



INTERNATIONAL WOMEN PILOTS

THE OFFICIAL MAGAZINE OF THE NINETY-NINES® INC.



VOL. XX NO. 6

NOVEMBER / DECEMBER 1994

"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, "I thank goodness this is only practice." *Very life-like practice indeed.*

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Phone: 704-588-3760 FAX: 704-588-8208

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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
The Ninety-Nines,® Inc.
Box 965, 7100 Terminal Drive
Oklahoma City, OK 73159, USA
405-685-7969 Fax: 405-685-7985

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INTERNATIONAL WOMEN PILOTS

THE OFFICIAL MAGAZINE OF THE NINETY-NINES® INC.

November/December 1994

Volume 20, No. 6

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STATEMENT OF EDITORIAL POLICY

The opinions expressed in the articles presented in *International Women Pilots* are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines® Inc., International Women Pilots.

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1995

JANUARY

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

28 Poker Run
Upland, Calif.
Ilsa Hipfel
818-967-5882

FEBRUARY

4 North Central Section
Mid-Winter Meeting
St. Louis, Mo.
Cathie Mayr
414-648-5092

4 Southwest Section
Mid-Winter Meeting
Phoenix, Ariz.
Susan Larson
408-274-9152

4-5 South Central Section
Mid-Winter Meeting
Oklahoma City, Okla.
Carole Sutton
402-324-5285

17-19 Northwest Section
Mid-Winter Meeting
Yakima, Wash.
Nancy Jensen
206-825-6777

17-19 PCIFA
LaVerne, Calif.
Virginia Harmer
909-987-0087

MARCH

2-4 50th Anniversary WWII
Midland, Texas
Barbi Woods
915-685-4641

2-5 International Board of Directors
Oklahoma City, Okla.
Loretta Gragg
405-685-7985

5-8 1995 Upper Midwest
Aviation Symposium
Bismark, N.D.
North Dakota Aeronautics
Commission
701-224-2748

16-18 WIA Conference
St. Louis, Mo.
Tami Baum
618-377-7575

21-26 Australian Int'l Air Show
& Aerospace Expo
ASTA Avalon Airport
Melbourne, Australia
John Parkin
61 052-24-1144
Fax 61-052-24-2020

29-4/1 Australian &
New Zealand
Women in Aviation
Conference
Adelaide, Australia
Barbara Collins
61-8-379-8527

31-4/2 South Central Section
Tyler, Texas
Stephanie Roberts
903-561-7917

APRIL

1 West Canada Section
Governor in Council
Calgary, Canada
Joan Lynum
604-527-1200

9-15 Sun 'n Fun EAA
Lakeland, Fla.
Barbara Sierchio
813-347-8045

19-22 NCASE
(National Congress on
Aerospace Education)
San Diego, Calif.

28-29 Mid-Atlantic Section
College Park, Md.
Gwen Shafer
301-937-6425

28-30 North Central Section
South Bend, Ind.
Dee Nusbaum
219-767-2254

MAY

1-7 Great Southern Air Race
Alexis Kohler
904-760-9006

19-21 Southeast Section
St. Petersburg, Fla.
Judy Lester
813-525-6572

19-21 Southwest Section
Ventura, Calif.
Susan Larson
408-274-9152

JUNE

1-4 Southwest Regional
Aviation Expo
Phoenix, Ariz.
Regional Expos, Inc.
602-821-0294

2-3 New England Section
Laura Smith
603-749-2262

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

10-15 U.S. Air Race & Rally
Trophy Club, Texas
Marion P. Jayne
817-491-4055

16-18 Forest of Friendship
Atchison, Kan.
Fay Gillis Wells
703-960-4632

✓



JULY

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

27-8/2 Oshkosh EAA
Oshkosh, Wis.
Cathie Mayer
414-648-5092

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

TBA East Canada Section
Governor in Council
Toronto, Canada
Joy Blackwood
905-841-7930

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

AUGUST

4-6 Palms to Pines Air Race
Santa Monica, Calif.
Claire Walters
310-397-2731

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

OCTOBER

8-10 North Central Section
Cedar Rapids, Iowa

1996

MAY

17-19 North Central Section
Louisville, Ky.

SEPTEMBER

1 West Canada & North-
west 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

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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.

HOT AIR BALLOONIST JETTA SCHANTZ FLIES HIGH

BY ROZ HUTCHINSON



Photo by Rob Schantz

After the Flight! Jetta between reporter Kevin McKay & Rodger Hull, Vice-Commander, China Lake.

JETTA SCHANTZ, Florida Firstcoast Chapter, has recently received word that the altitude of her Aug. 19 flight over China Lake, Calif., has been confirmed by the National Aeronautic Association (NAA) in Washington, D.C.

Jetta now holds the national altitude record of 32,572 feet—breaking the old record by 1,272 feet and bringing her total of national records to 18.

And once the Federation Aeronautique Internationale in France confirms her flight's barograph recording, Jetta will add an additional nine world records for altitude to the nine she already holds for distance.

This member of The Ninety-Nines isn't one to rest on her laurels. She and her husband, Rob—a balloon pilot since 1977—have already begun making plans for her next flight.

Jetta plans to complete the "Triple Crown" of ballooning records by going after the duration record in the fall of 1995 to make her the world champion for distance, altitude and duration. Her goal: 15 or more hours in flight.

In addition, she and teammate Ruth Ludwig of Post Mills, Vt., plan to compete in the Transatlantic Balloon Race in August 1995. By completing this flight, the pair will become the first all-woman team to cross the Atlantic Ocean by balloon.

Jetta's interest in ballooning began as the result of a ride she was given as a birthday present in 1983. "It all started with a birthday present, then a hobby, then a passion and then a full-time profession," she said.

Breaking the altitude record was no easy feat. As Jetta broke through 30,000 feet in her open gondola, she began to experience overheating of the envelope. She radioed her chase team that her electronically operated instruments had ceased to function

because of altitude temperatures of 40 below zero Fahrenheit.

However, her Global Positioning System—operating from a separate power source—indicated she had reached 32,800 feet before oxygen starvation extinguished both burners on the Aerostar RX-7 she named "Feathers."

Her craft went into a free fall, dropping 1,500 feet per minute and spinning around once about every three to four seconds, she said. "When I realized I had fallen below 25,000 feet, I took the time to put on the parachute. It was a little disconcerting."

At 18,000 feet, she was able to relight the burners and land near the Pinnacles, a local landmark 20 miles away from her takeoff point at the Naval Weapons Warfare Center.

"I had had problems keeping the burners lit on the test flight," Jetta said, "as well as on the actual flight. But my goal had always been to try to set a new record in a stock balloon, one with no modifications."

Only six other people have ever gone over 30,000 feet in a hot air balloon, she said, "and no one's ever done so before in a stock balloon with a stock system."

Although the flight was somewhat unnerving, it was equally exhilarating. More importantly, she said, it was a learning experience—the thing she has enjoyed most in pursuing her flight records. "It makes me a better aviator," she said, "and hopefully, it inspires other pilots."

Jetta and her husband, Rob, are the owners of Skysigns Unlimited, Inc., a balloon events consulting firm operating out of Jacksonville Beach, Fla.

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

"It all started with a birthday present, then a hobby, then a passion, then a full-time profession," —Jetta Schantz

Restoration. Innovation. Preservation.

How do these three words relate to the 99s?

JOYCE WELLS

IT WOULD NOT BE TAUTOLOGICAL to say that the work of the 99s is to review the work of the 99s every day. Our purpose is "to engage in strictly educational, charitable, and/or scientific activities and purposes, and particularly to promote aeronautical science..."

Individually, the purpose could be considered a cause in which members choose, according to their own interests, to support women in aviation. We need not—indeed, we should not— isolate ourselves from the technological, intellectual, social, economical and political pressures of this day and age.

Restoration should be high on the list of challenges facing the 99s. Not just restoration of the Amelia Earhart Birthplace, but restoration of a strong membership base. At the present time, the 99s depend almost entirely on the dues of the membership as the main support.

Even though the 99s is a nonprofit organization, it is not exempt from the constantly rising cost of doing business. A small portion of our operating revenue is generated by the advertising in this magazine, for instance, and in the Membership Directory, as well as the new 99s credit card. But we remain a dues-based organization, so the more members we have, the easier it is to keep the dues low.



Ongoing programs also help keep the dues from increasing and provide future funding. The 21st Century Fund, the Oklahoma City Foundation and the Building Fund all are deserving of member support because these help us expand the resources available to keep the purpose of the 99s viable.

Innovation should be ongoing and aimed at increasing our ability to pursue exciting new ideas and opportunities—often on short notice. A current example that comes to mind is our recent agreement with Virtual World which will promote the 99s and a cause: women in aviation.

Preservation refers to our heritage and traditional strength in supporting women in aviation. The financial aid that members provide through the Amelia Earhart Scholarship Fund help ensure that the purpose of the 99s is met. Other examples of preservation are the Resource Center, our buildings that house and display the history of women in aviation and educate the public, and the Amelia Earhart Birthplace.

The 99s have many single program and single issue constituencies. Still, in this day, it becomes even more important that all of us work together from our various positions to positively impact the aviation and non-aviation communities with restoration, innovation and preservation.



LETTERS

AT THE TIME of this writing, the "paperwork" is in to the FAA acknowledging the satisfactory completion of my Multi-engine rating.

Each person who reads this letter should feel a sense of satisfaction in knowing that through your efforts another female pilot will be pushed through to her ultimate dream. Although my goal is different than most, the road to "get there" is much clearer now.

My ultimate goal is to work for the FAA as an Aviation Safety Inspector. Through the AE Scholarship I received, I was able to get across yet another hurdle. Thank you all for your help. Wishing you all clear skies and many happy landings. —Susan Barber, CFI

GREAT ISSUE! The photography is outstanding, cover and inside photos as well. And I like the new name given it. "Women Pilots Magazine" says so much more than *Ninety-Nine News*. Now, when I display the magazine at my

home or place of business, people will know without asking that I'm a pilot. Overall, this issue is the best I've seen from a content and layout perspective. Even the advertising is interesting. —Peggy Ewert, Southwest Section Vice Governor

I FEEL THAT THE 99 NEWS is being taken away from the members and into the hands of advertisers. —Anna L. Taylor, Albuquerque Chapter

I JUST HAD TO TELL YOU how pleased I am with the 99 magazine. It looks so professional! Thanks. —Diane Cozzi, International Treasurer

I JUST RECEIVED the new issue. Even though your preceding notice had warned me, I did not recognize the magazine. It looks great! Especially the color cover. There is a lot of advertising in relation to the amount of news and articles. Is this necessary to cover

the costs of printing? If these costs are now covered, will we return to monthly issues? Keep up the good work. —Betty Vinson, Virginia Chapter

The advertisers help pay for the printing. The more advertising we sell, the more editorial pages we will be able to print. There will never be more advertising pages than editorial pages. Support the advertisers and someday...we may be able to return to a monthly magazine. —Editor

ONE MEMBER CALLED me to say that this issue looked like a series of death notices, all those black lines on every page are depressing—unrelieved gloom. —Louise Saachi, Eastern Pennsylvania Chapter

PLEASE ACCEPT my "Hearty Congratulations" for bringing out an excellent edition of the 99s Magazine of September/October 1994. The layout, the front cover color, articles are of superior

choice. I also notice more advertising in this magazine. Thank you for giving us such an outstanding magazine with interesting and informative articles. Please keep up the good work. —Chanda Sawant Budhabhatti, Governor, India Section

PLEASE PUT COMPASS ROSE on cover (could be embossed on photo) and hold the official publication line. —Judith Anne Bolhema, North Jersey Chapter

I DON'T CARE FOR new name. I am not an International Woman Pilot. —Anonymous

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.

Board of Directors Fall Meeting

LOIS A. ERICKSON
VICE PRESIDENT

WHEN THE INTERNATIONAL BOARD of Directors met November 10-13 at Headquarters in Oklahoma City, it was readily apparent that a positive spirit of teamwork prevailed to conduct the business of the organization. The Board was joined by the Council of Governors, representing all United States and both Canadian Sections.

Thursday afternoon, Don Finch, Executive Director of the Oklahoma Air and Space Museum, spoke to the Board about his experiences working with nonprofit boards. Mr. Finch discussed the importance of every organization having a purpose (mission) statement from which to develop short and long-range goals and objectives.

