




The 99 NEWS

INTERNATIONAL WOMEN PILOTS

THE OFFICIAL MAGAZINE OF THE NINETY-NINES® INC.

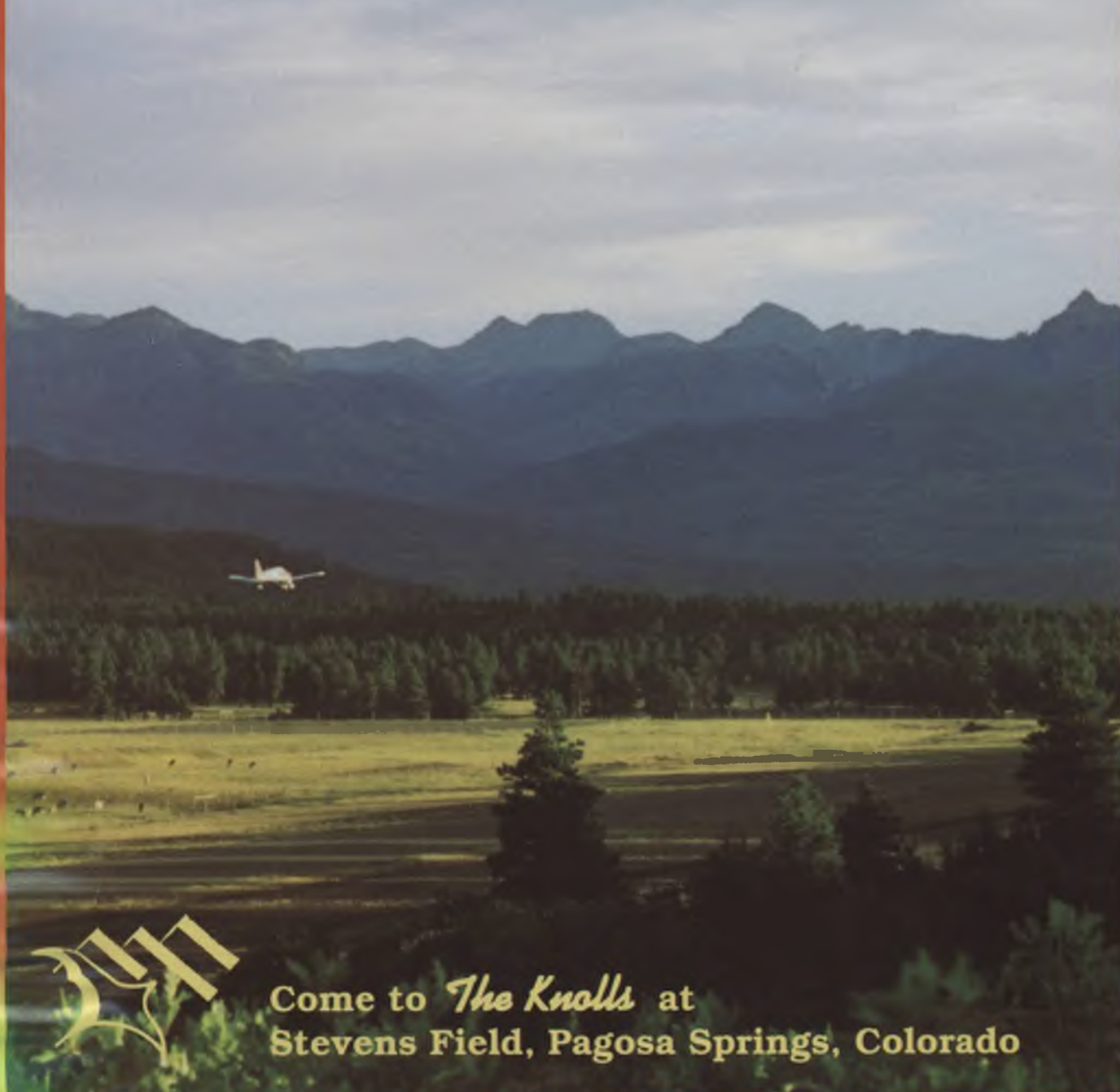


*Arkansas Chapter
paints Compass
Rose at North
Little Rock Airport.
See page 5.*




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THE OFFICIAL MAGAZINE OF THE NINETY-NINES® INC.

