she meet so many women who understand the sheer exuberance she feels every time she takes to the air?

*Roz Hutchinson is a reporter for the Wichita Business Journal in Wichita, Kan.*

*The SR-71 illustration was provided by Joe Plummer whose mother, Betty Plummer, was a 99. He has a large collection of illustrations of many other general aviation and military aircraft ready for framing. His address is PO Box 400644, Euless, TX 76040.*

- *In 1976, an SR-71 set speed (2,193 mph) and altitude (85,068) records that still stand.*
- *Today, only NASA uses the SR-71; the Air Force retired it in 1990.*
- *First flights in 1962; about 30 were built.*
- *Temperature of an SR-71 at Mach 3 and above reaches 600 degrees.*

# Convention '94

LU HOLLANDER

**F**ROM SEAFOOD to steak and crab claws to chocolate airplanes swimming in whipped cream clouds, 99s feasted while they conventioned in Norfolk, Va. Along with fabulous food and a fine hotel overlooking the waterfront, attendees enjoyed specialized seminars, tours of NASA Langley and floating military facilities, namely battleships and submarines.

An International Reception at the Waterside Festival marketplace provided an opportunity for 99s to meet members from countries around the world. Exhibits from Canada, India, England and Arabia set the stage for delicious hors d'oeuvres and Patsy Knox from the Arabian Section wore traditional Arabian attire.



*Evie Washington and other former AE Scholarship winners.*

the 1995 99s convention).

A small but rowdy group attended the night out at Rosie Rump's Royal Dumpe where dinner was served along with an ample supply of ribald English humor. Appreciation for the actors was demonstrated by banging wooden spoons on the tables.

The Fly Market, with its air of sell-sell-sell and buy-buy-buy was also a hotbed of activity. Wares were varied and there seemed to be something for everyone. In addition, several raffles demanded attention and contributions.



*It's rush time at the credentials desk as 99s verify their membership status for the annual business meeting.*

Seminar topics included "Women in Naval Aviation" and "Airline Interviewing Techniques;" "Enforcement at the General Aviation Level," dealing with legal issues; Capt. Al Haynes' presentation titled "The Miracle of Flight 232;" "Using All Your Cockpit Resources;" and "Making a Smooth Approach into Halifax" (site of

Saturday evening's banquet speaker, Marta Bohn-Meyer, delighted the audience with her animated comments about flying the SR-71 Blackbird. The elegant ballroom seating contributed to the special ceremony recognizing Award of Merit recipients Evelyn Bryan Johnson and William Kershner, and Katharine Wright Award recipient Nadine Jeppesen.

Interspersed among all the activities were many opportunities to meet old friends and make new ones. Many first-time convention attendees were recognized and welcomed and a non-stop Hospitality Room became the rendezvous point for hangar flying sessions

Kudos go to professional Meeting Planner Bobbie McAdam and local Coordinator R. J. McGlasson for their tireless efforts to see that events moved along smoothly as planned. Their leadership and expertise, along with the efforts of many volunteers, created the successful event enjoyed by all in Norfolk. And new friends made promises to "See you next year in Halifax!"



*On behalf of the India Section, Cathie Mayr, North Central Section governor, presents a plaque commemorating the second World Aviation, Education and Safety Congress.*



*99s and friends tour historic Williamsburg during Convention '94.*



*Incoming president Joyce Wells and outgoing president Lu Hollander congratulate author Doris Rich on her speech at Welcome Breakfast.*

### Amelia Earhart Memorial Scholarships



**BELINDA M. ALLEN**, Dallas Chapter, wants to pursue a long-term career as a corporate pilot. She will use her AE Scholarship to get a flight instructor rating.



**GAIL ALLINSON**, Chicago Area Chapter, wants to operate a glider school. To reach her goal, Allinson needs the versatility that a commercial ASEL will give her and she will use her scholarship to obtain it.



**ROBIN ANDERSEN**, Santa Rosa Chapter, works two part-time jobs to support herself and her flight training. Her ultimate goal is to become a commuter airline pilot and she will use her scholarship to obtain her CFI.



*Joyce Wells, President; Lois Erickson, Vice President; Diane Cozzi, Treasurer; A. Lee Orr, Secretary; Pat Ward and Beverley Sharp, Directors; Vicki Sherman, Brooks Powell, Gini Sutherland and Betty Prakken, Nominating Committee; Connie Wilds and Carolyn Carpp, Directors.*

## Board of Directors Meeting Report

July 6, 1994, Norfolk, Virginia

BY DORIS ABBATE

**P**RESIDENT LU HOLLANDER opened the July 6 Board meeting at 8:05 a.m. with a poem, "A New Beginning," in a circle of joined hands that included Board members Joyce Wells, Lois Erickson, Alexis Koehler, Lee Orr, Doris Abbate, Constance Wilds, Carolyn Carpp, newly elected Directors Pat Ward and Beverley Sharp. Also present were Executive Director Loretta Gragg and Facilitator Marilyn Smith.

Council of Governors representatives present were: Nancy Wright, Southeast; Cathy Mayr, North Central; Jill Hopfenmuller, New York-New Jersey; Jill Honisett, British; Michele Cabot, New England; Carol Sutton, South Central; Gayl Henze, Mid Atlantic; Joan Lynum, West Canada; Joy Blackwood, East Canada; Anita Lewis, Northwest and Susan Larsen Tarabetz.

Convention Chairman R. J. McGlasson reported 216 full registrations. The Board thanked R.J. and Meeting Planner Bobbie McAdam for a job well done.



*R.J. McGlasson*

Convention Chairman Sue Ehrlander presented an update on "Plane Sailing to Halifax," the convention site for the 1995 meeting to be held at the Sheraton Hotel, July 5-9, 1995, in

Nova Scotia, Canada. Sue and Meeting Planner Trudy Lewis encourage coming early for the International Tattoo, a pageant of music, dance, history, competitions and fun from July 1-7.

Convention plans for 1996 in the South Central Section will be completed at the November Board meeting.

Jody McCarrell made a presentation on the World Precision Flight Competition to be held in Fort Worth, Texas, Sept. 28 to Oct. 5, 1996.

The Board interviewed two 99s—Florida attorney Cecile Hatfield and Oregon attorney Lisa Egan—for the General Counsel position. The Board appointed Cecile as General Counsel for The Ninety-Nines.

Lu Hollander gave an AE Birthplace restoration update and reported on the June 17 meeting of AEBP trustees. The June 18 Open House and Reception in honor of Charter Members drew about 200 people to tour the AE House and boosted gift shop sales.

New on the Board of Trustees from 99s are Chairman Marilyn Copeland and Carole Sutton, and from Atchison, Co-chairman Jim Taylor and Richard Senecal. Linda Marshall and Alexis Koehler have renewed two year terms as trust-



*Cecile Hatfield*



Past and present Amelia Earhart Scholarship Fund winners at annual convention in Norfolk, Virginia.

ees from the 99s. Co-chairman Taylor also heads an Advisory Committee serving the Trustees. Members were asked to contact Marilyn Copeland if they can help on this committee.

Membership Chairman Marilyn Smith reported 317 new members for the six month membership drive January to June. Marilyn



Marilyn Smith

announced a new MasterCard—in-scribed with the phrase "Women Who Fly" and our compass rose insignia—will be available to members. The purchases by members who take advantage of using the card will provide a percentage back to The 99s.

The Finance Committee is working on a multiple year renewal dues schedule.

Another item of business brought to the 1993-94 Board of Directors meeting was a project that will bring all 99s together—with

royalties to the 99s—at no cost for the 99s organization: A new history book.

The Board voted to publish a history book highlighting biographies and photos of grassroots members, International Sections, Chapters and historic milestones. The book will be similar to the big blue leather 1979 *History of The Ninety-Nines* published on our 50th Anniversary. A committee will be appointed to exercise editorial control. Dave Turner, president of Turner Publishing Company in Paducah, Ky., presented the project to the Board and later to the general assembly in Norfolk.

The Board approved pursuing an 800 phone number for Headquarters as suggested by Governor Gayl Henze and the Eastern Pennsylvania Chapter.

After a full day, including the Board's gift to outgoing president Lu Hollander, the meeting was concluded at 5:25 p.m. with hands joined in a circle of friendship, encouragement and a new beginning, just in time to rush off and "Catch the Wave" for the Pig Pickin'/Crab Crackin' Welcome Picnic on the Norfolk waterfront.

#### NEW NINETY-NINES HISTORY BOOK TO BE PUBLISHED

THE NINETY-NINES, INC. has signed an agreement with Turner Publishing Company to produce a deluxe, definitive history book of the Organization of Women Pilots. Included will be Section and Chapter histories and hundreds of individual vignettes, as well as scores of heretofore unpublished photos (including many airplane photos), maps, charts and personal stories.

Members will soon be receiving an invitation to submit their biographies, stories, historic photographs, etc., to Turner Publishing Company, PO Box 3101, Paducah, KY 42002-3101. The book is scheduled for release in 1996 and will sell for \$55. Call 502-443-0121 if you have any questions or if you wish to place your order for a book.

#### Amelia Earhart Memorial Scholarships



SUSAN P. BAILEY, Memphis Chapter, is employed by Federal Express where she is a crew scheduling coordinator. She will use her scholarship to obtain a CFI.



SUSAN E. BARBER, Western Washington Chapter, is an FAA accident prevention counselor in the pilot proficiency program. She will use her scholarship to obtain her multiengine rating.



CAROL E. CHURCH, Central Pennsylvania Chapter, is a part-time flight instructor and a part-time biology instructor. She will use her scholarship for an instrument instructor's rating.

### Amelia Earhart Memorial Scholarships



**MIA J. DONNELLY**, Eastern New England Chapter, is an instructor qualified to teach single, multiengine and instrument. She also works as a biomedical data coordinator. She will use her scholarship for an airline transport certificate.