Recognizing that the completion of the second story Resource Center is vital to the collection and preservation of memorabilia, the Board appointed Director Pat Ward and Governor Anita Lewis to coordinate efforts to educate the general membership about the Resource Center and the 21st Century Fund.

In conjunction with the Spring Board meeting in March 1995, the Board and Council of Governors will participate in a fund-

raising telethon and open house at Headquarters.

The Board approved funding of the booth at EAA Oshkosh and, subject to funding availability, a booth and forum presentation at NCASE 1995 in San Diego.

With the World Precision Flying Championship as the premier event being sponsored by the 99s in 1996, the Board agreed to promote a "Back to the Basics" convention in Oklahoma City in the summer of 1996. Emphasizing the theme of "Goin' Home" (contingent on availability of local accommodations), the Board plans to feature our International Headquarters and Resource Center. Colorado Springs, Colo., was proposed as the alternate site.

Taking the input of members into consideration, the Board approved a motion that the official magazine resume the notation on the cover "The 99 News." The logo of the interlocking 99s will be incorporated into the new cover design.

Each evening, Board members and Governors separated into committees to work together on the governing documents, membership and long-range planning. The enthusiastic participation by both Governors and Board members was indicative of the commitment to move forward toward a secure and bright future...together!



Resource Center

VERNA WEST, CHAIRMAN
RESOURCE CENTER

THE TRIP TO WORK this morning was the shortest ever for me, about 25 feet from our motor home in the parking lot next to the side door at International Headquarters in Oklahoma City, Okla.

To spend only a few hours in the archival room leaves one with a sense of awe. The volume of records, photographs and memorabilia on the shelves from the thousands of women pilots who provide the background for the "stars" of the collection is impressive.

Time spent there points up the need to make this wonderful collection more easily accessible. Technology is changing so rapidly, professional advice is necessary.

We have the means to collect and preserve these precious items and suitable display space for part of them. Darla Bullard, former Headquarters Secretary, is coming in part-time to help inventory and record recent acquisitions. Hundreds of hours of work need to be done to index and cross-reference materials on hand.

Southwest Section is still working to have a written history on hand from each Chapter with a copy sent to Headquarters. Santa Clara Valley just presented their volume of 40 years. With the recent capability of copy machines that afford copies of photos in both black and white and color, the book is impressive.

We depend on all members to be alert to items related to women in aviation. History does not just mean "old." Some of our most treasured photos are of the famous aviators when they were young.



Verna West

Editor's Desk

BETTY ROWLEY

MY THANKS to the more than 1,200 Ninety-Nines who returned demographic Survey Cards. The printer who designed the survey is pleased to be able to realistically chart his plans to increase the advertising pages which will, in time, result in more editorial pages being available to print what you want to read.

To those of you who complained that we...left off a box for "gliders"...did not list a choice of "less than \$25,000"...and ignored the unmarried by including a check box for "spouse," I offer the apologies of the printer. He offered to quickly design, print and insert a survey card at no charge, and his offer was accepted.

Survey results

Of paramount interest to me, however, are the responses on what you want to read in the magazine which indicated these percentages:

Women pilot profiles	70%	Chapter news	50%
Safety tips	69%	Aircraft maintenance	35%
Flying techniques	63%	New equipment tests	35%
Trip features	60%	Career opportunities	30%

About 10 cards are still arriving every day. Before the next issue goes to press, we should have a complete report on the results to share with you. In the meantime, you are encouraged to send articles about your flying trips and adventures as well as profiles of interesting and unusual women pilots—and I need someone to write a regular Safety Column.

We're listening...

We have received a few concerns that the name might possibly be confused with a commercial magazine called *Woman*

continued on page 24

WAEO 8th World Congress

"...from confrontation to cooperation"

DIANE M. COZZI

THE WORLD AEROSPACE EDUCATION Organization held its 8th World Congress on Aerospace Education in Birmingham, England. Delegates, including several Ninety-Nines, represented countries around the world. Besides myself, Ninety-Nines included Aileen Egan, British Section Governor (Aileen is also Chairman of the British Women Pilots Association) and Mary Clark and Jill Honisett, also from the British Section.

From the U.S. were Mary Feik (Potomac Chapter), Aileen Anderson (Northern New England), Marilyn Buryz (Eastern New England), and Gail LaPook, Chicago Area Chapter.

Delegates were welcomed by the Lord Mayor and Lady Mayoress of Birmingham. The keynote speaker was Lord Brabazon of Tara, very active in aviation education in England and grandson of the famous Lord Brabazon, Minister of Civil Aviation who held Britain's first pilot's license.

In his opening address to the WAEO, Chairman Kamal Naguib of Egypt expressed his enthusiastic belief in the theme of this year's congress: "Towards a new international order in aerospace... from confrontation to cooperation."

The Congress began with a dinner, presentation and a behind-the-scenes airport tour sponsored by the Birmingham Airport Authorities. Field trips and cultural events alternated with a number of distinguished speakers from all over the world who spoke on a wide variety of topics relating to aviation and aerospace.

One full day of sight-seeing included a tour of British Aerospace Systems Satellite Division, the Shuttleworth Collection of vintage aircraft at Old Warden Aerodrome, a touching visit to Coventry Cathedral and a thoroughly entertaining Medieval Banquet at historic Coobe Abbey. An evening was spent at the Crown Inn for a typical Victorian dinner at a British pub and an

afternoon at the Royal Air Force Aerospace Museum in Cosford, an extensive indoor and outdoor display. At all times, Congress delegates were given special VIP guided tours of aviation facilities.

The Ninety-Nines participation in the Congress was well recognized. One of the speakers, Mary Feik, received a WAEO "Order of Merit" award at the closing banquet for her many contributions to aerospace education. Before the close of the Congress, Mary, Chanda Budhabhatti (in absentia) and I were reelected to the WAEO Board of Directors. ✱



Mary Feik, Potomac Chapter, receives a WAEO "Order of Merit."

World Precision Flying Championships Sept. 18 to Oct. 6, 1996, Ft. Worth, Texas

Contact Jody McCarrell, WPFC, Rt. 1, Box 487B, DeQueen, AR 71832, U.S.A. Home phone is 501-642-2508. Work 903-793-4776. Fax: 501-642-4829

Deadline for filing an application to compete is July 1, 1995. Entry kits are \$5.00. Tryouts will be held in the fall of '95.

If you don't want to be on a team, you can still be involved: Sign up to help work. About 1,500 people will be needed to help staff the event.

Contact Southeast Section Governor Nancy Wright for information about available positions or to volunteer your services. WPFC will be the subject of the cover story in the January/February issue.



99s Convention July 5-8, 1995 Halifax, Nova Scotia

Canadian 99s are looking forward to sharing the vibrant ocean side capital of Halifax with fellow women pilots during the International Convention '95, at the Sheraton Halifax.

Surrounded almost entirely by sea, Nova Scotia has over 3,000 lakes dotting the interior. Halifax has the second largest natural harbor in the world. From the gentle rolling hills to the rough and rugged coast, you'll find friendly and hospitable people waiting to make your stay a pleasant one.

So make your plans now to share some time with fellow 99s in an exciting city with many treasures. And do plan on adding several vacation days on either end of The Ninety Nines Annual Convention. If you don't, when you get to Halifax, you'll wish you had.

—Sue Ehrlander, local chairman



Learning the Hard Way

BROOKS M. POWELL
Northeast Kansas Chapter

THE BLUE PILOT'S OPERATING HANDBOOK for the Beech Musketeer sternly warns that it is the pilot's responsibility to keep up with any and all revisions. It stresses the pilot's need to know her aircraft's limitation as well as her own. It neglects to mention, however, that the older the airplane gets, the less its actual performance may resemble the statistics and numbers given in the POH. Actual airspeed is one glaring example; actual fuel flow is another.

Knowledge of actual fuel flow is very important in managing a cross-country excursion in the Musketeer because "a fuel return line from the engine-driven fuel pump returns approximately three to six gallons of fuel per hour to the left tank when the engine is operating at 75 percent power or less." In the center of a page in large letters is the word, "CAUTION," followed by "Use 15 gallons from the left tank first."

The POH also states, "It is the pilot's responsibility to ascertain that the fuel quantity indicators are functioning and maintaining a reasonable degree of accuracy." As everybody knows, fuel gauges are never accurate or only accurate if they register "empty" and the only safe way to plan a trip is to know approximately how many gallons will be burned in an hour.

Fuel tanks in my Musketeer A23A have a "nominal" capacity of 29.9 gallons. But at some point a few years back, an AD revised usable fuel to be 52 gallons for both tanks. To be safe, I subtract two more gallons and plan on 50 gallons with full tanks. (Of course, 52 gallons still gets planned into the weight and balance exercise.)

The Cruise Performance Chart (standard day) at 65 bhp is to dream of: 8.1 gallons at any altitude up to 9,000. This performance assumes proper leaning which, without an EGT, I have to guesstimate by the old "lean-until-engine-roughens/richen-mixture-till-smooth-plus-a-little" method. The bottom line is that, leaned and everything, Old Musketeer burns approximately 10 gallons an hour—and I plan on that.

On Thursday, April 14, my copilot Jan Raymond and I took off from Topeka, Kan., on an IFR flight to Fort Worth, Texas. Our planned refueling stop was Okmulgee, Okla., which I had chosen over Tulsa because it was closer to half the distance. *Big mistake!*

Okmulgee may *look* good on the chart (it has three runways) but in actuality, the runways have gone to grass; the refueling is limited to a linesman; and the "Ladies" is really the pits. To add to all that, flight service had said we could pick up our clearance from the runway, but it turned out we could not.

But to back up, because of a 38 to 41 knot head wind, we had been in the air almost three hours by the time we reached

Okmulgee. Low clouds were beginning to pop up and by the time we had refueled and paid our bill, they were more broken than scattered. After a quick walkaround, we buckled in. I completed my checklist, but I did not rotate the fuel selector because I had done that once when we started out. So I failed to notice that it was *still on the right tank*.

The next little bit was distracting because we could not raise Tulsa approach and a Citation jet was behind us on the taxiway. Switching to the Unicom frequency, I asked the jet if Approach had a different frequency and he explained that we had to be airborne to make contact. The next few minutes were not fun. By 1,500 feet, with our foreheads in the clouds, Approach said she couldn't clear us until we reached 2,500. Finally, she gave us a special and we climbed to our cruising altitude.

The cloud cover beneath us varied from solid to broken. Our

DME showed us making between 65 and 70 knots. On a good day, there is a slight left turning tendency on this airplane because the rigging is a little bit off, but on this occasion, I thought to myself, I really must do something about the trim. It felt as if I were trying to hold the left wing up but making repeated corrections to the right.

When DME showed us to be in the vicinity of Ardmore, it had taken us an hour and a half to fly 110 miles. Time to switch tanks, so I reached down and saw to my horror that the fuel selector was on the *right* tank which certainly explained the left turning tendency.

The right tank was completely empty. With approximately 100 miles from our present position to Fort Worth, a 40 knot head wind and an unknown quantity of fuel remaining, the only

safe choice was to call Center and request a change of plan to land at Ardmore.

Center was busy and it was hard to get his attention but he finally answered and asked if this was an emergency. "Not yet," I said, "but we do need fuel." We were cleared to land and were given a right turn, which the Musketeer refused to do because the right wing was so light and the left so comparatively heavy. So we made a left turn to final and without further ado, landed.

We shut down and looked first thing into the right tank. Sure enough, the right wing tank was *bone dry* which meant that about \$40 worth of fuel had been thrown overboard. Besides the expense, another hour was added to a very slow trip.

A lesson learned and you can bet that will be the *last* time I forget to switch tanks!

Note: The Musketeer A23A featured a fuel-injected Continental IO-346 engine. The fuel system for the engine is different from the majority of light single engine aircraft in that it returns part of the fuel from the discharge of the fuel pump back to the left tank only. As stated in the article, standard fuel management in the plane entails operation first from the left tank, and then from the right tank to avoid pumping fuel overboard as happened in this case.—George Wilhelmsen, editor's technical consultant.



Brooks Powell and her Musketeer A23A.

Let's go for the goal!