January/February 1995

Volume 21, No. 1

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STATEMENT OF EDITORIAL POLICY

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1995 FEBRUARY

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

2-4 International Symposium
American Airpower
Heritage Museum &
Midland College
Midland, Texas
Midland College
915-685-4724
Fax 915-684-6412

2-5 International Board of
Directors Meeting
Oklahoma City, Okla.
Loretta Gragg
405-685-7969
Fax 405-685-7985

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

16-18 Women in Aviation Conf.
St. Louis, Mo.
Peggy Baty
618-337-7500

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

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

30 Amelia Earhart—
Yesterday, Today and
Tomorrow
A Panel Discussion
Moderated by Deborah
Douglas
National Air and Space
Museum - Smithsonian
institution
Patricia Garner
301-951-0190

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
San Diego, Ca

28-29 Mid-Atlantic S
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
Panama City, Florida to
Freeport, Bahamas
Alexis Koehler
1-800-247-1006

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

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

20 23rd Annual Colonial Fly-In
Newport News Williamsburg
International Airport
Newport News, Va.
Charles Collier
804-247-5644

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 23rd Annual Garden State
300 Proficiency Contest
Racquel McNeil
908-446-9759

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

9-11 Annual Buckeye Air Rally
Bowling Green, Ohio
Wood County Airport
Sandy Gordley
419-353-0389
Connie McConnell
216-228-6333

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

13-18 National Aviation
Exploring Conference
Mike Monroney
Aeronautical Center and
Tinker AFB.
Oklahoma City, Okla.
Bill Evans
214-580-2427

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

17 AOPA Fly-in
AOPA Headquarters
Frederick Municipal Airport, Md.
Drew Steketee
301-695-2156

22-25 Air Race Classic
Reno, Nev. Hamilton, W.Va.
Pauline Glasson
512-289-1101

JULY

5-9 Ninety-Nines International
Convention
Halifax, Nova Scotia
Sue Ehrlander
519-448-1567

16-20 American Bonanza Society
Annual Convention
Spokane, Wash.
316-945-6913

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

29-30 Truckee Tahoe Air Show
Truckee, Calif.
Truckee Airport
916-587-4119

TBA Canadian Women in Aviation
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 USPFT Nationals
(tentative)
Ft. Worth, Texas
Jody McCarrell
501-642-2508

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

28-10/1 South Central Section
Grand Junction, Colo.
Phyllis Kramer
303-835-8102
*Note - Area code will
change to 970 effective
April 1, 1995

30-10/1 Airsho 95
Midland International Airport
Midland, Texas
Barbi Woods
915-563-1000

OCTOBER

19-21 AOPA EXPO '95
Atlantic City Convention
Center
Atlantic City, N.J.
Drew Steketee
301-695-2156

1996 MAY

17-19 North Central Section
Louisville, Ky.

SEPTEMBER

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

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

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

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

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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.

THE NINETY-NINES: AIR MARKING THE WAY

*Early Air Marking Pilots (below): Blanche Noyes,
Helen Richey, Helen McCloskey and Louise Thaden*
—From April 1985 99 NEWS

BEFORE THERE WERE electronic navigation aids, one of the more formidable challenges to pilots was knowing just where they were. Back in the 30s pilots were still depending on unusual structures or natural landmarks to confirm their flight plans. The history of early flying is filled with colossal navigational boo-boos. Wrong Way Corrigan comes to mind. But the reasons for all this were to radically change when Phoebe Omlie observed that "an air route without marking is like a highway without signs." The year was 1933 when Phoebe, a 99 and a member of the National Advisory Committee for Aeronautics, conceived a plan to paint town names and directional indicators on the roofs of buildings throughout the United States.

Then, at Eleanor Roosevelt's suggestion, the Bureau of Air Commerce hired five well known women fliers—Louise Thaden, Helen Richey, Nancy Harkness, Helen McCloskey and Blanche Noyes—to scout sites and get permission for the markers from local officials and building owners.

Workmen then painted the signs in orange characters, seven to 12 feet high and legible from 3,000 feet. The system soon became the answer to a lost pilot's prayer, with 16,000 markers, one for every 15 miles, on every air route in the country. From 1935 through 1955, the only air markings done were large chrome yellow letters and the airport symbol pointing to the nearest good airport.

Over the years since then, hundreds of water tanks, warehouse roofs, drag strips and airport landing strips have felt the touch of paint brushes wielded by the hands of groups of dedicated 99s. But the Air Marking Program began with the pushing of a few women, many of them charter members of The Ninety-Nines.

Blanche Noyes' plan was to block off each state in sections of 20 square miles. Wherever possible, a marker with the name of the nearest town would be painted on the roof of the most prominent building at each 15 mile interval. Where towns were too far apart, it was suggested that ground markers of rocks or bricks painted white be used.

At that time, few private pilots were flying over established airways or with radios but, with the aid of the markers, even inexperienced pilots could find their way should they become lost or confused.

The program was funded by a system of state grants from the Works Progress Administration. It was set up to appropriate funds to aid private pilots and to provide jobs for the unemployed as well as establish valuable permanent airway aids.

By Mid-1936, 20 states were actively involved in the pro-



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gram with approvals given for 16,000 markers at a cost of about \$1 million. At this point, the program was well underway.