**LINDA J. FRIEDMAN**, Dallas Chapter, is a flight instructor and a first officer for an air ambulance company. She will use her scholarship for an airline transport pilot certificate.



**AMY L. HOOVER**, Idaho Chapter, a geologist, works as an instructor and charter pilot. She will use her scholarship to obtain a multiengine rating.

## Nadine Jeppesen receives the Katharine Wright Memorial Award

**N**ADINE LISCOMB JEPPESEN was selected as the recipient of the 1994 Katharine Wright Memorial Award. Mrs. Jeppesen was honored for her 55 years of dedicated work with and in support of her husband, Captain Elrey Jeppesen, in the development of the Jeppesen Company and the Jeppesen Airway Manual.

The couple established the Jeppesen Company in 1936 to produce aeronautical charts based on the personal notes of en route and approach information taken by Captain Jeppesen while flying early air mail routes. Mrs. Jeppesen ran the fledgling business out of the basement of their home while Captain Jeppesen continued to fly full time.

Officially named Secretary/Treasurer, she continued to work long hours after they moved the growing company to Denver and held that

position until the company was sold in 1961. She has continued to stand beside her husband in company decisions, and Captain Jeppesen credits her efforts, unflagging support, and encouragement as an invaluable part of the success of the company.

Sponsored by the National Aeronautic Association (the National Aero Club of the United States) and the Ninety-Nines, the Katharine Wright Memorial Award is presented annually to a woman who has provided encouragement, support, and inspiration to her husband and thus was instrumental in his success, or who made a personal contribution to the advancement of the art, sport and science of aviation and space flight over an extended period of time.

Nominations were solicited from over 500 individuals and organizations in the United States. Past recipients include Moya Lear, Anne Lindbergh, Ascha Peacock Donnels, Olive Ann Beech, Elizabeth Pfister and June De Etta Maule.

Formal presentation of the award was made by The Ninety-Nines at the Annual Convention where it was accepted for Nadine Jeppesen by Janet Conner, Manager of Corporate Communications for Jeppesen.

The trophy is on permanent display at 99 headquarters.



*Nadine Jeppesen is personally presented with the Katharine Wright Memorial Award at Cherry Hills Country Club, Denver, Colo., on Aug. 17 by International President Joyce Wells. Shown are (l. to r.) Jessica McMillan (Colorado secretary), Joyce Wells, Nadine Jeppesen, Capt. Jep, Sandra Reagan (Vice Chairman of Colorado Chapter) and Bonita Ades (Chairman of Colorado Chapter).*

### NOTAM

#### Ueltschi receives award

The National Aeronautic Association has announced that A.L. Ueltschi, President and Chief Executive Officer of FlightSafety International, has been selected as the 1994 recipient of the prestigious Wright Brothers Memorial Trophy.

Since 1948, the Wright Brothers Memorial Trophy has been presented annually for significant public service of enduring value to aviation in the United States. The trophy will be presented at a black tie dinner sponsored by the Aero Club of Washington on December 16, in celebration of the anniversary of the Wright Brothers' first powered flight.

## 1994 Merit Award Winners

This year, the five-member committee considered eight distinguished individuals for recognition before forwarding the names of the finalists to the Board of Directors. These nominations came from individuals and Chapters. The Ninety-Nines presented the 1994 Awards of Merit to Evelyn Bryan Johnson of Morristown, Tenn., and William K. Kershner of Sewanee, Tenn., both of whom have exemplified the ideals of The Ninety-Nines while making their special contributions to aviation.



*Evelyn Bryan Johnson receives Waterford crystal bowl from outgoing president Lu Hollander*

**WILLIAM K. KERSHNER** is a flight instructor's flight instructor who teaches his students to prepare thoroughly, to create a professional attitude and to think safety in every aspect of flight.

As a world renowned flight instructor, educator and writer he has made contributions to aviation and aviation safety for almost 50 years. He began flying at 15 and earned his Private Pilot certificate in 1946, his Commercial in 1948 and Flight Instructor rating in 1949.

He joined the Navy and served on a carrier in the Pacific Fleet. While attending college, Bill began writing the *Student Pilot's Flight Manual*, the first in a series of instructional books. After graduation, he worked for the Piper Aircraft Corporation.

In 1964, Bill began to focus on aerobatic training. His courses particularly emphasize safety and understanding basic airplane performance, stability and control. He presents many safety seminars to local flying organizations.



*Vicki Sherman and A. Lee Orr congratulate Award of Merit recipient William Kershner.*

**EVELYN BRYAN JOHNSON** is thought to be one of the highest time pilots in the U.S. at 52,000 hours. She is an active flight instructor and airport manager at the age of 84. Her interest in aviation began when her husband was called away for World War II and she had to run their business, College Cleaners.

She became tired of spending all her time with the business and decided to take up flying. She earned her Private Pilot certificate in 1944, followed by Commercial Pilot in 1946 and Flight Instructor in 1947. In 1952 she was named a designated Pilot Examiner and in 1953 she and her partner were selected to manage and operate the new Morristown Municipal Airport.

Evelyn joined the Tennessee Chapter of The Ninety-Nines in 1947 and entered her first Powder Puff Derby in 1951. She became Whirly Girl #20 when she earned her Helicopter rating in 1957. Her many contributions to aviation are noted in her biography, *Mama Bird*.

## The Ninety-Nines 1995 Award of Merit

The 99s Award of Merit Committee is soliciting nominees for the 1995 Award of Merit.

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

The general criteria for the award are:

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

5. The recipient may be female or male.
6. The award is not limited to individuals in the United States.

Nominations for the award will be accepted from members of The Ninety-Nines and should be sent to Carol Clarke, Chairman, Ninety-Nines Award of Merit Committee, 216 South Sandrun Road, Salt Lake City, UT 84103, to arrive by December 15, 1994.

The nomination package should spell out the significance of the nominee's contributions in a concise (i.e., not over two pages) manner. Additional news clippings or information may be sent, however, they should be summarized in the nomination document. An address and phone number where the nominee or their next of kin (if necessary) can be reached should also be included to expedite notification if they are selected.

All members are encouraged to participate by nominating candidates for the Award of Merit.

## Amelia Earhart Memorial Scholarships



**ANDREA LENDE**, Colorado Chapter, is a loan specialist for HUD/FHA. While continuing to work part-time as a flight instructor, Lende will use her scholarship to obtain her multiengine instructor rating.



**LAUREL HILDE LIPPERT**, Lake Tahoe Chapter, is a freelance writer/editor. She will use her AE Scholarship to earn a multiengine rating as another step to her goal of flying air charter or becoming a corporate pilot.



**KAREN MONTEITH**, Wisconsin Chapter, is an FAA air traffic assistant presently employed part-time while serving an apprenticeship for an A&P rating. She will use her scholarship for an instrument rating.

## Amelia Earhart Memorial Scholarships



**SANDRA L. REAGAN**, Colorado Chapter, is a full-time student advisor, part-time instructor and part-time CFI at Front Range Airport. She will use her scholarship toward a multiengine rating.



**TIFFANY TOKAR-VLASEK**, Santa Clara Valley Chapter, is employed as a CFI at San Jose International and also works for Southwest Airlines as a customer service agent. She will use her scholarship to obtain an ATP.



**AILEEN MARIE JOST WATKINS**, Florida Gulf Stream Chapter, has a job waiting for her in conventional gear instruction at Seven Seas Air Service as soon as she receives her CFI through her AE Scholarship.



**CELIA VANDERPOOL**, Orange County Chapter, is a high school teacher and self-employed ground instructor. Her scholarship will make it possible for her to become a CFI and continue to teach others in the air as well as on the ground.



**MICHELE EMMA YARBROUGH**, Mount Diablo Chapter, drives for United Parcel Service and is enrolled in the department of independent studies of Embry-Riddle University. She will use her scholarship to obtain her CFII.

## Amelia Earhart Scholar Grant

**DR. JACQUELINE BREEDEN BOYD**, Golden Triangle Chapter, is the recipient of the AE Scholar Grant. She has spent the past 20 years combining two lifelong pleasures—aviation and education.

A graduate of Hastings College with a degree in education, Dr. Boyd learned to fly during her first year of teaching in Nebraska. In 1979 she received an AE Career Scholarship to obtain her M.E. in aerospace education at Middle Tennessee State University. Later she continued both her teaching and her own educational pursuits,



*Jean Pearson, A.E. research scholarship chairman, congratulates Dr. Jacque Boyd.*

earning her Ph.D. from the University of North Texas. The grant will assist in the funding of her research project: *Pregnancy and the Female Pilot: A History and Review of Current Administrative Policies and Procedures*.

## Flight Engineering Training award

**LAUREL R. CAMERON**, Tucson Chapter, is the winner of the Flight Engineer Training course donated by United Airlines to the AE Memorial Scholarship program.

By age 25, Cameron had earned her single and multiengine commercial certificates, instrument, instrument flight instructor for multiengine and airline transport pilot certificate. Her career includes over 4,000 hours of flying charter, instructing, dropping skydivers and flying traffic watch.

Currently, she has a corporate flying job as first officer in a Learjet and a Westwind for a Tucson-based company. Cameron has devoted years of service to The Ninety-Nines, the Civil Air Patrol and the Pima County Sheriff Aero Squadron.

She is enrolled at Embry-Riddle Aeronautical University and will soon graduate with a Bachelor of Science in Professional Aeronautics.



## NOTAM

### AE Birthplace Museum featured.

As a result of a partnership formed between Best Western hotels and the National Trust for Historic Preservation, the Amelia Earhart Birthplace Museum was selected to represent the state of Kansas in a promotion directed to children.

The resulting promotional package consists of collectible

"baseball-style" cards—one for each state in the U.S., the Canadian provinces and Puerto Rico. As children travel with their parents, they are encouraged to collect the entire card series.

Each card contains a photograph of a major landmark for the particular location, along with descriptive copy about the site.