JACQUE BOYD, PH. D.
ADMINISTRATIVE CHAIRMAN



Retain: re-tain (ri tayne') v. 1. To keep in one's possession or use. 2. To continue to have, not lose.

RECENTLY ATTENDED a meeting of another group I belong to (which is not aviation-oriented and not a women's organization), and guess what the topic of conversation centered around? *Member Retention!* The questions on everyone's mind were the same: "Why are we losing them?" and "What can we do to keep them?"

I did a very informal survey of a variety of organizations in the Dallas/Ft. Worth area and found that a majority of those I talked with were also concerned about how to retain present members and how to convince former members to come back. Our situation is certainly not unique.

According to figures given in our annual membership report at the International Convention in July (covering the period of June 1993 to June 16, 1994), our total number of members declined from 6,610 to 6,351—or a net loss of 259. During that same period of time, however, the report states that between January 1 and May 31, 1994, we attracted 270 new members to our organization. Now *what's wrong here?*

I recently received a fax from Ilse Hipfel, Southwest Section Membership Chair. That fax outlined a two-year membership plan for the Section. The tasks for the second year included the development of a "Membership Retention Manual."

This Membership Committee surpassed the "Gee, wouldn't it be nice" phase of concern and has gone on to develop a plan where they will state specific objectives, procedures and evaluative processes to employ for improving their member retention.

The plan also mentioned additional people and organizations to use as resources in determining practices which have been successful elsewhere so they don't end up "reinventing the wheel."

When the SWS begins to "fill in the blanks" and make their plan become a re-

ality, I will share those details with you. Until that time, all Chapters and Sections could benefit if you would let me know procedures you may have in place at the Chapter level which have helped reverse this trend.

A glance through the September membership report indicates that the following Sections have a net gain between September '93 and September '94: East Canada, Finnish, Mid-Atlantic, Southeast, Northwest and Far East—with Southwest showing a significant trend of growth. (Sounds to me like they might have some valuable ideas to share!)

Until we hear from them, consider this: Perhaps your Chapter membership chair could send a congratulatory note to each member just before their anniversary date and thank them for continuing to be a very important part of the Chapter and remind them of their renewal date coming up. And don't forget that all-important phone call to find out WHY a renewal has not been sent in.

Retention...a "common" problem. But we are "unique." Come on, then, 99s, let's Go for the Goal: an ever-increasing membership! ✨

**1000
MORE IN
94**

Congratulations to Cathie Mayr, Wisconsin Chapter, who was the 99s EAA/Oshkosh Coordinator this year. Thanks to the cooperative efforts of Cathie and her workers at Oshkosh this summer, 46 new 99s were found.

Between January 1 and September 30 of this year, we have received 591 new members which is 60 percent of our target. As we move into the final stretch of our "1,000 More in '94" membership campaign, let's go "full throttle" and sign up 400 more. Ladies, we CAN do it!

COMING UP NEXT ISSUE:

- Launching of 99s Networking Resource Directory
- Updated Benefits and Services Listing
- Updated Listing of "How to" Resources, Programs, Projects and Activities

Update on "Post-It" Project.

Please let me know about the success that your Chapter or Section has had with the "Post-It" project (putting a 99s poster at every general aviation airport in each Section's area).

The North Central Section seems to have it down to a science with dozens of airports already covered. The Virginia Chapter has some very creative ideas for their posters. They invite pilots and student pilots to an Open House Coffee on Saturdays where they tell them about all the wonderful benefits of membership in the 99s and the variety of activities that are available for them to participate in.

The Ninety-Nines Credit Card

Have you applied for your 99s credit card yet? At no cost to the 99s for printing and mailing, a 99s Membership Application was included in a recent mailing by the credit card company to 30,000 women pilots. This has already attracted 70 new members into the organization.

Apply now for the card that identifies you as not only one of many *Women Who*

Fly, but also as one who provides extra financial support to The Ninety-Nines, Inc., each time the card is used! To apply by phone, call 1-800-847-7378.

Early reports from Maryland Bank, NA indicate that the 99s card ranks "above average" in the number of applications received when compared to their other response level trends.

The more cardholders we achieve, and the more these cardholders use their cards to make their purchases, the more increase of funds we can realize and the better are our chances of increased cardholder benefits (and waiving of annual cardholder fees beyond the first year). ✨



Networking at work

ILSE E. HIPFEL
SOUTHWEST SECTION
MEMBERSHIP CHAIRMAN
San Gabriel Valley Chapter

ONE OF THE OPPORTUNITIES that arise for all 99s is the ability to use your Membership Directory to contact other 99s in the area(s) you are planning to visit when you travel. I recently had that opportunity on a vacation to Molokai and Maui in the Hawaiian Islands.

A couple of weeks prior to my vacation, I contacted the Aloha Chapter Chair-

man and introduced myself. I inquired about their membership drive and discussed their need for posters, flyers, business cards and the possibility of designing their own Chapter brochure. The Aloha Chapter was in need of most of these membership supplies. So I stuffed these membership materials into a packing tube and carried it aboard the airplane.

Both Sara Maher and Kathy O'Brien of the Aloha Chapter were located on Maui and together we designed their Chapter brochure and got their membership drive underway. These two women pilots were very hospitable and during our three week stay, we visited with them three times, each time sharing more ideas on membership, places to see and visit and, of course, aviation experiences.



Kathy O'Brien, Ilse Hipfel, Sara Maher and Maureen Oster.

When you're packing up a suitcase for a weekend trip or for a full-blown vacation, take the opportunity to reference your Membership Directory. It is exciting to get involved with other fellow 99s. Remember, we all have one thing in common: Flying!

Welcome to these 158 members who joined The Ninety-Nines in Aug./Sept.

Diana M. Abbasy
Amy Elizabeth Adams
Nancy Lyn Akers
Carol Ann Andrews
Catherine Jane Apicella
Marilyn Vaughan Ayers
Wanda M. Babcock
Erica Maye Barbour
Bobbi Barnes
Dawn Renee Beecher
Sherry Evans Belcher
Deborah Ann Brekelmans
Donna F. Brown
Anjali Browning
Leona Gail Bruland
Betsy Catherine Bryant
Janet Mansfield Cannon
Jean Marie Carli
Donna Louise Cheney
Heidi Christine Clark
Rebecca Scrivner Cole
Cathy Cay Colon
Kathleen A. Connon
Cindy Diane Crawford
April Dawn Davis
Golda May Davis
Janet (Jan) L. Davis
Maritza R. Del Priore
JoAnn H. Dobbins
Michelle Lee Dolin
Lisa Denise Erotas
Lisa Ann Estabrook
Beverley Mary Ferrato
Jeannette Celeste Fey
Paula Flatley
Judy Gail Frail
Karolyn B. Fraine
Colleen Joye Franke
Rachel Beth Fulkerson
Carolyn Janet Fullerton

Denile Lynne Gallagher
Meegan Poggi Garrett
Marie Elizabeth Gorham
Lynda Kay Green
Susan Elizabeth Grills
Doris F. Grove
Maegan S. Hakes
Sheila LeAnn Hale
Kari Ann Hartzberg
Kathryn B. Henderson
Linda J. Hennen
Susan Lea Hladky
Tammy M. Hladky
Katherine Marie Hooper
Gloria Jean Humphrey
Jane Marie Hynek
Beverly Reich Ivy
Jana Marie Jaderborg
Rhonda Detert Jeffries
Cheryl B. Johnson
Kendra Lea Johnson
Edith Ann Kaspin
Janice K. Keilen
Deanna K. Kemling
Decki Joy Kensey
Susan Beth Kesti
Betty J. Kjellberg
Terry Koppie
Della Mae Frances Koss
Marjorie J. Koval
Maria Jean Kuhn
Kristin Janet Kurth
Theresa Rose Lafia
Suzanne LaFontaine
Manjeet Lamba
Joni A. Lampert
Janna Elizabeth Land
Fredrica Gaye Lawrence
Marisa Smith Leach
Britta H. Lemley

Krystal Ann Lewis
Juanita Louise Londenber
Esther D. Long
Mary P. Loomis
Nancy Ellen Loomis
Anna Marie Lore
Cristina Marci
Laura Annette Melby
Merry Kathryn Mendenhall
Seana Leigh Miller
Valerie Lynn Minor
Robin Kathryn Moates
Pamela A. Monahan
Dr. Karen Victoria Morris
Jeannine Michele Murphy
Andrea Camille Nash
Catherine Lee Netherton
Melanie Lorraine Neumeier
Debbie Travis Norman
Lynn O'Donnell
Mary Elizabeth Odom
Kimberly Ann Olson
Joy Wen-Lo Pan
Lisa Allyson Pecora
Gloria Winifred Peterson
Kristin Eva Peterson
Teresa Jean Pilkington
Geri-Sue Popa
Eileen Cecilia Puumala
Maureen G. Raleigh
Karen N. Randle
Judith J. Redshaw
Jane Marie Rego
Petra Ingeborg-Beate Reuter
Diana Jane Richards
Anne W. Roberts
Carolyn Shiflet Rogers
Joy Ellen Rohwer
Carol Joan Russo
Karen Anne Sable

Catherine Margaret Salvair
Patricia Guichard Sani
Karen Christina Satz
Gretchen Ann Schmid
Christina E. Schmidt
Sandra A. Sellers
Carol A. Shepherd
Jacqueline Michelle Shipe
Lois H. Sibenik
Lisa A. Sloan
Barbara Jean Smola
Diana S. Soard
Holli Anne Stafford
Kathryn (Katie) Stamps
Delle Lorraine Starzynski
Wanda June Kent Stevens
Mickey Steward
Linda Kay Stoneking
Sharon K. Stroberg
Connie R. Strom
Juliet Mary Thomas
Dorothy Love Thompson
Shirley A. Tranbarger
Rachel Jane Tretchick
Darlene Fay Trumbull
Etta Lorene Tull
Carol Ann Turner
Anne R. Umphrey
Godelieve Clothilde Van Lint
Nancy Diane Walsh
Cassandra Webb
Cynthia Dru Welton
Dianne White
Sandra J. Wikle
Carolyn Virginia Williams
Stacey Lea Wilson
Beverly Wilt
Audrey "Willa" Young

Aviation opportunities... for all ages

KAREN KAHN

Santa Barbara Chapter

I received a letter from a new 99 who has recently received her Private Certificate—and writes that she has “an insatiable desire to learn everything I can and progress further.” She’s concerned about what jobs are available for a 46-year old accountant, wife, mother and grandmother who is planning on obtaining her instrument, commercial and CFI ratings. The answer to her query is: There are lots of opportunities.

Let me begin by saying that my columns are directed to all of you who want a career in aviation, regardless of age. Desire, determination and persistence, rather than age, are the most important factors in achieving your goal. Surprisingly enough, maturity can frequently be a bonus as you hunt for a flying job. Remember, you’ll have to start at the bottom, just like anyone else, but you’ll have a lot of history and experience on your side to assist you with the process.

Maturity is an advantage

As you begin your job search—and we’ll assume you’re using the techniques we’ve previously discussed—remember that no one needs to know how recently you received your license or how long you’ve been flying. If you act like an accomplished, interested and ready-to-learn pilot, you’ll find lots of help and respect from fellow aviators who figure you have much more time than your logbook shows. Act like the experienced aviator you’d like to be and you’ll be treated accordingly. Remember, you have the maturity to pull it off successfully.

As you begin your aviation love affair, you’ve got an advantage of not being fresh from high school or college. That means you have other skills to complement your resume. If you’re serious about getting into aviation on a full-time basis, you probably have looked around, seen some of the alternatives and have now decided that you *really* want to be here and you understand that it is not going to be easy, quick or cheap! So you’re one of the *real* pilots who loves aviation and you’re willing to do what it takes to stay involved.

Flight instruction is a salable skill

With that preface, let’s discuss some of the possible careers. Flight Instructing first comes to mind and is probably your first step to give you a salable skill. Don’t exclude flight instructing as a good career for someone who really enjoys the teaching process. It’s an honorable profession and one of your first moves should be to join the National Association of Flight Instructors (NAFI) (614-889-6148).

Ground instruction gets you started

Don’t forget Ground Instruction as a good precursor to flight instructing and getting you started in the business with only a

Private Certificate. We’ve discussed in a previous column how to work with the local community and drum up new students for yourself or your FBO. Use those contacts you’ve made over the years to network and advertise your new skills.