Blanche Noyes, one of the five prominent women pilots selected as field representatives in the air marking project, played a pivotal role in its further expansion. She had learned to fly in 1929, and became the first licensed woman pilot in the state of Ohio. Like many of the women of that era, Blanche became interested in aviation through her husband, Dewey Noyes, an airline pilot, who taught her to fly.

Blanche made a name for herself in aviation with her aerobatics and racing skills and as a demonstration pilot for various aviation-related corporations.

After her husband was killed in the crash of his Beechcraft Staggerwing, Blanche devoted her energies to the Air Marking Program as a way of overcom-

ing her grief. She became one of its most ardent supporters, so much so that when the federal funds for the program ran out, she flew all over the country to gain financial support from local chambers of commerce and civic groups.

Blanche continued in the Air Marking Program throughout the rest of the 30s and was eventually named chief of the Air Marking Staff, a position she held for almost three decades.

In pre-World War II years, Blanche had no sooner set up a thorough coverage of the country with markers than she had to go back and remove all those within 150 miles of both coasts because they might have helped enemy planes. Their loss was tragic to American fliers who had learned to depend on them. After the war was over, she put them all back again.

Blanche retired in 1972 and died in 1981 after an illustrious career in service to aviation.

This article on air marking was compiled from the April 1985 issue of 99 News; from *United States Women in Aviation, 1930-1939* by Claudia M. Oakes, published by the Smithsonian Institution Press; and from *Women Aloft*, one of a *Time-Life* series on aviation written by Valerie Moolman in 1981.

AIR MARKING TODAY

AIR MARKING TODAY HAS BECOME a very important part of what The Ninety-Nines do. It is fun, it helps add to the safety of airports and it is a good way to get to know other members of the Chapters and/or Sections.

The 12-point compass rose comes directly from the 99s logo. In 1985, Bev Romero, Mt. Shasta Chapter, designed the nine-point rose that is used by a number of chapters.

Besides air marking taxiways, rooftops, aprons and runways, there is also wire hazard marking, road sign marking and taxiway reflector gluing. Although air marking requires some skill and a considerable amount of hard work, it is particularly appreciated by airport managers who oftentimes operate on a shoestring.

Snapshots and stories of a few air marking projects received from some 99 Chapters at the time of this report.

Arkansas Chapter

Due to many October rainy days, it took a group of determined Arkansas 99s two days, three weeks apart, to complete the compass rose (cover photo) on the departure end of runway 2 of North Little Rock Airport (NLR). Information for painting of the compass rose came from Linda Druskins of the Michigan Chapter.

The painting group consisted of Camelia and Bill Smith, Ruth and Tom Wyatt, Shanelle and Oran Ham, Emmy Hall, Donna Maze, Kay Newth, Marilyn and Ken Stowe, Martha Jo and Ray Shilling, Debi and Don Blakey and me.

A local Channel 4 TV crew came to visit and took aerial footage while we painted. Members of the Arkansas Chapter have marked runways at many Arkansas airports over the years through their safety programs. This is the Chapter's second compass rose project; the first was painted at Springdale in northwest Arkansas.

NLR is located in the center of the state of Arkansas, surrounded by Little Rock Air Force Base to the northeast, Little Rock Adams Field due south and Camp Robinson Army Installation to the northwest.

It is home to about 200 general aviation airplanes serviced by Barrett Aviation and Mid South Aviation doing business as North Little Rock Regional Flight Center. The third maintenance facility is Little Wing Aviation which specializes in general and sport aviation services. Also located on the airport is an aircraft maintenance school and the National Weather Service.

—Karen Baskin

Northeast Kansas Chapter

The Northeast Kansas Chapter has painted three compass roses in the past three years. With the help of Sondra Ridgeway and Air Marking Chairman Virginia Colbert, some of the members have become very proficient in laying out the letters, numbers and lines and a perfect compass rose.

On Saturday, October 8, a northwest wind chased away the rain and low clouds and cleared the Coffee County Airport in Burlington, Kan., in time for Chapter members to produce a brand new compass rose for them.

Weather is always the deciding factor in any air marking operation. The surface must be dry; and being reasonably clean is



Northeast Kansas Chapter members Dottie Martin, Brooks Powell, Nancy Ezell, Donna Gerren, Leslie Jenison, Dorothy Dickerhoof, Sondra Ridgeway, Jan Raymond and Virginia Colbert painting at the Coffee County Airport, Burlington, Kansas.

always a plus.

Weather is also a consideration for participation by members of the Northeast Kansas Chapters because we live in different towns and cities and airports needing marking could be located anywhere within the several hundred square miles of our territory. Many of the members fly in to help and some drive. For painting runways, if conditions are not VFR, they probably are not good for painting either.