## 21st Century Fund

ANITA LEWIS, INTERNATIONAL CHAIRMAN

When you look into our past, it is evident that the 99s in 1929 were thinking about us. The 99s of 1941 were thinking about future scholarship winners. The 99s of the 50s, 60s and 70s were thinking about buildings, museum archives and careers. They planned for us—and we are reaping the benefits of their work.

### Planning for the future

Now it is time for us to plan for the future and the continuance of the organization into the next century and beyond.

The 21st Century Fund will help us progress from a dues-based organization to a more stable financial base. This is intended to be a reserve fund to be constructed over a period of years which will grow and prosper—with careful attention and nurturing from each of our members.

Everything we do as an organization is for the benefit of someone or something else. The time is long overdue that we begin to think of our *own* future and plan for it. We have been very successful with a myriad of projects to benefit others; now is the time to begin strengthening our own financial base.

### How you can participate

Our rallying cry has become \$9.99. Every member can afford \$9.99. And you may want to contribute \$99.99—or \$9,999—or even \$99,999!

When you prepare to write a check for any of those amounts, think about what this organization has meant to you personally.

Think about how your money will grow combined with the contributions of others. Think about how a giant Ninety-Nines Foundation can benefit each and every member.

**Our rallying cry has become \$9.99. Every member can afford \$9.99. And you may want to contribute \$99.99—or \$9,999—or even \$99,999!**

Together, we can secure the future of our Museum and Headquarters building. We can construct the second floor. We can acquire and preserve and enhance our collection of artifacts.

We can publicize our accomplishments and, in reality, if we have the funding, we can do almost

anything we choose. We can achieve anything and everything, together and united!

Get on board. Be one of the first to ride The Ninety-Nines 21st Century Rocket into the next century!

Questions? Suggestions? Want to volunteer to help? Write Anita Lewis, 1407 Oriole Way, Boise, ID 83709.

**SEND YOUR CONTRIBUTIONS TO: 21st Century Fund, The Ninety-Nines, Inc., International Women Pilots, Will Rogers World Airport, Box 965, 7100 Terminal Dr., Oklahoma City, OK 73159-0965, U.S.A.**

## FORUM

See July/August issue for Guidelines for Submitting Forum copy. Forum column will appear in the next issue.

## 1994-95 AE Birthplace Museum Board of Trustees

MARILYN COPELAND, CHAIRMAN

Lou Foudray, Amelia Earhart Birthplace Museum caretaker, reports excellent sales revenue from the Gift Room, as well as a steady stream of tourists in July. Her care and concern for 223 N. Terrace in Atchison, Kansas, are reflected in the excellent tours she presents and the story of Amelia and The Ninety-Nines.

A great big thank you to all the Chapters and members who contributed their hospitality, cookies and flowers for the reception for Charter Members of The Ninety-Nines on June 18. Brooks Powell, Northeast Kansas Chapter, did an exemplary job in planning and coordinating the reception.

The southwest porch restoration project has been completed and some of the upstairs bedroom windows are now under restoration. A strategic plan committee meeting was held recently in preparation for the September trustees' meeting.

The chairman of the AE Birthplace Museum participated in the selection of Dan Fitzgerald as Museum Coordinator for all of the Atchison Museums, including the AE Birthplace Museum. Dan is highly qualified for the position. He is already working with the strategic planning committee. His position is fully funded by the generosity of the Eva Cray Foundation.

Atchison will be supporting the Museum financially but The Ninety-Nines' support is also definitely needed. The \$100 deeds for a square foot of space in the museum are still a fine tax deductible contribution for the restoration fund.

## Wings Around the World: Celebration of A.E.'s 100th Birthday

AMY L. FRAHER

Southwest Section

1997 will mark the 100th anniversary of Amelia Earhart's birth and the 60th year since her disappearance while attempting to circumnavigate the world at the equator. In 1997, I plan to follow Earhart's exact flight plan in a restored airplane from that era as a celebration of the contributions made by our foremothers in aviation.

### How it all began

The idea to recreate this flight came after I read *Still Missing: Amelia Earhart and the Search for Modern Feminism* by Dr. Susan Ware. I was fascinated by Dr. Ware's portrayal of Earhart as a politically powerful feminist, one who influenced every facet of society—from the flight line to the fashion line.

I realized early women aviators exemplified the spirit and courage society should be encouraging in our daughters and sons today. I plan to use this spirit to motivate and challenge students, especially girls, to achieve in non-traditional areas by educating them about their history.

The interest and support for this project from my fellow 99s has been tremendous and I plan to keep you up to date on the evolution of the project through this magazine. More next issue.



Photo credit: Lynda Koolish

Amy L. Fraher is an Air Transport Pilot, U.S. Navy pilot and President of Wings Around the World Foundation, a nonprofit public benefit corporation in the state of California.

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Katharine Hepburn



Lucille Stone: Circa 1930's

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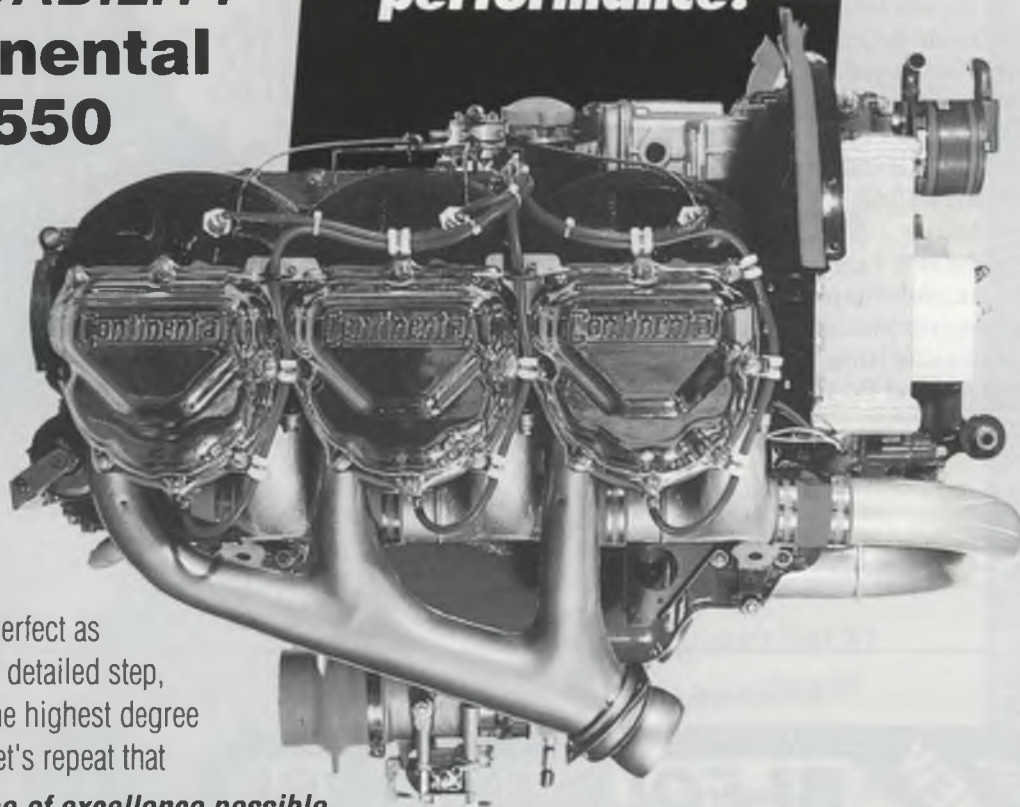
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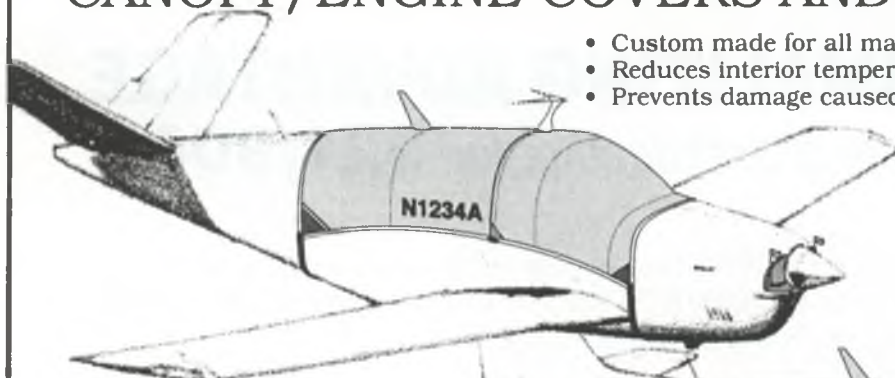
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*"One Hundred Thousand Welcomes"*



Now that you have "Caught the Wave" in Norfolk, it will be "Plane Sailing to Halifax." Next July, set your course for Nova Scotia's capital where the meeting of tradition and progress has created a unique city with great flair. Sparkling skyscrapers rest cheek by jowl with centuries old buildings in a lively blend of yesterday and tomorrow. Bring the family because Halifax and Nova Scotia offer an array of pastimes and events for each member of the crew.

#### **Sheraton Halifax will be Convention Hotel**

The Sheraton Halifax will be our berth during the 1995 International Convention. It is "docked" on the harbor in the historic downtown core of Halifax. As you leave the hotel, you can almost step

back to the time of tall ships and privateers for one of the first things you see is the Bluenose II, Nova Scotia's sailing ambassador. Listen for the traditional noon gun as you explore the Halifax of another era.

Halifax was founded in 1749 by Colonel Edward Cornwallis as a counterbalance to the French fortress of Louisburg. Since that time, the city has grown and expanded because of its lucrative seafaring trade, its role as a major naval port, and because it is a center for commerce, research and education in Atlantic Canada.

#### **Much to see and do**

Within walking distance of the Sheraton are museums, art galleries and historic sites, including the Halifax Citadel Fortress, Canada's most visited National Historic Site.