Learning the ropes at an FBO is another good way to stay involved. If you’ve got specialized skills (accounting, computer, marketing, sales), you might want to widen your aviation knowledge by using your skills in an aviation setting. Begin at the local level, at a local FBO and then—when you’ve learned more about the intricacies of the business—expand your customer base by using your flight skills. There are many specialty businesses that can be expanded through air transportation which will help you accumulate hours and introduce you to the folks who can help you into flying full time.



Aviation is very understanding of a wide range of ages. The common thread is a love of flying.

Apprentice system

If you don’t have a marketable skill, plan to learn one either using the apprentice system or plan to take some class to sharpen your skills. During my stint at an FBO, I worked in customer service, accounting, maintenance, aircraft sales and public relations. In a small FBO, these will frequently be parts of a single job title, while larger companies will have separate divisions. Express your desire to learn each one, or pick a field that interests you and volunteer your time (perhaps in exchange for FBO services?) to get acquainted with what’s required for each. And don’t forget line service. That’s the best place to meet future employers.

Aviation is very understanding of a wide range of ages. The common thread is a love of flying. You need only demonstrate your sincerity and you’ll find many ways to stay involved. Yes, there’s a great wasteland between acquiring your ratings and accumulating

the time needed to qualify for a corporate or charter position, but if you’re really serious, you’ll find many along the way who are willing to help you.

We’ve all been given that “leg up” at one time or another and realize it’s our job to help out the next deserving individual. You can easily be that person, but you’ll need to actively pursue your goal, not just dream about it.

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

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

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Getting there is half the fun

JOYCE HILCHIE
Yavapai Chapter

I RECENTLY HAD A CHANCE to meet the Mercury 13 women astronaut candidates, visit my 85-year-old mother and make the long flight from Arizona to Oklahoma with one of the Mercury candidates, Irene Leverton, one of the best flight instructors I have ever known. What an opportunity! So I did it.

To arrive at Oklahoma City at a reasonable time, it meant wheels up at 5:00 a.m. just before sunrise. The heading 080. I handed the VFR chart to Irene. There is no course line on the chart as I have one of these new-fangled charts that is coated and requires a grease pencil to write with.

As my brain finally started up, I realized my heading should have been closer to 070 and that Sedona will be off the left wing. My lesson began as I explained to Irene my method of avoiding fuel starvation in a Comanche. "It would be good to write gas tank changes on the chart as well as destination barometric pressure in case of a loss of radio communications," advises Irene.

It was a great day for flying. We picked up flight following west of Amarillo to speed the trip through class C airspace. We saw low broken clouds east of Amarillo and informed flight service. This was the first reporting of these clouds. When I asked Irene how to judge cloud height, she responded, "Look at the shadows. If the edges are very clear, they are 1,000 to 1,500 feet.

Irene approached the holes in the clouds at an angle (just like approaching a mountain pass) so that if retreat became necessary, a 180 would not be required.

Twenty miles east of OKC, the clouds broke and were replaced by haze. The airport was in sight but I could not pick up the designated Runway 13. I requested tower to call my base and Irene nodded her approval. After landing and cleaning up the plane, Irene suggested that in the future I pick up weather from ATIS 15 minutes before landing and that I use the second radio on the speaker instead of ear phones. She also suggested maximum altitude until the runway is in sight and when landing that I keep the nose wheel off as long as possible.

On the return trip, the head winds were horrible with a small window into Prescott., Ariz. On the first leg to Tucumcari, I learned to lean the fuel using carb heat. (If the pulling on the carb heat does not cause a huge drop in rpm, it is too lean.) Irene took over the controls and I watched a pro fly. Irene retrimmed the plane so a touch on the stick made the corrections. Then she started riding the mountain wakes to smooth out the flight and make it easier on the plane and passenger. (She reduced power going under the clouds to avoid turbulence.) Everyone else on Albuquerque Center reported severe turbulence.

When we had Winslow off the right wing, Irene changed head-



Irene Leverton and Joyce Hilchie, traveling companions.

ing to avoid the clouds and virga using the ADF to maintain a heading into Prescott. She approached the holes in the clouds at an angle (just like approaching a mountain pass) so that if retreat became necessary, a 180 would not be required. The weather closed down in front of us and Irene pulled a 90 degree turn and notified FAA of route change and requested weather into Winslow.

In Winslow we tried to wait out the weather. No luck. When we called at 5:00 a.m., there was a window into Prescott. During the rushed preflight, Irene shouted "Wipe off the plane and start now because when the sun and wind come up, it will freeze." They did and the rain from the night before froze. We had to wait for the sun to melt the ice. After an hour, I took off. Approaching Prescott, the clouds were hugging the mountains. Irene agreed that we should go over the clouds.

ATIS gave us VFR weather but we could not see the airport. From experience, we knew we were over Chino Valley. Tower requested a downwind entry for 11 but 11 was obscured by clouds at altitude. Irene suggested "Base would be best!" I called and informed Tower. We took base to avoid clouds. The landing, taxi and tiedown were routine.

During breakfast, the teaching continued. Irene recaps: "Always get weather 15 minutes out. A mile off the runway, you should be 500 feet above. Coming into an airport with many slow planes, slow down outside the pattern. Use all the navigation aids you can for cross-check."

Few new concepts but good small details, many of which I knew. I think I did get one compliment as everyone was told I misjudged the flight time by nine minutes on a five and one-half hour flight. When Irene comes out with her "What if...?" book, I'll be first in line for a copy.

Following 50 years in aviation, Irene Leverton is currently an aviation consultant, an instructor, and a FAA designated tester.

Submit your typed, double spaced Pilot Story manuscript of no more than 800 words to Editor, 99 News/IWP, 807 N. Waco, Ste. 22, Wichita, KS 67203. At least one photo should accompany article.

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News you can use

LYNNE TRUPIN
INTERNATIONAL COMMITTEE CHAIRMAN

Update on National Parks issue

S.2428 would establish a 3,000 ft. minimum altitude for air tour flights over U.S. National Parks. It was introduced by Sen. Daniel Akaka (D-HI). It would also require that all air tour operators be certified under a new subpart of FAR Pt. 125. Meanwhile, an interagency group composed of officials from the FAA and the National Park Service continues its effort to develop voluntary and regulatory actions to curb the effects of aircraft noise from tour operators overflying National Parks.

Our previous issue discussed H.R. 4163, National Park Scenic Overflight Concessions Act of 1994. Some of the criticism of the House bill applies to this Senate bill.

New bill proposes an independent FAA

A new bill which would make the FAA an independent federal agency was introduced in the Senate by Aviation Subcommittee Chairman Wendell Ford and in the House of Representatives by Aviation Subcommittee Chairman James Oberstar on Oct. 7, 1994. A news bulletin from AOPA says they endorse it.

AOPA President Phil Boyer said, "This new Independent FAA bill will stimulate a meaningful and earnest debate about management reform at the FAA. And as an alternative to a quasi-governmental air traffic control corporation, this Independent FAA proposal looks very attractive." AOPA's long-standing opposition to a "corporatized" ATC was intensified amid press reports regarding changes to the Administration's original May 1994 "ATC, Inc." proposal.

Rumors cited possible changes being negotiated with airline interests, including new fees applicable to general aviation despite previous Administration assurances to the contrary. Reports were also circulated regarding the makeup of an air traffic control governing board ensuring board domination by the airlines; and the possibility of a regulatory policy role for such a board.

One objection to an independent FAA raised in the past was that it would have little "clout" in administration policies if

it was removed from the jurisdiction of the Secretary of Transportation who has a voice in cabinet meetings.

Britain's massive inspection AD

There are worldwide implications to Britain's inspection AAD 006-07-93. In the U.S., Lycoming issued a Service Bulletin on the problem. The inspection is for crankshaft bore corrosion that could affect 160,000 piston engine aircraft worldwide. It has virtually grounded a large portion of the UK general aviation fleet.

The Civil Aviation Authority (CAA) Directive, since revised three times, addresses the potential for engine crankshaft failure due to corrosion. The CAA is requiring a visual inspection within the next 10 flight hours and a dye penetrant inspection within the next 50 hours or six months. A recent revision allows 100 flights after initial removal of any corrosion.

Inspections would require removal of propeller and crankshaft plug to search for corrosion or pitting in the bore of hollow crankshafts. The directive covers both fixed pitch and variable pitch propeller installations.

Reports in Britain indicate 85 percent to 90 percent rejection rate on crankshafts to date. AOPA suspects that the CAA definitions differ from manufacturer's standards, causing rejection for common surface scale and corrosion present in nearly all crankshaft bores.

The CAA covers engine made by Textron Lycoming, Teledyne Continental and Rolls Royce Continental, although the UK accidents causing the directive involved two Lycoming engines with fixed-pitch propellers.

"Mandatory" Service Bulletin No. 505 by Textron-Lycoming, calls only for inspection within 200 flight hours or one year and subsequent inspections every five years. It is directed to fixed-pitch propeller crankshafts.

I had an in-flight problem with a Piper Warrior recently. It resulted in enough damage to require a tear down. I was told the No. 505 inspection needed to be done. This resulted in a very expensive crankshaft rejection and led to an engine overhaul on a 1,000 hour engine. I alerted

AOPA about this instance of a crankshaft rejection in the U.S. AOPA said Lycoming claims they will reword the "Mandatory" Service Bulletin to make it clear. It may become an A.D. by the FAA.

Alternative routine for inspection proposed

Petition: AOPA proposal requests an alternative routine for aircraft maintenance and inspection. The proposal would let aircraft owners choose between the existing annual inspection or a two-year inspection combined with 50-hour maintenance checks.

"For many owners of general aviation aircraft, we believe it would be safer and more cost-effective to reduce the frequency of major disassembly and inspection in favor of more frequent general maintenance," said Steven J. Brown, AOPA senior vice president for government and technical affairs.

"For many planes, today's extensive annual creates more wear and tear than aircraft operation itself," Brown said. "These airplanes would benefit from a different airworthiness program: less inspection and more focused maintenance and upkeep." The proposal would be attractive for noncommercial aircraft flown less than 200 hours every 24 months, the case for an estimated 50 percent of the general aviation fleet. ✱

G.A. is alive and well

About 8,500 out of the 330,000 members of the Aircraft Owners and Pilots Association (AOPA) attended the annual convention which was held in Palm Springs, Calif. The prevailing mood at the convention was very upbeat due to the passage of the liability relief bill for general aviation that President Clinton made into law in August.

The 47th National Business Aircraft Association Convention attracted 18,000 attendees to this great event held in New Orleans, La. this year.

The General Aviation Fly-in at Denver International airport in October attracted more than 1,000 airplanes into DIA so the pilots could get a preview of what it will be like when it opens, now expected Feb. 28!

Profile of a winner: Nancy Toon

CAROL BROWN
North Georgia Chapter

AT FIRST GLANCE, you probably would not think of her as a pilot, much less a racing pilot. Nancy Toon is an attractive, soft-spoken Atlanta native with three daughters and four grandchildren. At 50-something, Nancy not only pilots a twin engine Piper Aerostar for her husband's company but is one of America's most successful air racing competitors—and she shows no signs of letting up.

Love of competition is nothing new for Nancy. She and her husband Ralph raced various sailboats together for 25 years along the East Coast from Maine to Miami. She also plays competitive tennis in matches sponsored by the Atlanta Lawn Tennis Association (ALTA).

Eventually, the demands of sailboat racing began to wear on Nancy. Noting that "Flying is a whole lot drier than sailing," she began to take flight instruction at Epps Aviation based at Peachtree DeKalb Airport. She advanced quickly through private, instrument, multi and commercial and became a flight instructor herself, concentrating on multi-engine instruction in her Beech Duchess.

In 1988 she obtained her ATP rating. In 1985, with 650 hours and in search of a challenge, Nancy entered her first air race. This was not a local race, but the Transatlantic New York-to-Paris Air Race/Rally—a 10-day event which took the participants over Greenland and gave them the option to either rally and take in the sights, or race. Nancy was thrilled by the experience and began air racing in earnest in 1986.

Her first Air Race Classic was in 1987 in the Duchess, not a fast airplane, and the race turned out to be a "pretty steep learning curve," Nancy says. Subsequent races in 1988 through 1991 with 99s partners Jean Duke (North Georgia Chapter) and Susan Collier (Indiana Chapter) gave Nancy valuable experience and insight into what was necessary to win.