On this Saturday morning, the north wind still had a bite that numbed the noses and chilled fingers and toes of the eight 99s and five 49 1/2s who came to work.

The airport authority had already established magnetic north so, using that as reference, the concentric circles were drawn in with chalk and string. Then the points were carefully measured. After the letters representing the cardinal points were traced and the blue and white areas designated (which took about an hour), it was time for the fun part: filling in the lines with paint.

Coffee County Airport is not a shoestring operation. The FBO is up to date and inviting; the hangar is pristine and the runway/tarmac is an excellent concrete surface.

The paint was from a 55 gallon barrel of the best white cement paint we ever had the pleasure of using. By the time airport manager Chuck LeMaster and his wife called us to lunch, all of the white parts had been painted twice and all but a little of the blue was finished.

Lunch is not usually provided but this day, we were treated to hamburgers and wonderful hot dogs, grilled on the spot, and all the trimmings of baked beans, chips and soft drinks. We were hungry and the food was delicious!

After lunch, glass beads were added to the final coat of blue paint to complete the sparkling rose.

The whole operation was finished by 3:30, and then, to our surprise, we were presented with a check for \$200 made out to our Chapter! This had never happened before and we were both flabbergasted and grateful.

The Amelia Earhart Scholarship program will benefit from the generosity of Coffee County Airport.—Brooks Powell

San Fernando Valley Chapter

Whiteman Airport now sports its name in 10-foot white letters on its newly asphalted taxiway. Under Laura Ricks' expert tutelage, 14 members laid out the letters one day and on Nov. 12, 14 members (not all from the first group of 14) rolled on the paint. Each letter required a gallon of paint, which kept the airport manager busy running to the paint store. After the work was done, the weary workers enjoyed a barbecue.—Amy Conner



Four energetic 99s—Phyllis McCollom, Carol Lanning, Karen Tucker along with me and my daughter Kari appeared at the Hillsboro Airport around 8:15 on Saturday, Oct. 22, for a full day of runway painting. We painted runway 17-35 in 30 foot numbers and the name Hillsboro in 30 foot high letters. It took 37 gallons of paint and nine hours to complete the job. We were six tired "puppy dogs" by the time it was finished, but the result is absolutely gorgeous! —Phyllis Blanton, Kansas Chapter

Bay Cities Chapter

Helen Kelton, Bay Cities Chapter (who died Oct. 9 of a massive stroke, see New Horizons), was of great help to many 99 Chapters with her generous contribution of layout plans, estimates of the amount of paint required and other valuable information. She would go to air markings just to make sure that members of the Southwest Section had everything they needed. Her most remarkable marking was the 80 foot tall NAS ALAMEDA. The Navy said they were having too many pilots coming in off the Pacific mistaking Oakland and Hayward for Alameda.



Greater Pittsburgh Chapter members at site of completed compass rose painting at Butler Farm Show airport in Western Pennsylvania. Front row: International Air Marking Chairman Ellen Nobles-Harris, Dottie Meeder, Shirley Betchce. Back row: Billie Latshaw, Susan Thomas, Mary Lou Aelschlager, Helen Davison and Grace Miller



Delaware State Police helicopter sweeps a 100 ft. circle clean and dry.

Some Air Marking Tips

- **REMEMBER PERSONAL COMFORT AND SAFETY.** Asphalt and concrete surfaces can radiate a lot of heat and UV. Have plenty of fluids on hand as well as sunscreen. Wear a hat and reschedule if it will be too hot and/or too humid.
- **IF POSSIBLE GET GOOD ROAD MARKING PAINT.** It dries quickly and can be walked on relatively soon after being painted. Thin your paint if it is drying *too* fast.
- **GOOD LIGHTWEIGHT TEMPLATES** can be made from half-inch foam core board that is used for artwork or posters.
- **DRY THE RUNWAY FIRST** before trying to lay down the paint. Just sweeping water off won't do it when the runway is asphalt and has millions of tiny indentations. Use newspaper to absorb the excess water. Although it takes quite a bit of paper, it works great.
- **IF A COMPASS ROSE WON'T FIT**, with equal length N-E-S-W points in the space available, adjust the points. Make the N-S points the longest if at all possible.
- **WHEN AIR MARKING A TIN ROOF**, walk only where the nails are so as not to warp the metal.
- **REFLECTIVE CRYSTALS** can be added for easy nighttime viewing.

Air Marking Manual

Other suggestions and tips are provided in an Air Marking Manual of about 70 pages which was prepared by Mid-Atlantic Section several years ago. It is still available for \$15, including shipping and handling.

If your Chapter does not already have a copy, it would be a worthwhile purchase. Proceeds from sales benefit the Mid-Atlantic Section.