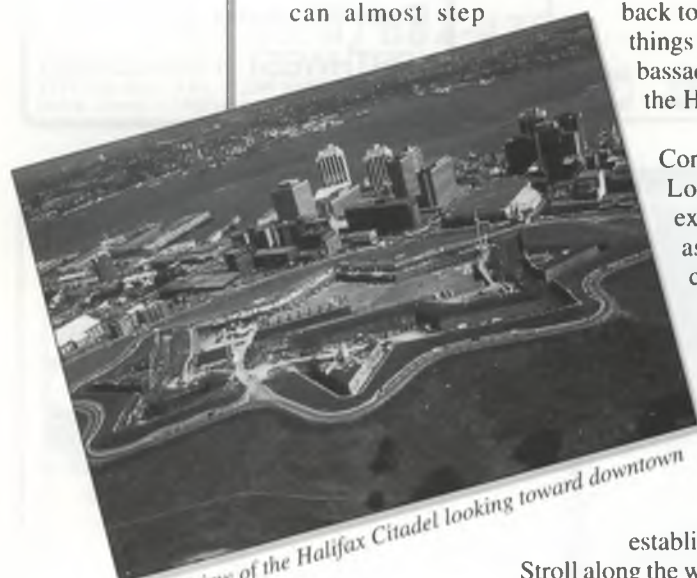
Join your fellow 99s in sampling some of Nova Scotia's world famous seafood. Seek out establishments featuring the "Taste of Nova Scotia" symbol.

Stroll along the waterfront to visit the restored buildings and warehouses.

Shop in the array of shops offering unique and indigenous handcrafts. Take a day trip to Peggy's Cove and other interesting sights.

We invite you to join us for the renowned Nova Scotia International Tattoo, a musical and entertainment extravaganza which must be seen to be believed! Visit the warm and friendly Haligonians and exchange ideas and information with your fellow 99s. Start your flight planning today! And we'll see you in Halifax July 5 to 9, 1995.

Again, *Caid Mile Failte*.



*Aerial view of the Halifax Citadel looking toward downtown and the harbor.*

*J. Blackwood*

Joy Blackwood, Governor  
East Canada Section

*Sue Ehrlander*

Sue Ehrlander  
Local Chairman

# International Membership Committee

JACQUE BOYD  
ADMINISTRATIVE CHAIRMAN

MARILYN SMITH  
ADVISORY CHAIRMAN

**N**EW OFFICERS and new committees often mean a lapse in continuity during the period when different personalities assume various roles. Such will not be the case with this committee. True, there will be some new names but the objectives and attitudes will be the same.

Take a look at previous issues of the *Ninety-Nine NEWS*, specifically the Membership Column since Marilyn assumed the role of Chairman. A goal and some very specific objectives were set for the organization. Marilyn has agreed to continue to serve this committee in an advisory capacity to help the organization continue in that direction.

## Networking Directory

Groundwork has begun on a project involving our organization in networking activities. One activity is the development of a computerized directory targeting the expertise and talents of the membership.

A job code category will be added to the membership application to facilitate in this development. Input will be requested from each Chapter in helping to identify the skills and interests of their members.

Each Chapter will also play a key role in making the networking strategy come to life. Remember, we have many members who do not have the goal of becoming an airline pilot. We have individuals who love corporate flying, air racing, building their own aircraft or just plain flying. We need to share our talents and help others pursue their dreams.

Let's deal with a few specific issues:

## Networking: Small talk with a purpose

Each person involved in a networking process has a unique purpose: Her own agenda. That's what keeps contacts made while networking from evolving into meaningless chitchat. Networking builds on contacts and experiences which help fulfill each person's agenda. Persons who appear to be professional and have clear-cut purposes in mind are more likely to project positive professional impressions which allows others to regard them seriously.

## Network group or support group?

There is a difference in attitude as well as intention between networking and sharing feelings. In "networking" you should show a capable and confident face to the world. In contrast, women banding together for moral support often share more negative feelings. A "support group" tends to not have a clear goal but serves the purpose of allowing individuals to "let their hair down" and/or vent their frustrations. Although it is possible to network in a support group, you cannot expect to satisfy your emotional needs through networking.

## How to effectively serve both

Set aside a specific amount of time at the beginning of each meeting for networking opportunities. (One group uses their business cards as name badges to help identify skills and professional areas.) Give the members an opportunity to satisfy their particular agendas before the meeting. Each Chapter knows their membership. Tailor the process to fit the needs of your group.

Try to *give* as well as *get* in both support and networking opportunities. Let members vent their feelings, but try to push for *action*.

## 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.*

## Welcome to these 90 members who joined The Ninety-Nines in June and July

Jennifer Gale Allen  
Cynthia Ann Axell  
Letty Jane Bassler  
Mary Pat Baxter  
France Jenny Bergeron  
M. Michelle Bigham  
Susan R. Black  
Betty Gay Blanc  
Linda Gay Blanc  
Anne Boyd  
Lynne Brice-Prichett  
Martha Katherine Burgoon  
Bernadette Cahill  
Nancy Ann Carter  
Kelli Colleen Cook  
Carole Crevani  
Ann L. Cruse  
Joanne P. Desjardins-Smith  
Maureen Victoria Dobrich  
Jacqueline L. Donaldson  
Stephany Ann Duncan  
Mary E. Ellis

Delryn Fleming  
Dr. Rita Rae Fontenot  
Carlyn Dupin Fullington  
Louise Poirier Giacomo  
Rose Gibson  
Kristen Bonnie Greblo  
Geneva Sue Grimes  
Marie Ellen Guy  
Wendy Lynne Hales  
Shirley Langston Hall  
Courtney JoAnn Hamel  
Heather Frances Heaps  
Tanya Lorraine Heimer  
Sally Grace Heistand  
Amie Lynne Hellmann  
Kathryn Frances Herman  
Linda Walker Herold  
Linda Knight Holcombe  
Katherine Elizabeth Holcombe  
Tracy Ann Hoover  
Lynn Elizabeth Houston  
Sue Hrindak

Joan Johnston Hubbard  
Catherine Patricia Jewell  
Yoko Kanamatsu  
Pamela J. Knolinski  
Sherrill Ott Lamont  
Rose R. Loper  
Doris M. Manner  
Celeste Marie Mayer  
Alice Williams McGrath  
Kaori Mizushima  
Roseann Theresa Mooney  
Virginia S. Mubarak  
Charlotte G. Muse  
Jean Morrell Neil  
Margaret F. Nicholson  
Susan H. Osborne  
Julia Hazard Peyton  
Sherri Lynn Phillips  
Elizabeth Ann Phillips  
Janice (Jan) Piperis  
Dorothy H. Ray  
Deirdre Lynn Romac

Ryan Paige Ross  
Lisa Dee Seeley  
Deborah Sheets-Taylor  
Yvonne M. Shulman  
Margaret L. Smith  
Susan Lieberman Smotrich  
Harriet Ramsey Standifer  
Sharron Adell Stemler  
Lesley J. Stewart  
Maralee Thompson Striker  
Leslie J. Summers  
Angelique Cheri Thies  
Jimmie G. Thrash  
Carole Tosh Trump  
Laurie LaNel Wallace  
Ellen Mary Warren  
Chantal Ruth Wedderburn  
Jocelyn E. Whatmough  
Eileen Wild  
Norma Lou Worland  
Chari Kaye Woolie  
Sharon K. Young

# Czech Republic hosts 11th World Precision Flying Championship

JODY McCARRELL  
1996 Competition Director

**T**HE UNITED STATES was represented at the 11th World Precision Flying Championships held at Karlovy Vary in the Republic of Czech in July. The U.S. Flight Team, managed by Jody McCarrell, included Marvin Ellis, Terri Trenary and Carolyn Pilaar. Ninety-Nines who served as International Judges included Jerry Anne Jurenka and Pat Roberts; Pat Forbes served as a judge observer.

The U.S. team tried very hard but was outmatched by the Polish team placing first, second and third in the top pilot slots. Daroach Janusz set a world record by flying an absolutely perfect "0" navigation score.

Final team placings were Poland, first; Czech Republic, second; and Sweden, third. The U.S. ranked fourteenth.

During the closing ceremony set in the beautiful ballroom of the Hotel Pupp, Vladislav Panek, 1994 Competition Director, turned over the Federation Aeronautique Internationale (FAI) official flag to Jody McCarrell, 1996 Competition Director.

The 1996 event is scheduled for Sept. 28-Oct. 5 in Ft. Worth, Texas.



*"1996 in Ft. Worth is going to be a real Texas Wahoo! You all come now, y'hear!"*

*—Jody McCarrell*

**12th World Precision Flying Championships  
Fort Worth, Texas.  
September 28 to October 5, 1996.**

For more information about how you can help, contact Jody McCarrell (501-642-2508). She guarantees the 99s-hosted 1996 event will be the best ever and you'll have a great time in the process!

## EDITOR'S DESK



## S.O.S. Send Our Survey

BETTY ROWLEY, EDITOR

**A**S YOU CAN SEE, we've made another change in the format of the magazine to further reflect our focus on networking with more *women pilots* all over the world.

You'll also notice that our concerted efforts to attract advertisers is beginning to pay off. The first thing the advertisers want to know, however, is the demograph-

ics of the readership.

Prospective advertisers want to know not only *what* you fly, but how you use your airplanes, as well as how many people in your family are owner-pilots or decision makers for purchases of airplane parts, etc.

My mail indicates that 99s are women who go places and do things—and who speak their own minds, loud and clear. Would you please take a moment out of your busy schedules to fill out the survey included with this issue and return it to me ASAP?

Meanwhile, I want to express my appreciation to the many 99s reporters who have taken the time to send their information by magazine deadline, neatly typed double-spaced as requested; and most photos have identification of people and Chapter name on labels applied to the back side. A very big help. Thank you!

The cooperation of 99s reporters in submitting material in a timely and neat manner shows in the quality of the magazine you're reading now. Hope you like it.