The winning combination started to come together in late 1991 when Susan Collier, a former student of Nancy's, asked her to find a good racing airplane. Nancy didn't have to look far. The now famous Mooney M20F Executive "N6849V" was tied down at Epps Field then, living a very sedate life. It was something of an ugly duckling with peeling paint and old dangling antenna,



Nancy Toon and Susan Collier at the Mile High Air Derby in Colo.

however, in a timing run, it turned out to be a fast airplane; Susan bought the Mooney and had it reconditioned and in 1992, she and Nancy won the Air Race Classic.

This year has been particularly successful for Toon, Collier and the Mooney. They placed second in the Florida/Bahamas Great Southern Air Race, won the Air Race Classic again and won the Mile High Derby in Colorado.

Besides a fast airplane, there are other factors that contribute to their success. They are skilled pilots and they know the airplane well. They have good rapport and work well together in the cockpit, each doing the task she does best and keeping egos out of the picture. Both women not only have the competitive drive, but a genuine love for racing and aviation.

"The Air Race Classic has been in existence in one form or another since 1919," Nancy said. "Many 99s are active in the ARC and in the Great Southern Air Race in Florida. I think air racing is the best way in the world to get to know your airplane, learn performance, navigation, weather, all of it. Susan and I would like to see some of the younger women get involved."

This is an invitation from Nancy and Susan for you to come and join them next year. ✨

Submit your typed, double spaced Member Profile manuscript of no more than 800 words to Editor, 99 News/IWP, 807 N. Waco, Ste. 22, Wichita, KS 67203. At least one photo should accompany article.



Janet Reno

WASP Reunion

The Women Airforce Service Pilots, WWII, held a 50th Anniversary banquet at Washington, D.C. on Oct. 15. Of the remaining 800 WASPS, 462 attended the festivities.

Among the honored guests were attorney General Janet Reno and Mr. Jim Slade, Aviation and

Science Editor for ABC News, who acted as Master of Ceremonies. Events included a wreath-laying ceremony at the Tomb of the Unknown Soldier, a tour of the Air and Space Museum and other Washington landmarks.

Evelyn Howren of Atlanta, Ga., a 99 since 1943 and member of the first graduating class of WASPS at Ellington Field, Texas,

attended the conference. "It was magnificently done," she said, speaking of the banquet and slide show prepared by Anita Lewis of the Idaho Chapter. "And it was a wonderful experience that Jackie (Jacqueline Cochran) got us all together."

—Carol Brown



Pat Crocker at Sun 'N Fun museum in Lakeland, Florida.

At 16 years old, I took to the skies

PAT CROCKER
Maple Leaf Chapter
Ontario, Canada

MOST OF MY LIFE I was under the misdiagnosis of polio and then post-polio syndrome until I discovered what I actually had was Charcot-Marie-Tooth Disease (named after three doctors), a form of muscular dystrophy. I am the personal face of this insidious disease. It translates for me into leg braces, ankle-foot orthotics, diminished strength and walking ability, diminished fine motor hand coordination, etc., but what I do not have is a defeatist, negative or uninspired attitude.

In the summer of 1962, I was 16 years old and stuck in a wheelchair in leg casts. I spent a great deal of time at the London Flying Club with all of its open ground-level space. There were so many kind folks who took me flying that summer I became infected with the flying virus and decided that I, too, could fly a plane.

It was six months before I was able to pass the physical. I financed my whole ticket with my own savings. I was focused on my goal so intently—ignoring or tolerating all impediments, barriers and/or obstacles—that I did, indeed, succeed.

I do not mean to imply that anyone in a wheelchair can simply abandon said barriers if motivated sufficiently. Being realistic does not have to equate to defeat but rather to finding creative alternatives, i.e., an airplane with hand controls for pilots without legs.

After having been a long time conventional fixed wing pilot, I took up ultralight flying. Now *that* was a hoot, real back-to-the-seat-of-your-pants flying! I voluntarily retired myself when I noticed diminished strength in all four quads and increased fatigue. I do retain “uplifting” life memories and continued as-

sociation with the Maple Leaf Chapter of the 99s where I am Airspace Coordinator for the East Canada Section.

Last August, I underwent bilateral total hip replacement which was successful and delighted me with a new lease on life. I am currently on sick leave from work and trying my darndest to walk again and recoup as much strength, advantage and ability as possible. At the present time, I am supported by two mismatched canes. I refused to carry an ugly plain thing so one is a pretty blue paisley and the other is a black flying cane with planes, clouds and the 99s logo.

It is my joy to share my knowledge and passion for aviation. I and other members of the Chapter are in continuing demand for career presentations, programs for science fairs (aviation category, of course), elementary school programs, Girl Guide aviation badge assistance, plus speaking engagements and safety and aviation activities within the flying community.

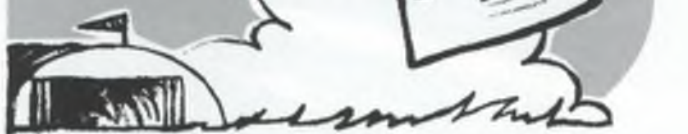
I have developed an “Air Bears” kit which is given to teachers to enable them to teach their students directly from the kit. I also have prepared a science lesson for use with senior elementary students, grades 4 to 8 which involves a rudimentary airplane building exercise designed to teach children about the four elements while they’re busy having fun.

Why are physically challenged people who do achieve called *over* achievers? I work full time, am married, have a 25-year-old daughter and try to keep active with the 99s, plus doing some freelance writing in my other spare time.

I have just relinquished driving my ol’ Hyundai Pony in favor of taking Paratransit to work. It’s actually a relief and has noticeably increased my comfort level. I feel confident that not driving need not be a deterrent to living fully. For the last 99s Chapter meeting, no less than three people offered me a ride; I took the one offering a flight.

Because I thought I had had polio, I joined the Ontario March of Dimes Post-Polio chapter and am immediate past chapter president. I got a passport for myself last fall so my daughter, a professional travel agent, can take me to England sometime before I (or the passport) expire(s)! ✿

GRASS ROOTS



1995 Australian/New Zealand WIA Conference

The combined Australian and New Zealand Women in Aviation Conference will be held at the Country Comfort Inn, Adelaide, South Australia from March 29 to April 1, 1995. This will be a few days after the Australian International Air Show and Aerospace Expo being held at Avalon near Melbourne, Victoria, from March 21 to March 26.

The WIA conference will combine annual meetings of Australian Women Pilots Association, New Zealand's Airwomen's Association, Inc. and the Australian Section and New Zealand Section of The Ninety-Nines, Inc.

The WIA conference will combine education seminars and other aviation activities, including an air trial, flying competitions, social activities, an international night and banquet.

Captain Mimi Tompkins, noted keynote speaker for the conference, will talk on Stress Management. In 1988 she was the First Officer aboard the Aloha Airline Boeing 737 when a portion of the plane's fuselage disintegrated in flight.

A home hospitality scheme will enable delegates and friends to visit homes in Australia and enjoy "real Aussie" hospitality both before and after the Conference.

There are many well organized tours available to satisfy your desire to explore this fascinating country of koalas, kangaroos, the Great Barrier Reef and Ayers Rock, to name just a few. For further information and brochures, please contact Barbara Collins on fax 011 61-8-373-0963 or June Wheeler, phone or fax 011 61-85-588-388. You may also write to June at P.O. Box 4, Inman Valley, South Australia 5211, Australia.

North Georgia Chapter

Ten lucky pilots found out what it's like to fly a 737-300 in one of Delta's \$17 million simulators. Delta's headquarters are in Atlanta and all pilot training is carried out in these sophisticated modules which exactly replicate the cockpit and flight characteristics of a specific aircraft. The sensations of flight and the visual images are so real that some pilots have been known to leave a training session wringing wet. Not this group of 99s. They did aileron

rolls, flew sideways between the Twin Trade Towers and emerged smiling—a lot! —Carol Brown

Mid-Atlantic Fall Section Meeting

The Mid-Atlantic Section meeting was opened on Friday, Oct. 14, with a gala-elegant affair at the Franklin Institute of Aviation in Center-City Philadelphia. It was sponsored by several legal offices. Transportation from the Warwick Hotel to the Institute was provided by Philadelphia Trolley.

There were scientific exhibits explaining the dynamics of air flow and air pressure with balls and jet streams of air to explain these principles. There were lots of motors, as well as a hot air balloon that could be filled with air by the touch of a button. It would rise into the air and then fall back to its base. Computers were available to activate programs by touching spots on the screen.

A lot of networking went on among the attendees as they visited about flying and other interesting subjects. The first plane the Wright Brothers built hung from the ceiling. The trolley ride back to the hotel included a grand tour of interesting and beautiful sights of Philadelphia at night.

I know the members of Pennsylvania Chapter had a wonderful time organizing this event and it was a job well done. It was great!

—Betty Wolfe

Space City

Activities of the year included a tour of a United Parcel Service DC-9 where they admired the impressive "glass cockpit" and the fully automated en route tracking system. They also toured the customs area at the international airport and the Aerospatiale helicopters Texair flies to the offshore oil rigs. Astronaut Janice Ford gave a talk on astronaut training and her space flight last year and local pilot John Stauffacher spoke on his flight from Houston to England in a Bonanza.

Former Air Force fighter pilot Jim Van Laak held a formation flying clinic to introduce the 99s to the thrills and skills of formation flying. A tour of the Houston Center air traffic control facilities occurred on a day when frontal weather made the Center's activities particularly interesting and we learned about Airlifeline whose volunteers fly low-income patients to medical facilities for life saving treatments. —Doris Hamill



North Georgia 99s in Delta simulator room.

San Gabriel Valley

Trademark attorney David Weiss, (49 1/2 of member Ruth Weiss) has gone the extra mile for the entire 99s organization. Through David's volunteer efforts, both the compass rose and the name, "The Ninety-Nines, Inc." are now registered trademarks. Before either can be used in a commercial venture, written approval must be obtained from the International Board of Directors.

At a recent chapter officer function, David received a certificate of appreciation and an Amelia Earhart medallion. In a letter, International President Lu Hollander recognized David's efforts and reiterated the gratitude of the members of the organization for his service.



Chapter Chairman Penny Moynihan presents David Weiss with his medallion, framed letter and certificate. His wife, Ruth is on the left.

Golden Triangle

About eight members of the Golden Triangle Chapter and five members of the Ft. Worth Chapter worked on a joint project to set up an information booth at the EAA Sport Aviation Fly-in at Alliance Airport in Ft. Worth, Texas, on September 16-18. The event gave us an excellent chance to spread the word about the 99s.

—Dr. Jacques Boyd

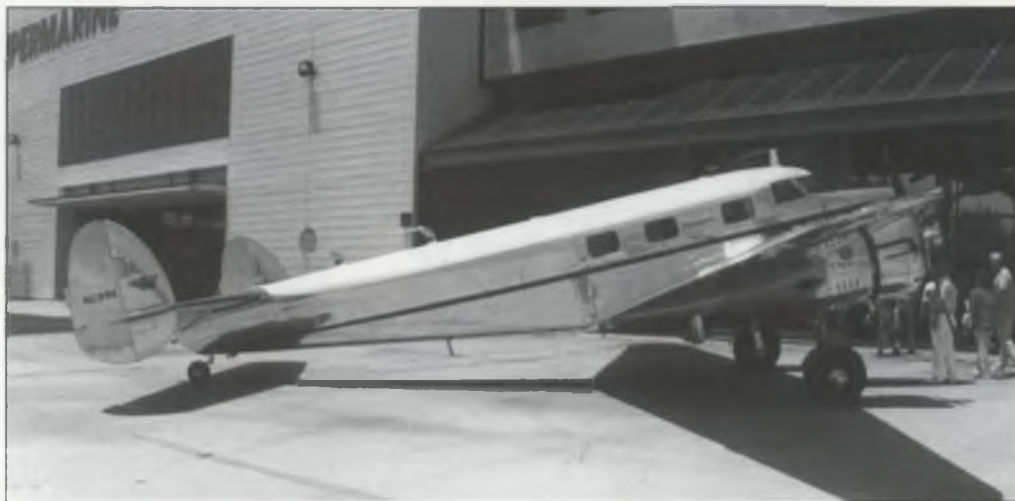
Virginia

On Sept. 24, Sara Parmenter, Maryrose Leder and Betty Vinson staffed a table at the fifth annual Just Plane Fun fly-in held at Shannon Airport, Fredericksburg, Va. It was attended by approximately 1,000 people and 350 planes. The Chapter made \$72 selling our unique Christmas cards and Ninety-Nines Coloring/Activity books. We also gave out material on various aspects of aviation education and learning to fly to children and adults. I experienced the thrill of my first flight in an open cockpit plane, a yellow Stearman piloted by Marty Goppert, Potomac Chapter.—Betty Vinson

Bay Cities

Chairman Fione Smith is determined to make each monthly meeting "informative and meaningful." In August, Carol Regan spoke about her experience renting a plane and flying in the southern section of France. September's speaker was Bob Collins who showed his movie of "Spot Landings on an Aircraft Carrier."