Make checks payable to the Delaware Chapter and mail to Ellen Nobles-Harris, International Air Marking Chairman, 2424 Dorval Road, Wilmington, DE 19810. For more information, call 302-479-0780 or fax 609-224-3500.

Attention: Air Marking Chairs

Ellen Nobles-Harris, International Air Marking Chairman, requests that all Section and Chapter Air Marking Chairs send her their names, addresses and phone numbers so she can contact them with any new information or tips that she receives.

MORE AIR MARKING PHOTOS/STORIES COMING IN NEXT ISSUE.

What Is a Board of Directors?

How do they function? What do they do?

JOYCE WELLS

THOSE OF YOU who have served on boards of other organizations know that it is not always easy. Oftentimes, there is little glory for lots of hard work and satisfaction comes from within rather than without. There are always new skills to be learned if one wishes to be the best board member you can be.

At a recent afternoon session, the 99s' Board met with Don Finch, executive director of the Oklahoma Air Space Museum, who shared his many years of experience with nonprofit organizations and I quote:

"Let's realize what a nonprofit really is," he said. "It is a business. To stay alive, it has to take in more money than it disperses. To do so, it has to create a product that the public not only needs, but wants. That product," he continued, "has to be marketed, sold and evolved. It has to fill a real need for the people who are paying the bills, (i.e., taxpayers, donors, members, etc.)"

So how should we, as a board, function? Don pointed out that there should be a statement of purpose or mission statement, which is the mandate from which the organization is developed and operated.

We know that we have a purpose as stated in our Articles of Incorporation and that, in order to survive, members are necessary. This is what should guide the board and keep the focus consistent, no matter how many times board members change.

New board members may want to leave their mark by making drastic changes in the direction of the organization, but that



NAA President George Putnam, 99s president (and newly elected NAA board member) Joyce Wells and NAA Executive Director Jack Cole at NAA Board of Directors meeting on Dec. 16.

can become a distraction from the real focus on the purpose.

What should the responsibilities of the Board be? The following have been set out in a *Board Member's Manual* received by all board members.

1. *Support your administrator (executive director).* Without your administrator's day-to-day management skills, the policies and plans adopted by the board would be of little impact.

2. *Setting policy.* The primary board function is to fashion policies that ensure your organization is run effectively, legally, and ethically.

3. *Guide long-range planning and development.* The board gives direction to your organization through long-range goals ranging at least three to five years into the future.

4. *Raising funds and monitoring finances.*

As a trustee for your organization's money, you're responsible for seeing that it is spent effectively in delivering programs and services. You're also responsible for looking into the financial future. That means fundraising when appropriate!

5. *Working cooperatively with other board members.* If you can't work with your peers, then your board will accomplish nothing."

The manual provides 56 pages of tools (including forms and checklists), expertise and insights contributed by board veterans of other nonprofit organizations. We can learn a great deal from it and perhaps contribute to the next edition.

When I was asked at the end of our session on boards what my goal is as president, my answer was: to have the board work as a team for the best interests of the whole organization, and to see that the 21st Century Fund is on its way to success so that we don't have to rely totally on dues to support us. It can be done!

NAA Awards Dinner

BY KAREN TUCKER
Kansas Chapter

My husband, Sid, is manager of the FlightSafety Citation Division in Wichita so when Russ Meyer, president of Cessna, invited us to go with him to attend the National Aeronautic Association awards dinner in Washington, D.C., for Albert Ueltschi, president and CEO of FlightSafety, we eagerly accepted the invitation. Russ and Mr. Ueltschi have been friends as well as business associates for many years and Russ had been asked to give a testimonial at the dinner.

We boarded a shiny new Citation Ul-

tra early that afternoon, along with Russ and his wife Helen, and Gary Hay, VP of Cessna Marketing, and his wife Marilyn. The two and a half hour flight from Wichita at 41,000 feet was absolutely beautiful. It was a smooth flight, even though there was a 100 knot tail wind. As we neared D.C., the moon looked almost like a huge bright white mushroom pushing its way through the cloud cover, a truly awesome sight.

Sid flew the Ultra most of the way and made a very nice landing at Washington National. I just about had the fancy, state-of-the-art instrument panel figured out by the time we landed.

After reaching the hotel and changing into formal attire, Sid and I proceeded to the reception area for cocktails and a



John Yodice, General Counsel for AOPA, and 99s president Joyce Wells visit at the NAA awards dinner in Washington, D.C., for Albert Ueltschi, president and CEO of FlightSafety.

I WANT TO COMPLIMENT you and your staff on the excellent job you are doing with *The 99 NEWS*. The format is easy to read and the articles are stimulating.

I've never heard a hangar flying story that I didn't learn from and remember long after the dry academic material in the books was filed away to pertain to "somebody else" and I join the majority of other members who particularly enjoy the flying stories of other women pilots.