## NOTAM

### Intent to Seek Election

SHIRLEY WINN  
Nominating Committee Chairman

Those wishing to seek election must fill out the Intent to Seek Election Form. Sent to governors & chapter chairman in September's Mailing.

**All forms must be postmarked by November 30, 1994, and received by December 14, 1994.**

Please send your completed form to:  
Shirley Winn  
1622 Meadowview Drive  
Medford, OR 97504  
Home: 503-857-6822

# Career Quandary: Corporate or Airline?

KAREN KAHN  
Santa Barbara Chapter



**A**S WE TALK WITH PILOTS around the country, one of the most frequently asked questions is the corporate vs. airline dilemma. Which should I aim for? What are the differences in the pay, working conditions and benefits? You'll find as many different answers to these questions as there are pilots, but perhaps we can give you some information here to help you make your decision a bit easier.

First of all, keep in mind that one track doesn't necessarily preclude the other. Many airline pilots have accumulated experience flying corporate aircraft, and somewhat fewer, I suspect, have left airline flying to pursue a corporate career.

## Both difficult to get

Both types of jobs are difficult to get and require a good deal of networking. Corporate jobs may be easier marks if you are familiar with the company you wish to work for and can "court" them in an appropriate manner. On the other hand, airlines hire in a more cyclical manner and your application will likely be measured against many other pilots with similar skills. In short, the competition is probably stiffer at an airline, while the corporate world probably relies more heavily on who you know and being in the right place at the right time.

## Consider both ends of spectrum

Probably of more interest to the aspiring commercial pilot will be the types of flying you'll find in each job—very definitely two ends of the spectrum.

With corporate flying, you'll range from on-call (via beeper or sitting office duty) to knowing with a day or so notice that you've got a trip to fly. Some operations will give you a schedule of flights for the month while others will tell you only your day off.

One thing that's common to most all corporate flying is "ground time" (Translation: sitting around waiting for your passengers to arrive). If you're going to operate as an on-call service, it's inevitable that you'll need to be ready to go when they are. The wise corporate pilot makes sure she/he has something to do to fill the long waiting hours. For example, I found learning computer skills to be a great pastime that could be done while waiting and provided me with endless hours of entertainment.

The one big drawback for many in the corporate world is the waiting and the on-call nature of the work. As you become more senior, you find the duty better as the quick calls become directed to the more junior pilots.

In the same manner, airline flying requires junior pilots to sit on reserve and wait for the phone to ring. You are, however, usually limited to a certain number of specific days per month. When the phone rings, it could be Minneapolis or Miami, one day or four—a kind of airborne Destination Roulette.

## Corporate flying differences

Corporate flying can be subdivided into various different types of operations, as can airline flying. Corporate flying can range from one airplane, one pilot flying a single individual, to a corporation that uses its numerous aircraft to transport its employees and/or executives to an exclusive use situation where the top brass are the only people transported. (This, by the way, can sometimes become a rather touchy situation when you're flying around the person who can fire you!)

Corporate jobs can often involve much more than just flying. Your duties can range from cleaning and fueling, planning and purchasing, to budgeting and acquisition of equipment and services. If this variety appeals to you rather than the airline "fly your trip and go home" syndrome, you should talk with someone who can fill you in on the good, as well as the bad, points of this much sought-after lifestyle.

## Bus driver vs. limousine driver

Perhaps the best way to describe the difference between airline and corporate flying might be the "bus driver vs. limousine driver" analogy. The airlines, of course, cater to the public's travel needs, while the corporate segment moves the upper echelon. You've got more advance warning with the airline's fixed schedules (and in all fairness, some few corporations do schedule their trips weeks in advance) and probably more protection with well-defined working conditions and benefits.

Looking at the flip side, however, you'll find more perks in the form of expense accounts, Christmas bonuses, newer, state-of-the-art equipment and a chance to hobnob with the rich and famous.

## Summary:

Investigate any job thoroughly before you sign on the dotted line. Try to get both sides of the story so you'll be prepared for whatever you find in your new cockpit.

Remember: Any job will seem wonderful as you start the routine anew, while several months downline you'll find your viewpoint changing—hopefully for the better.

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

**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.

## S.1458, H.R. 4163 and H.R. 2739

LYNNE TRUPIN  
INTERNATIONAL COMMITTEE CHAIRMAN

### Lightplane Liability Bill passes

THE U.S. SENATE VOTED on Aug. 2 to approve wording similar to S.1458 that they had voted for in April. On Aug. 3, the House voted to accept the Senate version instead of the bill they had passed unanimously on June 27. On Aug. 5 it was sent to President Clinton who signed it into law on Aug. 17.

A brief review of the highlights of the legislation: It prohibits the filing of lawsuits involving crashes of older light aircraft. It bars suits alleging flaws in the design of light aircraft and their components that are 18 years or older.

The bill provides three exceptions: (1) where manufacturers have provided false safety information about an aircraft to federal regulators, (2) where the crash involves an emergency medical evacuation and (3) where there is a victim on the ground.

This is a major breakthrough in the effort to change liability laws at the federal level. Except in cases involving nuclear accidents and childhood vaccines, Congress hasn't enacted legislation generally affecting rights to bring suits involving defective products or personal injuries since the turn of the century.

### Reauthorization bill

The Aviation Infrastructure Act of 1994, officially called H.R. 2739, was passed on Aug. 8. This is an "enrolled bill" which won't be printed until it becomes law so it could take three months before details are printed in the aviation media.

The AOPA legislative office told me that it contains Airport Improvement Program Grants of \$2.1 billion for 1994; \$2.2 billion for 1995 and \$2.2 billion for 1996. The FAA will receive \$7.1 billion in 1994; \$7.3 billion in 1995; and \$7.5 billion in 1996.

### Restrictions over National Parks

THE H.R. 4163, National Park Scenic Overflight Concessions Act of 1994, introduced by Pat Williams (D-MT), would require tour operators to obtain concessions permits from the National Park Service to conduct their business. "Such permits may be issued subject to such conditions and restrictions as the Secretary of the Interior (not Transportation) deems necessary to protect the resources of such unit and to protect and enhance visitor enjoyment."

The proposed legislation also directs the Interior Department to establish guidelines of flights over National Parks that restrict or prohibit flights "where necessary."

This bill appeared shortly after the ANPRM which addressed overflights of Grand Canyon National Park and national parks in the state of Hawaii. The deadline for comments for the ANPRM, issued jointly by the Departments of Transportation and Interior, was June 15, 1994.

Paul Pritchard, the president of the National Parks and Conservation Assn., which is in favor of more restrictions on aircraft commented, "It marks a critical step in the process of restoring, protecting and preserving natural quiet in our national parks... People go to national parks to find solitude and a chance to escape... One aircraft flying low over a national park can have the same effect as a single smoker in a crowded room. It has a

huge impact."

Most pilots object to this type of ominous statement and to H.R. 4163. The small number of aircraft that fly over these areas do far less damage than the army of tourists that visit the parks each year. A National Park Service visitor survey completed last year indicates that 91 percent of all park visitors in the Grand Canyon area said they observed *no impact* from aircraft. Not slight, moderate or severe, but *no impact*.

To guarantee safety, jurisdiction over airways and airplanes should remain with the FAA, Department of Transportation, and not be relinquished to the Department of Interior for any reason.

## NOTAMS

### MEMORIAL TO WOMEN IN THE ARMED FORCES.

In 1986, the U.S. Congress authorized a memorial to honor the 1.8 million women who have served or are now serving in the military services. The gateway to Arlington National Cemetery is the planned location for the memorial. The original ceremonial gate, currently in need of repair, will be restored and integrated into the memorial itself.

Among other tributes will be a glass arc with etched quotations from service women. Photographs, histories and stories of women in the service will be stored on computers in an Education Center and will be made available to the public.

Only 100,000 women veterans have registered so far and the Women's Memorial would like to make its records more complete. Each veteran and her friends, or descendants, is asked to provide her name, branch of service, a photograph in uniform, and a short narrative of her most memorable military experiences.

For more information, or to send donations or histories, call 703-533-1156 or 1-800-222-2294.

### SMITHSONIAN FEATURES 99S

The August issue of the *Smithsonian* magazine contains nine pages of an article titled: "Men didn't have to prove they could fly, but women did" by David Roberts. The subtitle reads: "To combat the perception that women fliers were freaks, in 1929 a group called the 99s was formed. And it's still going strong today."

Besides Amelia, the article features photos of Jackie Cochran, Ruth Elder, Elinor Smith, Blanche Stuart Scott, Florence (Pancho) Barnes, Jerrie Cobb, and others.

GRASS  
ROOTS

## Wichita Falls

Our Chapter was invited to have lunch at the Officers Club at Sheppard Air Force Base and to tour the 80th Flight Training Wing's new facilities. We had a briefing which was an overview of the organization of the Euro-Nato Joint Jet Pilot Training given at the base. Then we were thrilled to each get to "fly" either a T-37 or T-38 simulator. We quickly realized that there were differences in the training for these planes and our own "slightly slower" aircraft. A tour of actual T-37s and T-38s completed our activities.—*Betty Kidd*

## Indian Section

Captain Saudamini Deshmukh, Indian Section, became Indian Airline's first woman Airbus A-320 commander. According to IA officials, she is also the first A-320 commander in the whole of Asia as well.

Said Captain Deshmukh, a Ninety-Nine, "The A-320 was physically and mentally less strenuous to fly compared to those aircraft having conventional controls."

The immediate reaction of IA to her becoming the first woman A-320 commander was to fax a query to various other airlines all over the world and to Airbus Industrie to check whether there were any women pilots in command of the high-technology A-320.—*The Times of India*, May 31, 1994.