October featured vivacious Monique Weil, CFII, who addressed the chapter about gliders. "Only a very small percentage of



San Fernando Valley

Sandy and Ken Blankenberg with their beautifully restored Lockheed Electra-12A, a bit smaller than Amelia Earhart's Electra-10. This is a shiny, well-loved airplane which they rescued in Santa Fe in 1986. They are still working on its restoration.—Amy Conner

glider pilots are women," she said. "Most of the airfields in this area are closing to gliders; however, the new Byron airport (about 50 miles east of San Francisco) is encouraging their activity."

When Celia Aragon, a noted competition stunt pilot, addressed the Chapter, she brought movies of her acrobatic planes in maneuvers to illustrate her presentation.

Bay Cities produces leaders

In its 62-year history, Bay Cities Chapter has had many honors, many exciting times, many members who have done wonderful things—but we believe we achieved a first among the 99 Chapters when in the same year, we had one of our members elected as the 99s International President and another as the Whirly Girls Executive Director!

Joyce Wells became Interna-

tional President of the 99s this year after many years of service to the Chapter, Southwest Section and International, while Jean, a 99 member for many years, has been making history in the helicopter world. Jean has been flying helicopters for almost 30 years. She flew as a member of the first U.S. all woman helicopter championship team, has served as an international judge in helicopter events and became the first woman to pilot a tiltrotor aircraft.

Bay Cities is honored to have each of these women as Chapter members.—Marge Carmine

Cameron Park

Members had a fund-raising seminar for those men and women who wanted to feel more comfortable flying with their companion. It was held at Aviation West,

Cameron Park Airport. Some of the topics covered were: How an airplane flies, basic instruments and transponder terminology and traffic pattern, weather, radio communications, emergencies, medical aspects, navigation, sectional tools and walkaround. Nineteen very enthusiastic attendees participated in the variety of hands-on activities. The 99s team was headed by Pat Collins with assistance provided by CFIs at Aviation West as well as from a retired Air Traffic Controller.—Pat Collins

Sierra Foothills

A pancake breakfast on Labor Day weekend was held at Georgetown Airport in conjunction with the EAA for Georgetown's annual "Gathering of Taildraggers."—Peggy Nagy



"A glider ride will teach you how to feel the airflow, and this experience is invaluable," said Monique Weil, Bay Cities Chapter.



Flying Companion Course held as a fundraiser by Cameron Park Chapter at Aviation West, Cameron Park Airport.

Lake Erie

Twenty-four men and women attended the Flying Companion Seminar held at Akron-Canton Airport terminal on Aug. 20. Everyone was so enthused that a three-hour follow-up called "Paper Flight" using charts, E6Bs, and rulers was held Nov. 5 at the same location.—*Jeanne Wolcott*

Lake Charles

Sandra Leder is serving on the board of the Louisiana National Airshow in Lake Charles. Other chapter members taking part in planning are Cathie Miller and Jennifer Miller. It is the responsibility of the Chapter to provide support for performers and to obtain waivers. This year's air show in November marks over 20 years that the 99s have worked to support this event.

Maple Leaf

A poker run hit a three-year record with 612 hands sold for a total of \$2,055 in revenue—so it was a financial success, even though it wasn't flyable.

Long Beach

The Chapter received an early Christmas gift this year from Saudamini Deshmukh, the first female Captain of a jet aircraft in her country, India—and AE Scholarship Chairman of our Indian Section.

Minoo, as her friends call her, put her cockpit duties "on hold" for a short time and traveled to England, Canada, the U.S. and Germany this summer. She was accompanied by her Guru, Hansaben Yogendra, and her husband, Dr. Jaydev Yogendra, whose father founded Bombay's Yoga Institute 75 years ago.

The beginning of Minoo's training toward her aviation career began in the Los Angeles Basin with the 99s. This year Minoo returned to share with a number of 99s the fascinating influence that Yoga exercise can have on the stresses of life.

"The balancing of the physical, mental and spiritual have become a way of life for me," Minoo explained. "I have



Shown with Minoo (front row, far right) are (left to right in back) Marion Hoefer, Ella Pattison, Amy Ellsworth, Penny Cornwall, Carolyn Brown, Nancy Clinton (front) Sigrid Ramelli, Mary Wehnolz, Mary Callaway, Mary Pinkney.

learned and continue to learn from every person I come in contact with and give much of the credit

for my success and achievements to the 99s."

—*Sigrid Ramelli*

REVIEWS

WASPS: Women Airforce Service Pilots of World War II, by Vera Williams, tells the story in a vivid, intimate way of these courageous "fly girls" who came from all walks of life to fly every combat aircraft in the inventory. Contact Lois Luehring of Aloha Chapter for more information.

Lost Star: The Search for Amelia Earhart by Randall Brink (W. W. Norton, \$25) What happened to Amelia? She didn't get lost. And she didn't disappear. The U.S. government knew where she was and what she was doing right up until it was too late to save her, if indeed there was ever any intention of doing so. This is what novelist and former airline pilot Randall Brink contends in this powerful and authoritative new book.

Borne on the South Wind, A Century of Kansas Aviation by

Frank Joseph Rowe and Craig Miner. The first comprehensive look at how Kansans have shaped aviation history around the world. Available by writing to Book Kansas! P.O. Box 820, Wichita, KS 67201 or calling 316-268-6663. \$29.95 plus \$2.75 S&H.

Crossed Currents by Jean Ebbert and Marie-Beth Hall. A comprehensive history of the women who have served in the U.S. Navy. "Any sailor knows where currents cross, the waters are troubled," is a statement from the first chapter. One current is the Navy's gradual inclusion of women, often grudgingly; yet sometimes handled with verve and distinction. And the Navy's attempt to acknowledge changing realities without losing its traditional values. Another current is that of the women struggling to find acceptance within a male dominated profession.

Jean Ebbert is a former lieutenant

(JG) and is married to a retired Navy captain. She is a featured columnist for "Navy Times." Previous books are *Welcome Aboard* (1974) and *The Sailor's Wife* (1977). Marie-Beth Hall is also married to a retired Navy captain; their two sons are naval officers. She writes and edits for the Department of Energy. —Information furnished by Anita Lewis

The Pilot's Reference to ATC Procedures and Phraseology by Jan Archibald, San Fernando Valley Chapter. List price \$27.95 + tax. Contact Jan at 818-703-6965 or Fax 818-703-69092 for special discount. —Information furnished by Amy Conner

Design for Flying by David Thurston, explains how and why an airplane flies the way it does in a manner that anyone can understand. (Great for explaining to your children and grandchildren.)

It also contains suggestions for improving your flying techniques for safer flying. Contains over 300 pages and 119 illustrations and is available for \$19.95 in paperback from pilot supply stores.

Aerodine's National Fly-in Restaurant and Entertainment Guide contains information about 1,000 fly-in restaurants, as well as museums, resorts, hotels and motels located near airports, availability of meeting and conference rooms and recreational facilities. This big reference book can be ordered from Aerodine Magazine, P.O. Box 247, Palatine, IL 60078 for \$34.95 plus \$5 P&H.

Record Attempt Kits from NAA. Pilots can request a Record Attempt Kit from the National Aeronautic Association by writing to NAA, 1815 N. Ft. Myer Dr., Suite 700, Arlington, VA 22209, or by calling 703-527-0226.

JEAN ROSS HOWARD, Old Dominion Chapter and **ELIZABETH PFISTER**, Aspen Chapter, received the prestigious Elder Statesman of Aviation award for 1994 which were presented in Washington, D.C., on National Aviation Day, October 19. The presentation took place at a noon luncheon held at the Capital Hilton. It was sponsored by the Aero Club of Washington.

Jean received the award for a lifetime of contributions to aviation. To support and inspire women helicopter pilots, she founded The Whirly Girls, Inc. (international women helicopter pilots) in 1955 and served as the first president of that organization. She worked for Aeronca, Piper and Taylorcraft in their shared office in Washington, D.C. until 1943 when she served the Red Cross as program director in the Army Air Force's rest camp on the Isle of Capri from 1943 until the end of the war.

Elizabeth received her award for outstanding contributions to sport aviation, safety, and the advancement and recognition of the role of women in aviation in the United States and internationally. She earned her wings in 1943 as a member of the WASPS and ferried military aircraft, including the B-24 and B-17 as part of the war effort. She earned her commercial, instrument and instructor ratings,

then worked as a civilian flight instructor and airline copilot.

EVELYN GREENBLATT HOWREN, North Georgia Chapter, recently became the fourth woman to be inducted into the Georgia Aviation Hall of Fame at Warner Robins, Ga. She has had a lifetime of involvement with aviation as an air traffic controller, a WASP, an instructor and entrepreneur. Evelyn has been a 99 since 1943.

NANCY CULLEN, Kansas Chapter, has been selected for a two year job in Brussels, Belgium, as the U.S. Air Traffic representative. It is the first time a woman has been chosen for this position. She will be dealing with NATO, Middle Eastern, European and African countries and her first assignment out of Brussels will be to cover the Paris Air Show. Nancy was featured in the October issue of AOPA Magazine in an article by Amy Laboda titled "Why Women Don't Fly."

MARY VAN SCYOC, Kansas Chapter, won third place in the technical writing contest sponsored by the Air Traffic Control Association. Mary didn't know she was entering a competition; thought she was just submitting an article for publication. The article titled "Aviation Career of a Pioneer

Female Air Traffic Controller," appeared in the April-June 1994 issue of *Journal of ATC*.

LINDA SCULLY, North Jersey Chapter, earned the basic patch for aerobatic achievement award.

JESSICA STEARNS, North Jersey Chapter, has been approved for training in the Continental 757-767 class.



DR. LINDA GODWIN, Space City Chapter, made her second flight into space in April. She went aboard the Endeavor as the payload commander for STS-59. The nine-day mission centered around using radar to image environmental changes on earth. Linda's primary responsibility on the mission was for the operation of the Space Radar Laboratory.

CECI STRATFORD, San Fernando Valley, is a full-fledged colonel in the Confederate Air Force, Southern California Wing.

CATHIE MILLER, Lake Charles Chapter, continues to receive newspaper and television coverage for her excellent leadership in developing Southland Field near Sulphur where she is airport manager.

ANNUPTON, Golden Triangle Chapter, has been elected to the position of Secretary for the Ft. Worth Chapter of the Air Force Association. Ann is a Lt. Colonel (ret.) from the Air Force. She is a former KC-135 pilot and a former professor of Aerospace Studies and Commander of the USAF ROTC Detachment at Texas Christian University.

FIRST LT. SARAH DEAL, Women with Wings Chapter, first woman Marine to be accepted into flight training, has completed her T-34 training.

LUCILE BLEDSOE of Colorado Chapter, an active member of the Colorado Pilots Association, the Flying Farmers and others, was inducted into Colorado's Aviation Hall of Fame at the annual Hall of Fame Banquet held at the United States Air Force Academy in Colorado Springs on Oct. 1.