Thank you again for your interest and effort on our behalf to make our publication more attractive to advertisers (and therefore to reduce our cost of production). By showcasing our multitude of talents and accomplishments, our publication informs both members and non-members of what and who we are, and what we do as members of this organization.

I live at a small airport in north Texas and am proud to put a copy of *The 99 NEWS* on the magazine rack for the mostly male customers in our little "mom-n-pop" cafe. I look forward to more innovative issues of *The 99 NEWS*.

P.S. I think the new Directory looks GREAT! It is smaller, lighter and easier to read. My fax number, however, is incorrect. It should be 214-347-2917.

—Pat Ward, Director

THE MAGAZINE HAS a great new look and format. Keep up the good work.

—Minette Sicard, Aloha Chapter

PREFER 99 NEWS as title of magazine. Last issue seems to lack substance and only a showcase for advertisers.

—Lewie Wiese
Three Rivers Chapter

THE MAGAZINE GETS better with every issue!

—Charlene Falkenberg
Illiana Cardinals Chapter

YOU'RE DOING A GREAT JOB with our 99 News/International Women Pilots Magazine.

—Shirley Winn
Sacramento Valley Chapter

I AM NOT HAPPY with some of the changes to *The 99 NEWS*. I don't have a problem with the cosmetic changes to make the magazine easier to read. However, I feel that *The 99 NEWS* is being taken away from the members and into the hands of advertisers. I read *The 99 NEWS* for NEWS.

I want to know what is happening with this organization. What are the issues facing us that need to be addressed by the members? Where are we to get such information if not from the "Official Publication of the Ninety-Nines"?

The recent issue disturbed me for several reasons. The "survey card" was not to find out what I wanted to see in my magazine. It screamed "market research" for advertisers. My household income is no one's business but my own!

—Anna L. Taylor
High Country Chapter

CONGRATULATIONS and thank you! I am so excited about our magazine and directory, I can't contain myself! What a wonderful job on both!

First, the magazine is finally one I can display next to *Flying*, *AOPA Pilot* and *Sport Aviation* on my coffee table. It is truly professional and interesting to read. You've started what I had always thought possible for our magazine. Keep up the good work!

Then there's the Directory... finally a size that is usable and easy to read at the same time. It will easily fit into either my flight bag or briefcase...or even a large purse with my planner. Thank you...it is super!

I am sure you will get complaints...there are always some, but I want you to know that this International Director loves both.—Carolyn Carpp, Director

I REALLY LIKE the new look of our magazine. Especially the color on the cover. I, too, hope that one of these days we'll have a monthly magazine.

—Marilyn Moody
Western Washington Chapter

GOOD WORK on the 99 NEWS and the Directory! You are to be congratulated for a job well done.

—Lois Erickson, Vice President

IT OCCURS TO ME that you may not know that Pauline Glasson in Corpus Christi is the all-time champion of air marking. She's

done hundreds by herself and does many each year.

—Gene Nora Jessen
Idaho Chapter

I LOVE THE NEW FORMAT. It is a great mix of articles about our "fellow" members, flying activities and Chapter news. Keep up the good work.

I am looking for some help. I am planning a trip in March or April and I would like to hear from anyone who has flown in these areas to give me advice.

Our route will be down the Caribbean Islands, along the northern coast of South America (Venezuela and Colombia) and through Central America before we return over Cuba to the U.S.

If anyone would like to give me input, they can leave a message at my office 317-464-3907, or send a note to 30760 Tyrrell Rd., Mackinaw, IL 61755.

—Linda Schumm
Central Illinois Chapter

GOOD JOB on the re-vamped magazine!—Catherine Morshead, Marin County Chapter

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

NAA Awards, continued from page 8

chance to chat with friends. And there she was: Joyce Wells, president of the International 99s! She was just as surprised to see me as I was to see her! The Ninety-Nines are affiliate members of the NAA. Joyce was elected to their board of directors on December 16 and was invited to sit at the head table during the ceremony for Mr. Ueltschi. Joyce and I had become acquainted several years ago while flying in the Air Race Classic, so we had lots to talk about before dinner began.

Mr. Ueltschi was honored for "advancement of worldwide aviation safety through sophisticated training methods, and use of aviation to deliver state-of-the-art health care to people otherwise deprived of such high quality medical ser-

vice." Many people are aware of his highly successful FlightSafety company, but few know of Mr. Ueltschi's humanitarian project ORBIS. Aside from his family and the company he founded, his single most consuming interest is in this international flying/teaching ophthalmological hospital for which he serves as chairman.

ORBIS combats world blindness through the education and hands-on training of eye care professionals. Since 1982, this nonpartisan humanitarian organiza-



Karen Tucker and Joyce Wells at the 47th annual Wright Memorial dinner held in Washington, D.C.

tion has restored the sight of more than 18,000 patients and taught sight-saving skills to 28,000 doctors and nurses in 70 countries around the world.