## North Georgia

Aerospace Education Chair Lucy Young of the North Georgia Chapter recently hosted two friends from Moscow for a five-day tour of the Atlanta area. Lucy met Luba Rylova, an Aeroflot pilot, and her daughter Nadia last fall while on a tour of Moscow with the International Society of Women Airline Pilots. This group was invited by Aviatrissa, the Russian women pilots organization, to attend their annual congress.

Events included tours of two aviation museums, Kubinka air force base, Star City cosmonaut training center, the Bolshoi Ballet and tours of the Kremlin and a monastery. We were honored to meet several World War II veteran pilots known as Night Witches,



*Nine of the 15 members of the new Women with Wings Chapter whose charter was presented to them at the Annual Convention in Norfolk. (l. to r. front) Kara English, Cathy Leshner, Martha Case. (l. to r. back) Sue Campbell, Lynne Erbaugh, Donna Moore, Vice Chairman, Jeane Wolcott, Chairman, Pat Stark, Gaye Wohlin, Treasurer.*

New Chapter:  
Women with Wings

At the International Convention in Norfolk, Past President Lu Hollander presented our new Women with Wings Chapter their charter with North Central Governor Cathie Mayr and Past Governor Gini Sutherland assisting.

The 15 charter members are from the Akron-Canton area plus southeastern Ohio. They have varied backgrounds and flying experience. Together, they have 10 aircraft, a total of 16,832 hours of PIC time, seven are instrument rated with two working toward that rating, five hold commercial licenses, three CFIs and one traf-

fic controller. The majority learned to fly because a relative was a pilot. Others found aviation exciting and challenging and decided to give it a go.

The careers of our flock are as varied as their flying experience: A physical therapist, secretary, payroll accounts, domestic engineer, medical/surgical assistant, an Embry-Riddle student in aviation management, a retired LTC and corporate pilot, the first woman Marine selected for flight training and a WASP.

Our group's main objective is to educate the public about general aviation.—*Jeane Wolcott*



*Russian pilot visits USA. Front: Nadia Rylova; center in airplane Aeroflot pilot Luba Rylova. Rear: Barbara Young, Chair, North Georgia 99s, in her C-182. —Photo by Lucy Young*

counterparts to our WASPs.

Through several interpreters, we were able to forge friendships by sharing photographs of airplanes and family. It was fascinating to compare the similarities and differences in aviation between the U.S. and Russia. Lucy, her sister Ann and two Continental pilots were invited to the Rylova home where they enjoyed a sumptuous dinner party.

To reciprocate, Lucy hosted Luba and Nadia in her Atlanta home for several days. We met Barbara Young, Chapter Chair, at PDK airport in Atlanta where Luba got the opportunity to experience general aviation in America by touring Barbara's C-182. We toured Dobbins Air Reserve base and the Naval Air Station to get

the military aspect where they spotted the A-4 Skyhawk, the aircraft that Lucy flew while in the Navy.

Sharing experiences in aviation provided a common bond to promote friendship between pilots from diverse cultures.

—*Carol Brown*

## Pikes Peak

Heard around the patch: Denver International Airport's (DIA) opening, previously scheduled for several different dates, is now set for November something 1994 without the baggage handling system. Locals believe that DIA really means "Delay It Again."

Denise Hixon left Pikes Peak for a job with ATTI in Tucson, Ariz., flying exclusively

Beechcraft Bonanzas and Barons as an instructor-pilot in their pilot training programs for European air carriers.—*Clancey Maloney*



### Northeast Kansas

Both the Kansas Historical Society and the Spencer Research Library (University of Kansas) have superb archival facilities. Both have actively solicited our Chapter records. On July 9, we presented scrapbooks and documents pertaining to the history of our Chapter to Sheryl Williams, curator of the Kansas Collection of the Spencer Research Library. The documents will be catalogued and can be retrieved at any time.

—*Brooks Powell*

### Santa Clara Valley

Blue and white balloons greeted 55 members of the Santa Clara Valley Chapter on July 16 as they arrived at a Sunnyvale park to celebrate the 40th anniversary of the chartering of their Chapter.

Thanks to the prodding and weekly meetings at Verna West's, the Chapter History Book was completed in time to be presented at the party and was one of the gathering spots of the day as both old and new members went through the pages.

Five of the Chapter's original charter members were present: Dell Hinn, Faye Kirk, Jean Collins, Natalie Bossio and Dorothy Estep. Bobbi Trout, a Ninety-Nines Charter Member, also stopped by.

The afternoon was spent in socializing and enjoying a catered barbecue of ribs and chicken.—*Nancy Rodgers*



### Shreveport

We feel we are very unique as we have a member in our Chapter who not only flies airplanes—she builds them! Starting in 1984, after building several model airplanes, Ray Hardey opted to build the real thing and ordered a kit.

It was a tremendous success, as have been all of her planes completed since then. They have all been test flown by Marion Cole, former world's acrobatic champion and then sold and are still being flown by their satisfied owners.

So far, Ray has built from scratch or rebuilt a 1984 Pitts S2-E, 1946 Aeronca 7AC, 1975 Decathlon, 1946 Aeronca 7DC, 1976 Grumman Cheeta, and a 1949 Piper PA 16 Clipper. Her latest project will never get airborne. She built a 1994 Pitts Pedal for her grandchildren. It is a sensation at Downtown Airport!—*Helen Hewitt*



Pitts "Pedal" parked beside its "Big Brother" at Downtown Airport.

### Reno Area

A Companion Pilot and Pitch-Hitter Seminar was presented at Carson City Airport on June 4.

Jackie Helms, a new private pilot and Chapter member, won our Chapter's annual \$1,000

scholarship, and will use the money to begin her instrument rating.

A fly-in was held July 8-10 to the restored mining town of Columbia (from California's gold rush days). Participants camped out and enjoyed a production at the renowned Fallon Theater.

A Poker Run was held with Lake Tahoe and Nevada High Sierra Chapters. It included stops at Lake Tahoe and Truckee, Calif., and Fallon, Minden and Carson Valley, Nev.

Chapter members will assist with the production of the 31st National Championship Air Races, the Chapter's biggest annual fundraiser.—*Kathy McPherson*



Enjoying Santa Clara's 40th Anniversary party are Charter Members Dell Hinn, Faye Kirk, Natalie Bossio

### North Jersey

We had several activities including air marking Teterboro and Lincoln Park airports; a successful Poker Run with 160 hands played; an FAA seminar on non-controlled airports by Leslie Highleyman and Kathy Jaffee spoke on tail draggers. Six members attended the International Convention.—*Aileen Trotter*

### San Diego

In an effort to stir an interest in aviation, we are donating volumes of Ladybirds I and II to selected middle schools and junior highs.

On July 17, members attended the opening of a new exhibit in the San Diego Aerospace Museum's Women in Aviation Hall honoring our female airline pilots.

Covering the event for their cable show were last issue's cover girl Ana Province and her husband Fred. Among the 99s attending were Capt. Karen Kahn, Capt. Lori Griffith and Capt. Lynn Rippelmeyer.—*Dorothy Norkus*

### San Antonio

San Antonio members Lena Cronk, Joe Agee, Ginny McDaniel, Gloria Blank and Margaret Cosby have regularly been attending meetings of the Professional Aviation Instructors of San Antonio (PAISA) and enjoying the camaraderie of other pilots (not all instructors) as well as the interesting meetings arranged by 99 Marcia Goren Weser who is Program Coordinator. As a result, they have recruited several potential 66s and 99s who were enthused enough to attend the next San Antonio 99 meeting.—*Margaret Cosby*



### Sacramento Valley

Barbara Clark, Chairman, Sandy Peterson, Treasurer, and Cheryl Mathe, Secretary, at the Sacramento Valley 99s Annual Air Fair at Sacramento Executive Airport on June 16. The Chapter had a pancake breakfast, gave out fans, sold "kool" ties and gave out information on Eagle Flights.



### Kitty Hawk Airmarkings

Dorie Richter, Diane Mathis, Esther Fordham and June Rodd put the finishing touches on the new compass rose at Warren Field in Washington, N.C. Over a dozen airports in eastern North Carolina have been the recipients of the members' handiwork in recent years, having either the field name, compass rose or both painted.

### Orange County

Orange County Chapter's Pilot of the Year Banquet was a tremendous success with Christine Hoffman winning the POY trophy. She logged 335 hours of flight time last year flying T-34s, King Airs, Aerostars and Citations.

Christine graduated from Embry-Riddle at Daytona Beach, Fla., in 1989 with an aviation business degree and her Private Pilot's certificate. Since then she has earned her Instrument, Multi, Commercial and has nearly completed her CFI.

She is a charter pilot ferrying aircraft, flying photographers on

photo shoots, flying parachutists and flying supplies to families involved in the recent Northridge earthquake. She is currently employed with Martin Aviation out of John Wayne Airport. She considers her flying a "wonderful, serious hobby for which I am paid."

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

### Kitty Hawk

Members of the Kitty Hawk Chapter and the Fly-in' Bears of New Bern, N.C., hosted a pancake breakfast and FAA seminar at Craven County Regional Airport (EWN) on Aug. 6. Tom Jones of

the Winston-Salem FSDO, Mike Wright and Elaine Lyons of the NCDOT Aviation Division presented a film and program on pilot disorientation. Proceeds from the breakfast will be used to benefit public service programs of the Kitty Hawk 99s and a memorial

fund for Marvin Eubanks, a local pilot who died in an aircraft crash in June.

### Alameda County

In temperatures reaching 100 degrees, members gave a facelift to the 99s

compass rose at Hayward Air Terminal. Following a celebration of the Chapter's 25th anniversary on Sept. 17, the Chapter plans to hold a 10-cents-a-pound airlift at the Hayward Air Fair on Sept. 24 and 25 to benefit their scholarship fund.—Lynne Allen



The door prize contributed by Capt. Diane Myers at the Orange County Pilot of the Year Banquet was two hours of instruction for two members in a 737 simulator. The winners were Chris Stulik and Christine Hoffman, shown here at Santa Monica airport.