RATINGS AND WINGS

RATINGS

Margaret Armstrong	Eastern Ontario	Night Rating	Michelle L'Hoir	Santa Barbara	First officer in Twin Otter
Judy Nicholls	Eastern Ontario	Commercial	Judy Bradt	Potomac	Instrument
Frances Rotstein	First Canadian	Commercial	Lynne Erbaugh	Women With Wings	Instrument
Sylvia Zanetti	Eastern Ontario	Night Rating	Susan Weitz	Women With Wings	Instrument
Angela Augustine	Aloha	Commercial (SEL), CFI (ASE), CFII, CFI (AME)	Martha Case	Lake Erie	Instrument, Commercial
Ute Hoelscher	Aloha	Coml. (ASMEL), Instrument	Karen Benson	Northern New England	ATP
Sara Maher	Aloha	AMEL	Linda Fish	Northern New England	Commercial
Marielle Scammell	Aloha	Coml. (ASMEL) Instrument	Natalie Craig	Northern New England	Commercial & CFI
Beth Janssen	Space City	ATP			
Eileen Stansberry	Space City	IFR			
Eileen Iandola	Eastern Pennsylvania	Airline Transport Pilot			
Dottie Miller	Eastern Pennsylvania	Renewed BFR			
Barbara Young	North Georgia	Instrument			
Jan Marie Shakespeare	Florida Goldcoast	CFII and MEI			
Tammy Barron	Gavilon	737 Type rating and 1st officer, L100 stretch C130			
Belinda Allen	Dallas	CFI			
Tina Schmidt	Santa Barbara	Private ASEL			
Jennifer Bate	Santa Barbara	Instrument ASEL			
Julia Hazard	Santa Barbara	Private ASEL			
Anneliese Stack	Santa Barbara	AMEL, CFII			

WINGS

Cecilia Dalzell	Connecticut	Phase I
Bev Blietz	Chicago	Phase X
Barbara Mead	North Jersey	Phase I
Gaye Wohlin	Women With Wings	Phase II
Donna Moore	Women With Wings	Phase III
Shelah Morgan	Sierra Foothills	Phase VI
Susan Thomas	Greater Pittsburgh	Phase III
Helen Davison	Greater Pittsburgh	Phase VI
Cecilia Dalzell	Connecticut Chapter	Phase I
Joan Brockett	Hampton Roads	Phase XI

"She's the Pilot"

Austin Chapter

Careful planning and preparation by the Austin Chapter members made the presentation of "She's the Pilot" at the annual Expanding Your Horizons (EYH) a success once again. EYH is an event in which young girls in grades 6 through 9 are exposed to nontraditional careers such as science, mathematics, aviation, etc., in preparation for career choices.

Overhead slides and a large remote control airplane (engine removed) gave the girls firsthand information on the principles of flight and flight planning. They also received hands-on experience through simulator flying and experienced aerobatics flying via video.

Air Bear

Space City Chapter

The Space City 99s attracted more than 300 children between the ages of 6 and 12 who swarmed through the Air Bear tent at the Wings Over Houston airshow in October. Each child had the opportunity to play at being an airline ticket agent, security guard, aircraft mechanic, air traffic controller and pilot. Each received a pair of Air Bear wings.

Although Air Bear is usually done in school classrooms, the chapter adapted it to the airshow by making stations the children could use as individuals or in pairs, rather than in groups.

Before entering the tent, the children played ticket agent by selecting one of three flights and stamping their choice on a boarding pass. They proceeded through a pair of "security screens" and scanned each other with a "scanner" made of an old curling iron.

The youngest children liked the free-form play of the mechanic's station. Two push pedal planes, loaned by their manufacturer, were worked over with toy tools. A checklist guided them as they chocked the planes, checked the oil level and tire pressure, tightened imaginary nuts and bolts and then fueled and unchoked the plane.

The older children particularly enjoyed the air traffic controller station. From the top of a stepladder, representing a control tower, they were shown pictures of air

traffic control situations and guided through proper use of vocabulary such as "hold short" and "proceed direct," speaking their instructions into an old microphone attached to the ladder.

The last station had each child sit in a mock cockpit, or "mock-pit," where they flew a simple flight using yoke, rudder and a two position throttle. On completion of their flight, the child was awarded a mailing label set of Air Bear.

Parents sat in the shade and watched their children go through the Air Bear tent. Many offered thanks and compliments for the education and attention the children were given.

One FAA official sent a letter to the Space City 99s to express his pleasure and appreciation and told how impressed he was with the effort. But the greatest reward for the hoarse and exhausted 99s was the proud smiles on the faces of the children as each received the Air Bear wings.

A package is being put together for other chapters to try out Air Bear at their local airshow or fly-in. For information about the package, write to Eileen Stansbery, 909 Morningside Ct., Friendswood, TX 77546.—Carol Brown

Teachers' Workshop

Virginia Chapter

Betty Wilson, Virginia Chapter, conducted the second annual Teachers' Workshop sponsored by the Virginia Dept. of Aviation. The workshop was held Oct. 1 at the Virginia Aviation Museum, adjacent to RIC Airport and approximately 40 teachers from all over the state attended. Astronaut Pierre



Florida Gulf Stream Chapter members with Air Bear.

Thuot spoke and showed a film taken from several space flight crews. The teachers then rotated through several classes, making and launching hot air balloons and rockets and preflight planning. The teachers took these projects back to teach in their classrooms. Maryrose Leder and I assisted and gave out information on the 99s. The teachers were encouraged to contact their local Chapters for other methods of bringing aviation into their classrooms.

During lunch break, the teachers were given several brief and informal presentations to familiarize them with the Teacher Recertification program proposed by the Virginia Chapter to which the teachers responded enthusiastically. Ken Weigand, the new Director of the Virginia Department of Aviation, was also present and volunteered his support. It was a great day for networking!

—Betty Vinson

Air Bear

Florida Gulf Stream Chapter

A joint project of the Florida Gulf Stream Chapter with the Pompano Beach EAA Chapter resulted in an FAA program in which about 150 kindergarten students participated, including Air Bear herself. It was held at the Floranada Elementary School in Ft. Lauderdale, Fla.

"I got to pump the gas!" and "I got to help keep the passengers safe!" and "I got to fly the plane!" they bragged to each other as they left the school. Principal Janet Bedell spoke favorably of possible grant funds for future presentations.

The presentations were a perfect segue to the International Young Eagles Day Rally on June 11.—Maria Petritsis



The Space City 99s adapted "Air Bear" to an airshow setting.

NOTAM

21ST CENTURY FUND

Be one of the first to ride the Ninety-Nines 21st Century Rocket into the next century. Get on board with an initial contribution of \$9.99.

Send to 99 Headquarters, Attn: Anita Lewis, Box 965, 7100 Terminal Dr., Oklahoma City, OK 73159.

Aloha Chapter

Aloha Chapter reports Janette Lee and Kelly Feeney were awarded the *Tweet Coleman Scholarships*. The *Marguerite Gambo Wood Foundation* scholarships went to Ute Hoelscher, Janette Lee and Sara Maher. Marielle Scammell won *Aloha Chapter's Ninety-Nines scholarship*.

Eastern New England Chapter

The Eastern New England Chapter announces it is accepting applications for two scholarships of \$1,000 each which they award annually. The scholarships are to be used toward education or training in pursuit of an aviation-related career. Applicants must reside in one of the six New England states (Maine, Massachusetts, New Hampshire, Vermont, Connecticut or Rhode Island) or be studying in one.

The *8th Annual Aviation Memorial Scholarship* is named this year in memory of Ripley Miller, long time member of the Eastern New England Chapter. It is open to both men and women, high school seniors or beyond. The *Third Annual Anne Bridge*

Baddour Scholarship, sponsored by honored ENE member Anne Baddour, is for women only, who hold at least their private certificate.

Deadline for applications is January 31, 1995. Applications may be obtained by sending a stamped, self addressed business size envelope to Katharine Barr, Scholarship Chair, ENE Ninety-Nines, 278 Elm Street, N. Reading, MA 01864.

Chicago Area Chapter

Chicago Area Chapter offers a scholarship in the amount of \$1,400 from the *Kristin Glick-Nuckolls Memorial Fund* in 1994 which is to be used to help the recipient pursue her goals in the field of aviation. —*Marlene Winters*

Coyote Country Chapter

Coyote Country Chapter offers the *Pam Van Der Linden Memorial Scholarship* of \$500 to help obtain an additional rating or certificate to a female pilot with at least a private pilot certificate. Rating or certificate must be earned at an FAA approved flight school within San Diego, River-

side, Imperial, San Bernardino, Los Angeles, Orange, Santa Barbara or Ventura Counties. Application deadline is Jan. 1, 1995.

To raise money for this scholarship, about 35 planes and 90 people participated in the Coyote Country Poker Run held at Fallbrook Airport. Hemet, Ramona, French Valley and Oceanside were the other airports involved.

For information and application, contact Penny Fedorchak, Pam Van Der Linden Scholarship, 241 Foxfire Lane, Fallbrook, CA 92028, 619-728-0658.

—*Vivian Steele*

Kansas Chapter

Kansas Chapter awarded three scholarships to youths ages 13 to 17 to attend the ACE Academy in Salina, Kans. The ACE Academy is a joint effort between the FAA and Kansas State University to foster an interest in aviation among youth.

These scholarships were partially funded through the sale of a quilt showing a variety of different aircraft handmade by members of the Chapter.

Three Rivers Chapter

Profits from the sale of a "Hearts Together" autograph quilt will benefit the Alice Hammond Memorial Scholarship administered by the Amelia Earhart Memorial Scholarship Fund.

Ninety-nine autographs of women pilots and the year they first soloed will be embroidered inside interlocking hearts by volunteer 99s. There will also be an airplane block on this quilt for each of the 19 living Charter members and one to represent those Charter members who have flown to new horizons. When the hand quilting is finished, a drawing will be held and one of the 99s who autographed it will own it.

To participate in this project, send your signature as you wish it to appear on the quilt along with the year you first soloed and a check for \$25 made out to Three Rivers 99s, send to Courtney Bargerhuff, P.O. Box 276, Rolling Prairie, IN 46371-0276.

The family of Alice Hammond has offered to match the money raised for a perpetual scholarship in Alice's memory.

NEW HORIZONS

CAROLYN COULTHARD, El Cajon Valley Chapter, passed away August 18. She entered three AWTARs. Carolyn served with the Flying Samaritans and their work in Baja; also was a volunteer with the San Diego Air & Space Museum. —*Submitted by H. Glenn Buffington*

LINDA LEE DENNETT, 44, died of lymphoma on October 12. She joined the 99s in 1975 and was a charter member of the Potomac Chapter. She was a former chapter chairman and committee chairman, Mid-Atlantic Sectional meeting organizer in 1987 and 1993, in addition to heading many other 99s aviation events. Linda flew both tri-gear and taildraggers, took part in numerous aviation education activities and served as a valuable role model for many young pilots. Linda was the life of every Potomac get-together. Her presence at Section meetings, whether she was an up-front organizer or a behind-the-scenes worker, could be counted on to add

a special unique touch. She leaves her husband, Paul and sons Scott and Michael in Reston, Va.

—*Submitted by Debi Katzen and Elizabeth Matarese*

LT. KARA HULTGREEN, South Central Section, one of the U.S. Navy's first female combat fighter pilots, died Oct. 25 when the F-14 she was trying to land on an aircraft carrier, crashed into the Pacific Ocean. A memorial service was held in San Antonio, Texas, where her mother lives on. Oct. 29, and she was buried in Arlington National Cemetery Nov. 21.

GERTRUDE LOCKWOOD, San Diego Chapter, flew to New Horizons on July 22. Gertrude entered four AWTARs and was a 1990 Honoree of the Forest of Friendship. She had recently served as a radio-reviewer for the eye impaired. —*Submitted by H. Glenn Buffington*

DIANE STROUD-FOSTER, Santa Barbara Chapter, died in Au-

gust in a freak riding accident. The spirit of exploring one's full potential permeated Diane's life. All her free time was spent either furthering her ratings, working on or flying her Citabria or helping restore a Beech Staggerwing. She was one of the first to volunteer for any work needing to be done, no matter what it was. All fledgling pilots always received lots of encouragement from Diane to keep plugging away at their goal. At the EAA hangar at Santa Ynez airport, Diane was given a send off to her new life by her friends. About 15 airplanes made up four formations, including a missing-man and gaggles of solo flights. And sailplanes made a formation flyby made up of two tow planes and two sailplanes under tow. "I haven't the slightest doubt that when I enter the flight department to be issued my wings in my new life that Diane will be there to help me learn the finer points of graceful maneuvers with my new feathers," writes Lynn Barber.