During the return flight that evening, I kept thinking about how aviation has affected so many lives in so many different ways. It certainly opened up a whole new world for

me. Have you ever asked yourself if there was really life before you became involved with flying? I have. Aviation has a way of doing that. It's powerful! ✨

1996 World Precision Flying Championship

JODY MCCARRELL

WPFC '96, Ft. Worth, Texas
Sept. 18 to Oct. 6, 1996

T W E L F T H
**WORLD
PRECISION
FLYING
CHAMPIONSHIP**

What is it?

Back in 1983, The Ninety-Nines assumed responsibility for the United States Precision Flight Team (USPFT) from AOPA who had managed it since 1980. Since that time, the overall concept of women involved in aviation on an international basis has increased greatly. Under the leadership of the 99s, the first chairman was Lois Feigenbaum, with Janet Green and Hazel Jones as staff. A little later, Pat Roberts, Jody McCarrell and Verna West joined them.

In 1983 the U.S. Team, led by Lois as Team Manager and 99s Hazel, Janet, Verna, Jody and Carolyn Pilaar as team members, went to Norway to compete in an International Competition. When they returned, they were so enthusiastic that The Ninety-Nines placed and received the bid to host the 1985 World Championship in the United States.

Florida was selected because of its convenient location, as well as the fact that there was plenty to do in Kissimmee, the home of Disney World.

By this time, all the men who run the program in Europe were getting the idea that the 99s were going to do this all by themselves. But this was going to be a big undertaking and it occurred to us that maybe we better get some help.

A USPFT Council was formed to help promote flying in the United States, and of course, it was made up of 99s. In addition to those already named, Doris Abbate was head of national events promotion and Louise White and Virginia Showers were on staff.

Since then, the U.S. team has competed in Denmark, Argentina, Poland, Finland, U.S.A. and Czech Republic. Each time they were led by 99s. For the first time, women were appointed as International Judges. The first four were all 99s: Hazel Jones, Pat Roberts, Carole Sue Wheeler and me. Now, several countries have women International Judges and Team Managers, as well as workers—and we take pride in having led the way. Other International Judges, in addition to the original four, are Jerry Anne Jurenka and Jan Maxwell.

So here we go again!

After many requests from people who want to help again and from other countries who want to come back to the United States again, I approached the International Board of Directors in the fall of 1991 and asked for approval to place a bid for the 1996 Precision Flying World Championships. The vote was unanimously in favor.

In November 1992, Pat Roberts and I went to France to place



1994 U.S. Team and Representatives Marvin Ellis, Pat Roberts, Jerry Anne Jurenka, Teri Trenary, Jody McCarrell and Carolyn Pilaar.

the bid. We spent three days and nights trying to sell this idea to the countries gathered at the annual winter Committee International Aviation General (CIAG) meeting.

When the vote came to the floor, we sold it. Delegates asked if 1996 was going to be as good as Florida had been and I said: "Like everyone who would like to be 20 again, this is our chance to do just that. If they thought they had fun last time, just wait 'til the second go-round."

Funding the Ft. Worth WPFC '96

At the Portland Convention in 1993, members were asked to ratify hosting the world event. The motion was presented to add \$1 to member dues in 1994 and 1995 to help fund the event. Then each member could say: "I helped put on the World Precision Flying Championship." The motion carried.

We need you!

Now this is your project. It is one of the very few chances we all have to get involved with a real World Event. Not only can you become a part of this, if you want to, you have an opportunity to become involved in a big way by organizing a team to participate.

If you need help in organizing a team, my staff and I are able, ready and willing to work with you in any way we can. Just call or write: Jody McCarrell, World Precision Flying Championship, Rt. 1, Box 487B, DeQueen, AR 71832 USA. Home 501-642-2508. Work 903-793-4776. Fax: 501-642-4829

Competition Staff

If you don't want to be on a team, sign up to help work. An estimated 1,500 people will be needed to staff the positions of Navigation and Landing events judges and competition personnel. Contact Southeast Section Governor Nancy Wright for more information about available positions and to volunteer.

Match your aircraft with a WPFC pilot

An estimated 75 - 100 aircraft will be needed to fill requests by top-rated pilots from around the world for the WPFC competition. Flight teams are expected to begin arriving in Texas about September 22 to obtain their U.S. Equivalency Pilot Licenses and for familiarization with local flight procedures and terrain.

Most of the non-U.S. pilots sent to WPFC to represent their

Deadline for filing application to compete in USPFT national championship is July 1, 1995.

countries are highly qualified professional pilots who train year-round for competition in precision flying events and have won a place on their team in local qualifying events.