Prospective 99 Lisa Hedgecock learns about activities of Kitty Hawk Chapter from Trish Fields and Marilyn Bolton at a benefit breakfast.



Annie Finney, Baldwin, Md., learns about airplanes in aviation course at Oldfield's Girls School.

### Maryland 99s

Our most recent endeavor in sharing the excitement of flying with youth was the completion of the aviation course to the Oldfield's Girls School. Seven students attended the course which included presentations on navigation, principles of flight, careers and actual flight time.

The students were enthusiastic and asked lots of tough questions, challenging our 99s to recall all those lessons learned in their own flight training. The girls flew out of Martin State Airport and logged about an hour each toward their rating. The Oldfield's School has incorporated this annual course into their curriculum so the girls receive credit towards graduation for completion.—Jill Malcolm

### Virginia

Virginia Chapter presented to five schools for 13 classes of assorted ages of third grade through senior high during Career Days. One was our first Air Bears. Don't know who learned the most—the kids or us!—Betty Vinson

### Eastern Pennsylvania.

Margaret Rappaport was invited to Oshkosh to give her seminar on Pilot Psychology. She reports that it drew more than 100 listeners, mostly men. They were sufficiently interested to keep her answering questions for 45 minutes following her lecture.

Lola Tomlinson rediscovered the sad lack of aviation knowledge among young people when she read in a local paper about a junior in Downingtown High School who had gone to Washington to participate in a spelling bee. On the sixth round, she missed spelling "aileron" correctly and explained to a reporter that she had never heard of the word, had no idea what it meant. Lola picked up on this, found out where the student lived and talked to her mother. Then she met with the student and her sister at Chester County Airport where she introduced them to an aileron and its uses by going for a flight in her C-152.

Mary Wunder enlightened the Wings Field Pilot Assn. about Air Traffic Control and the Philadelphia airspace with both an informative talk and a tour of PHL tower and radar facilities.

Mary Griffith, Judy Cadmus, Adelle Bedrossian, Barbara Strachan, Laurie Forte, Mary Wunder and Linda Wood have all been active in Young Eagles programs at local airports.

—Louise Sacchi

### Pikes Peak

Our annual Companion Flyer course was a success again this year. Eight women companion flyers attended the catered, all-day seminar, and generated \$250 for our general and scholarship funds.

—Clancey Maloney

### Orange County

Celia Vanderpool of Orange County Chapter who teaches Aviation Science at San Clemente High School took part in a "first flight" program out of Oceanside Airport in June. Those students who scored exceptionally well on an FAA Ground School Test were selected to participate and enjoy the thrill of flying in a small plane.

Celia will be pursuing her CFI rating with the AE Scholarship she won this year.

—Mary L. Van Velzer



Celia Vanderpool

## AE and CRM

Aerospace education (AE) is critical for the future of aviation and the future of the 99s. We must excite future pilots as we inform our communities about how important the aviation and space industries are to each of them.

How do we do that? Use the following checklist to help you plan some Community Resource Management (CRM)

### Cockpit resource management.

Identify existing aerospace education activities in your community: schools, Boy and Girl Scouts, libraries, airports.

### Flight Planning.

Network with those you find; brainstorm; organize as a team. Look for possible team mates among the following:

Pilots in general aviation, ag, cargo, passenger, charter, instructors, space flights, RC flyers, news media; CAP, EAA, FAA; weather broadcasters for TV / radio, meteorologists; hobby stores, radio controlled aircraft groups; balloonists, kite flyers, hang glider enthusiasts, parasailers, sky divers; Boy Scouts, Girl Scouts (badges in aviation); colleges, universities with aviation programs; airports—flight schools, A&Ps at maintenance shops, avionics shops, air traffic controllers, FBOs, airport board members, fire/emergency crews—and anyone else you can think of who is involved in aviation activities.

### Obtain clearance.

Contact teachers of your children, your grandchildren, friends and neighbors' children; volunteer to help with an aviation day activity; find out who to contact regarding matching up aviation activities with your district's curriculum.

### Aerospace activities.

Sponsor a contest: models, paper airplanes, rocket launches; assist with airport open house for teachers and students.

And don't forget to take pictures. Call the newspapers and radio and TV stations to come visit and be sure to keep a scrapbook. —Toni C. Brown, Wyoming Chapter

## REVIEWS

### Avoiding Mid-Air Collisions

By Shari Stamford Krause, Ph.D  
Southwest Section

ISBN 0-07-035945-8 Paper \$16.95

ISBN 0-07-035944-X Hard \$27.95

TAB Books, A division of McGraw-Hill  
Blue Ridge Summit, PA 17294-0850

When 99 Shari Stamford Krause was a student pilot, she had a near-miss with another aircraft—on a clear day while following all the rules. Over the years, that incident has continued to plague Krause, who began researching mid-air collisions with a book in mind. The

result is *Avoiding Mid-Air Collisions*, a noteworthy new guide offering pilots the tools and techniques to help them steer clear of mid-air.

Through a combination of conventional collision avoidance techniques and up-to-the-minute developments in research and technology, Krause provides a complete system of mid-air collision avoidance that will benefit not only the student, general aviation, corporate, and airline pilots, but all aviation professionals as well.

Topics covered include: the role of air traffic control, the limi-

tations of "see-and-avoid," Crew Resource Management (CRM), human factors, Traffic Alert and Collision Avoidance Systems (TCAS), accident investigation and trends affecting collision avoidance.

Shari has been a pilot since 1980. She operates an aviation safety research company in Las Vegas. A faculty member at Embry-Riddle Aeronautical University and Pacific Western University, she has a master's degree in aeronautical science and a doctorate in aviation management.

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

### NEW RATINGS

Jennifer Anderson-Stack	Virginia	IFR in Cessna 337
Dianne Waters	Virginia	Instrument Written
Rebecca Peroyea	La. Tech Lady Lindys	Multiengine
Karen Schwabe	La. Tech Lady Lindys	Commercial, Instrument & Multiengine
Cindy Reece	La. Tech Lady Lindys	Commercial & Instrument
Mary Griffith	Eastern Pennsylvania	Multiengine Land
Abby Malone	Eastern Pennsylvania	Multiengine Land
Donna Lombardo	Eastern Pennsylvania	Instrument
Clare Gesualdo	New York-New Jersey	CFI
Linda Scully	New York-New Jersey	Ground Instructor Instrument & Ground Instructor Adv.
Marsha Stovall	Dallas	ASEL
Kimberly Bassett	Dallas	CFII
Kimberly Bassett	Dallas	Multiengine
Benetta Rusk	Dallas	Multiengine
Mari Murayama	Colorado	MEI
Chris Lucas	Colorado	Commercial Instructor, ME and 1st Lt. with the CAP
Patricia Holliday	Keystone	Instrument
Heather Ryan	Keystone	Instrument
Dorothy Regan	Keystone	CFI
Bambi Greene	North Georgia	Multiengine Instructor
Rosemary LoGiudice	Chicago Area	Commercial Written and Commercial Flight Test
Celeste Mayer	Kitty Hawk	Instrument
Martha Benham King	Orange County	Instrument
Pam Hengsteler	Orange County	Multiengine
Charlene Hengesh	Orange County	CFI
Kate Anderson	Orange County	Commercial/Multiengine
Patricia Zimmer	Orange County	Rotocraft/Helicopter CFI

### WINGS

Joyce Farrell	Jackson Gold Dust	Phase VI
Nancy Jane Godfrey	Eastern Pennsylvania	Phase I
Margot Eld	Eastern Pennsylvania	Phase VIII
Mary Griffith	Eastern Pennsylvania	Phase IV
Judy Cadmus	Eastern Pennsylvania	Phase III
Adelle Bedrossian	Eastern Pennsylvania	Phase VII
Beverly Sherkman	New York-New Jersey	Phase IV
Judy Benjamin	Northeast Kansas	Phase III
Alice Helm	Keystone	Phase VII
Dorothy Regan	Keystone	Phase VI
Linda Lindstrom	Connecticut	Phase III
Sharon Simmons	Connecticut	Phase IV
Bambi Greene	North Georgia	Phase V
Margaret Cosby	San Antonio	Phase VIII

## NOTAM

### Whirly-Girls Scholarships.

Each year, the Whirly-Girls, Inc., International Women Helicopter Pilots, offers two scholarships to licensed women pilots to be used for flight training. One scholarship of \$4,500 is awarded to a current Whirly-Girl for an additional helicopter rating. The other scholarship of \$4,500 is awarded to a licensed woman pilot holding a private airplane, balloon, or glider rating to be used only for initial helicopter training.

In order for a woman to apply for one of these scholarships, she must hold at least a private pilot's license in one of the categories mentioned above. The scholarship money is to be used within the following year for flight training only. Applications for the 1995 scholarships became available in June 1994. The deadline for the return of completed applications is October 31. Request an application if you meet either of the above criteria by writing to Charlotte Kelley #21, Whirly-Girls Scholarship Fund President, Executive Towers 10-D, 207 West Clarendon Avenue, Phoenix, AZ 85013, phone 602-263-0190.

*Do not stand by my grave and weep. I am not there. I do not sleep. I am a thousand winds that blow. I am the diamond glint on snow. I am the sunlight on ripened grain. I am the gentle autumn rain. When you wake in the morning hush, I am the swift uplifting rush of quiet birds in circled flight. I am the soft stars that shine at night. Do not stand at my grave and cry. I am not there. I did not die.*

—An Old Makah Indian Poem



**GRACE PITKIN BIRGE MAYFIELD**, one of aviation's finest ambassadors, died on Aug. 8. She was a past chairman of the Colorado Chapter. Grace was born in Burdett, N.Y., in 1913. Her interest in flying was sparked at the age of three when she saw her first biplane and took her first flying lesson at age 13. She soloed in 1936 and became a member of WASP class 43-W3. As a WASP, she ferried planes from the factory in Ohio to points all over the U.S. She flew many different kinds of planes but her favorite was the P47 Thunderbolt.