RENATE TESCH, Coachella Valley Chapter, died of cancer May 7. She was a long-standing member of the Santa Barbara Chapter until 1992. She loved flying Decathlon 44PF. She will be remembered for her enthusiasm and support of flying and the 99s.

John Copeland, active 49 1/2 of Marilyn Copeland, passed away on Oct. 21 after a difficult bout with cancer. John was a highly respected pediatric dentist and accomplished pilot. He earned his private pilot's license at 17 and his flight time totaled over 6,000 hours. John often accompanied Marilyn to 99s conferences and meetings in the U.S. and abroad. The 99s have lost a good friend and staunch supporter. A memorial has been established with the Kansas Aviation Museum, 3350 George Washington Blvd., Wichita, KS 67210.

Walter Kerwin, an active 49 1/2, died July 27 after a long illness.

The Garden State 300

Eileen Weigand, Eastern Pennsylvania Chapter, won the trophy for Second Place Winner in the Garden State 300. She also has the beautiful Alice Hammond Trophy which is hers to keep for one year as the highest scoring 99. The Garden State 300 is dedicated to proficiency and safety, and according to Eileen, is a "lot of fun as well as a challenge and it is a good test of how well you know your airplane and of your navigation skills." The course went to Princeton, Cuddihy, Evans, Myers, Blue Mountain, Academy and back to Princeton—all private grass strips on the map, but not in any Airport Facilities Directory. Old-fashioned VFR navigation! Mary Wunder and Barbara Strachan received a plaque for fifth place.

—Louise Sacchi

17th Annual Proficiency Air Rally

Indiana Dunes Chapter held its 17th Annual Proficiency Air Rally in September at Plymouth Airport. Cilla and Roger Meachem, last year's first place winners, planned a challenging and interesting route for the seven airplanes and crews who flew the course. First place: Chris and Rawson Murdock; second place, Linda Mattingly and Steve Frankenberger; third place, Jan Topp and Lori Anderson. The Meachems were assisted by an able ground crew consisting of Diana Austin, Joy Black, Muriel Majneri and Bob Nusbaum.

SAFECON

At SAFECON 1994, the All-Ohio Chapter sponsored the award for the top woman pilot which was won by Louise Ronnerman from the University of North Dakota.

Delta State University has been selected as host for SAFECON 1995. For information on this national competition, contact Prof.



Mile High Air Derby winners from left to right: 5th place- Marjorie Thayer and Ruby Sheldon; 4th place, Eddie Whistle and Shawn Leckie; 3rd place, Jessica McMillan and Gretchen Jahn; 2nd place, Mary Rawlings; 1st place, Susan Collier and Nancy Toon.

Mile High Air Derby

Seventeen planes raced in the Mile High Air Derby sponsored by the Colorado Chapter. The round robin race began at the Fort Collins/Loveland Airport with fly-bys at Walden, Rawlins, a mandatory stop at Casper, fly-by at Topprington and return to Fort Collins/Loveland. Good weather, with just a little cloud cover to make it challenging, allowed 17 planes and 32 pilots and cop-

lots to complete the course.

First place winners were Susan Collier and Nancy Toon in a '75 Mooney; second place, Mary Rawlings in an '83 Piper Dakota; third, Gretchen Jahn and Jessica McMillan in an '80 Cessna 182 RG; fourth, Shawn Leckie and Eddie Whistle in a '77 Piper 28 181; and fifth, Marjorie Thayer and Ruby Sheldon in a '78 Cessna 182 RG. Fellow 99s Cecilia Widner-White and Maria

Myshatyn also placed. "It was the most successful yet," writes reporter Jessica McMillan, "and we owe a great debt of gratitude to all the volunteers, participants and patrons."

Planning for next year's MHAD is about to begin. Call Bonita Ades, 303-795-6564, if you wish to volunteer your services.

Gary Hemphill, Commercial Aviation Dept., Box 3203, DSU, Cleveland, MS 38733 or call 601-846-4205.

Palms to Pines

The 26th Palms to Pines Air Race will be held Aug. 4-6 from Santa Monica, Calif., to Bend, Ore. Race kits will be available March 1 for \$5 from Claire Walters, Coordinator, 13026 Psomas Way, Los Angeles, CA 90066.

Back to Basics Air Race

Los Angeles Chapter held their annual Back to Basics Air Race on Oct. 15. It is called Back to Basics because racers must use pilotage only; all navigation instruments are covered. The route of the race is provided at the start and the crew has a half-hour to plot the course and taxi to the active runway and call for takeoff. The course is under 300 sm.

The race began at Santa Monica, on to Taft, Delano, Tehachapi and the final flyby at

Saddle Peak, returning to Santa Monica. The race was especially difficult this year due to high and gusty winds and poor visibility. First place winners were John Sitar as pilot and 99 Frances Bera, San Diego Chapter, as copilot.

—Sally LaForge

Colorado Chapter 99 Luellen Blum placed third in Sportsman category at the Rocky Mountain Regional Aerobatic Championship and first at the Pikes Peak Aerobatic Championship.

Wings Around the World

I HAVE JUST RETURNED from a wonderful grape-stomping time at the Southwest Sectional meeting in Santa Rosa and I can attest to the enthusiasm that my fellow 99s have for the re-creation of Amelia Earhart's Around-the-World flight which I plan to fly in 1997, the year of the 100th anniversary of A.E.'s birth—and the 60th year since her disappearance.

I will be joining Earhart historians and authors Doris Rich and

Dr. Susan Ware as a guest panelist for the Women's History Month celebration at the National Air and Space Museum which will be held in March 1995 at the Smithsonian Institute in Washington, D.C.

I am still looking for an aircraft that closely resembles Earhart's Lockheed Electra 18 as closely as possible with the mechanical ability to complete the flight safely.

—Amy Fraher, Southwest Section

Pilot. In response, we have incorporated the words "Ninety-Nine News" on the cover and the masthead to avoid that possibility.

There is an old saying that "You can please *some* of the people *all* of the time and *all* of the people *some* of the time, but you can't please *all* of the people *all* of the time." My goal, as far as the magazine goes, is to please *most* of the Ninety-Nines *most* of the time. And I took one person's written comment that the magazine looked "too professional" as a compliment.

On the flight deck for next year...

The January/February issue will feature the World Precision Flying Championships to be held in Ft. Worth, Texas, in 1996.

Also in that issue will be a special spread on the worthwhile community service work that The Ninety-Nines perform all over the world with their airport markings. Photos of completed compass rose paintings and other airport markings are requested.

Please label photos with the airport location and names of people shown, etc. Tips you've discovered for easier painting or interesting anecdotes you'd like to share with other Chapters are welcome.

No input; no output

I'm thankful for your continued positive input on how to make the magazine better for everyone. Please continue to share with the other Chapters how you raise money for scholarships, how your Chapter is working with young girls and boys and send in your articles about special Ninety-Nines in your midst. If you will answer my invitation to contribute, this next year will be gangbusters... and *every eligible woman pilot* will want to join the ranks of those courageous pioneers who forged the way: The Ninety-Nines.

FORUM

As stated in the July-August issue, "The intent is not to overlook concerns of our members but rather to develop and share possible *solutions* to those things which concern us..." Please see the July/August issue for the format to use. Please state your solution in 100 words or less and send to Ninety-Nine NEWS—International Women Pilots, 807 N. Waco, Ste 22, Wichita, KS 67203. Deadline for Jan/Feb issue is Dec. 15; March/April issue, Feb. 15.

Notice of UFOs

The United Flying Octogenarians (UFO) club started about 10 years ago in California and has spread over the U.S.A. and to some foreign countries. Membership now exceeds 170 and the group seems assured of future growth as the aircraft pilot population ages and new members are joining faster than those departing on their final flight "west."

Qualifications require that a solo flight be made legally on or after one's 80th birthday, a difficult goal to reach for most, so it is a real distinction to be a UFO member. We do not solicit memberships but simply inform pilots of our existence and the membership requirement.

Eleven months out of the year,

our voluntary member, Secretary/Treasurer, A. R. Brileau, publishes a newsletter called *UFO News* which contains letters, stories and anecdotes from the members. His address is 3531 Largo Circle, San Diego, CA 92110. An annual meeting is held at the AOPA Convention.

We have many actively flying members; some still flying jets, turboprops and helicopters, as well as singles. There are about eight women members, some still flying. Several members are now nonagenarians, some still flying. One member flew perfectly on her 100th birthday and died at 103. We make no distinctions about present or past flying status, or types flown or types of flying done.—*John M. Miller, President of UFO*



John M. Miller

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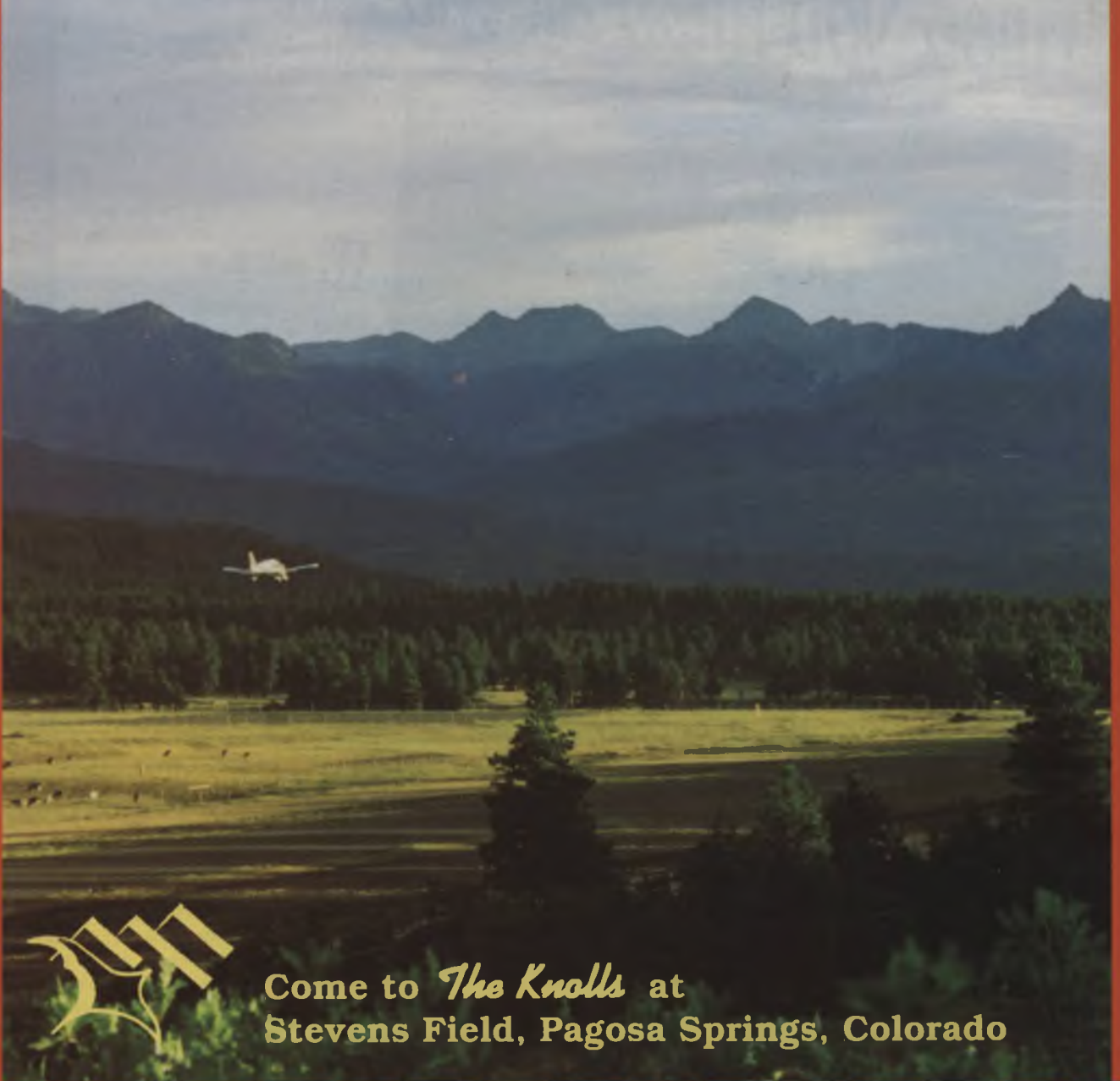
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