After the war, she applied for a pilot job with the airlines but was only offered a position as a stewardess which she refused. Instead, she found a position as an Air Traffic Controller in Denver. While in Denver she met and married George Mayfield, a fellow flight instructor. They taught all three of

their children to fly.

Grace became a science teacher and started an aeronautics program at Thomas Jefferson High School. One of her students was Emily Warner Howell, the first American woman to pilot for a major airline. Grace and Emily were inducted into the Colorado Aviation Historical Society's Hall of Fame in 1983.—*Jessica McMillan*

**JUNE VALENTINE BLESSING DEVINE**, age 82, passed away in her sleep on July 18. June left her indelible signature on the Sacramento Valley Ninety-Nines. Remembrances may be made to the Sacramento Valley Chapter 99s Scholarship Fund.—*Pamela O'Brien*, Sacramento Valley Chapter

### JOAN NOWAKOWSKI.

Montreal Chapter, passed away recently it was reported by C. A. Nowakowski of Old Greenwich, Conn.

**Mary Webb** of Lake Wales, Fla., passed away on July 6, according to a letter received from her daughter, Susan W. Long.

The son of Kansas City Chapter's Mary Ann Wiles Hamilton, **Richard Wiles Noah**, died July 25 at University of Kansas Medical Center following an aneurism while golfing.

### Forest of Friendship celebrates 18 years

The International Forest of Friendship celebrated its 18th year which coincided with the 140th birthday of Atchison, Kan., the weekend of June 17, 18 and 19. Blue skies, cool breezes and hot sunshine accompanied the pagantry and entertainment as friends greeted friends. Many honorees from all parts of the United States and foreign countries were inducted into the Forest, adding their stones to the hundreds already in place in Memory Lane.

## Palms to Pines

The Silver Anniversary of the Palms to Pines Air Race was flown Aug. 5-7. The 752 s.m. race was flagged away from Santa Monica, Calif., by Conrad Camden who has officiated at the start for 20 years. A fly-by or landing was made at Modesto and Redding, the RON. The Terminus deadline was the 6th at noon at Bend, Ore.

As usual, the race was sponsored by the Palms Chapter of The Ninety-Nines. San Joaquin Valley Chapter handled Modesto airport matters, Mt. Shasta at Redding and Central Oregon did the honors at Bend. Fifty-three aircraft entered the competition, but five had scratched by race time.

At the Riverhouse Awards Breakfast on August 7, the winners were announced. June McCormack, Borrego Springs Chapter, flying solo, won top honors. Gail Swain, Rio Colorado Chapter, placed second, accompanied by her 88-year-old mother in law, Ellie Taylor.

Third place went to Ellen Coussens, Antelope Valley, and Susan Larsen Tarabetz, Southwest Section Governor of the San Joaquin Valley Chapter. Fourth, Dene Chabot-Fence of Southwest

Section and Gloria May, Fresno. Fifth, Tookie Hensley and Lou Carroll, both of the Rio Colorado Chapter.—*Glenn Buffington*, Bermuda Dunes, Calif.

## Illi-Nines Air Derby

Aux Plaines Chapter was a co-sponsor of the 25th Anniversary of the Illi-Nines Air Derby. Chicago Area and Central Illinois Chapters were responsible for impounding and assisting in refueling and spotting. The course was from Mattoon overflying Benton and Mt. Carmel, Ill., and returning to Mattoon. Aux Plaines had two planes entered in the race: a Cessna 172 and a Piper Arrow. There were 34 entries and the weather was so ideal that there was no entry scratched—a record for these races we think. The Chicago Area 99s were well represented and Cynthia and Ralph Madsen took home first place trophies; Norma and Art Freier placed third. Vi Blowers Stamm won the spot landing contest at Illi-Nines Air Derby.

Aux Plaines has two members on the race board—Bettie Loebbaka and Laurie Smet-Harris. Two other 99s—Johanne Noll and Toni Reinhard—who recently

moved from Illinois to Seattle traveled from Seattle to Palwaukee Airport in Wheeling, Ill., picked up a Piper PA28 and flew it to Mattoon, where they flew in the race, then flew it back to Palwaukee, and returned to Seattle via commercial. These ladies really enjoy flying!—*V. Rabung*, Aux Plaines, and *Marlene K. Winters*, Chicago Area, contributed to this article.

## Buckeye Air Rally

The 19th Annual Buckeye Air Rally was held at the Ashland County Airport June 10-12. Cohostesses were Peg Figley and Ruth Hawks. Nineteen planes entered the rally. Departing Saturday, 18 pilots and their copilots headed to River Oak Farms, Wooster, then on to the first timed runway, Richard Downing Field, Coshocton.

Craft Airport, Fredricktown, was the next location; from there to Fremont Airport, an optional fuel stop and also another timed location. Huron County Airport, Norwalk was the next destination and last was Shennendoah Airport. Along the route, crews were required to identify numerous items. Barb DeLong won the spot landing contest.

## Air Race Classic

The 1994 Air Race Classic was flown June 22-25 over a 2427.76 st. mi. course from Downtown Parks Airport, Cahokia, Ill (St. Louis) to the terminus at the Ohio State University Airport, Columbus, Ohio. The race attracted 42 entries, however, eight crews scratched and four withdrew en route. Thirty made the final roster, 32 pilots, turning in good times and various sections of the country were well represented.

The top crews were First Place, Susan Collier and Nancy Toon in a Mooney 20F (29.801); second place to Christine Bentley and Gretchen Jahn in a PA28-236; third to Cathy Wappler and Rose Lepore in a Beechcraft A36; fourth to Margaret Ringenberg and Lois Feigenbaum in a PA28-160C; and fifth to Pat Atkinson and Angela Hubbard in a Beechcraft E33 who also got best score among the First Time Racers (24.632).—*Glenn Buffington*

For information about an air show near you, send a stamped, self-addressed envelope to the International Council of Air Shows, 1931 Horton Road, Ste. 7, Jackson, MI 49203

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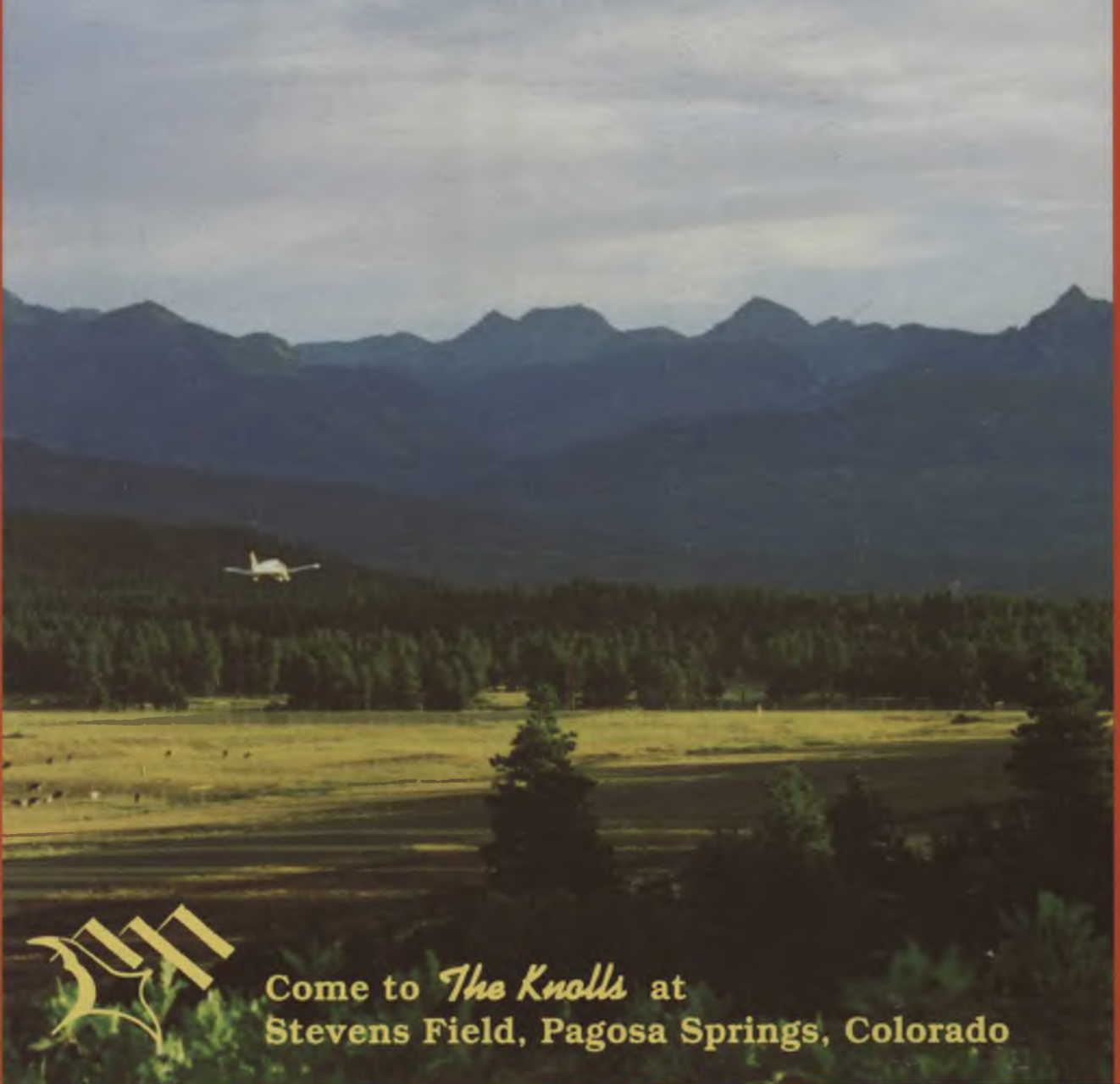
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