U.S. aircraft owners will be provided information about pilots who request aircraft, including their experience, ratings and credentials. All rental or use arrangements will be negotiated between the owner and the pilot.

All aircraft must have a fresh 100-hour inspection with all AD notes satisfied, be certified for hire, and must be equipped with two-way radio communications, lights and basic navigation instruments. Aircraft must be ferried to and from Ft. Worth by the owners, with aircraft logs available for inspection.

Owners will be required to carry both hull and liability insurance and must add the competition pilot to their insurance certificates.

U.S. aircraft owners can expect flight team members to fly the aircraft approximately 50 hours during the two-week period. Rental rates will be at the discretion of the owner at the "dry" rate.

Eligible aircraft must have a fuel capacity of three hours sustained flight. Modified airframes, production, home or kit-built and experimental aircraft are acceptable, although most pilots will prefer Cessna 150s, 152s and 172s or similar aircraft.

Only basic, minimum navigation equipment is used during the competition. Two-way radio communication capability is required in each aircraft; additional navigation equipment will be taped and sealed against use by the pilot during competition except in case of disorientation.

"Precision" flight does not include full-power operation such as that involved in air racing. The use and care of the aircraft are closely monitored and regulated by competition staff with safe aircraft operation and handling required at all times.

Aircraft owners who are interested in renting aircraft to WPFC pilots should send information on their aircraft in writing to:
Pat Ward, Attn: WPFC Aircraft, Rt. 1, Box 206M, Aero Country
Airport, McKinney, TX 75070 Fax 214-347-2917

Tryouts for the U.S. Team—Fall 1995

Tryouts for positions on the team that will represent the U.S. at the WPFC will be held in the fall of 1995. Entry kits are \$5 and will include the official WPFC Rule Book. Kits with information about the headquarters hotel, insurance requirements, aircraft eligibility, pilot qualifications and an application may be obtained from Jody McCarrell at the address listed elsewhere in this article.



USPFT members must be a resident of the United States and hold a valid Pilot License of Private Pilot or higher, including current Medical and BFR. Pilots who wish to compete for a place on the USPFT must pay a fee of \$250 to defray the cost of administering the competition.

Registration for the four-day event is \$50 per person to cover the cost of meals, transportation and other amenities offered to the competitor, their families and friends.



HEADQUARTERS REPORT

The Ninety-Nines History Book

The Ninety-Nines are dedicated to flying, friendship and education. What better way to let the world know of our accomplishments than to assemble a record of our history and publish a book about us? It's underway now by Turner Publishing Company. And your help is needed.

There is no charge for participation. All you need to do is write a personal 150 word biography following the examples which you should have recently received in the mail. If you prefer, you can just fill out the form which was included in the mailing and a competent Turner editor will compose a biography for you. Please send a photo, preferably in your flight gear.

You can submit a biography for a deceased member or other family member. And you may also submit a special recollection of an event which occurred during your time in The Ninety-Nines (2,000 word limit).

The book is scheduled to be ready for shipping in 1996. You may reserve a copy of the book by sending in the order form which you should have already received in the mail to Ninety-Nines History Book, Turner Publishing Company, P.O. Box

3101, Paducah, KY 42002-3101. For a free catalog of other Turner publications, call 502-443-0121.

Ninety-Nines gear up to fly information highway!

CompuServe will become our first link to each other and the aviation world. The possibilities are limitless. Details will be circulated as soon as plans are finalized.

Open House at International Headquarters

An Open House is scheduled to be held during the March Board meeting. An important memorabilia collection will be unveiled on Saturday, March 4. Complete coverage of this event will be in the next issue of this magazine.

Phone-A-Thon

Temporary telephones will be installed at Headquarters during the March Board of Directors meeting and Open House. They will be manned by officers and Section Governors to raise money for our 21st Century Fund.

Anita Lewis, NW Section Governor and 21st Century Chairman, will oversee this important event and plans to show the historic "slide presentation."



EDITOR'S DESK

HAPPY NEW YEAR! Serving as your editor is a stimulating challenge and a great opportunity to meet some of the most interesting women in the world of flying. Every day, it seems, brings a new opportunity to visit with one or more 99s. I am extremely pleased with the way the membership continues to cooperate in responding to my requests for news and photos and other information. It appears that we're on a roll!

The next step is to increase the number of advertising pages to support a full color magazine throughout! I encourage you to display your copy at FBOs and airports and other places where pilots gather. It is important for new women pilots to have an opportunity to participate in the networking and enjoy the friendships that those of you who have been 99s for a long time hold so dear.

I hope all 99s will fill out and return the information requested for the Networking Directory.—Betty Rowley



Interviewing for the airline job

KAREN KAHN

Santa Barbara Chapter

INTerviewing PROBABLY RANKS high on the list of most dreaded events for the average pilot. Like your flying, it is a learned skill and deserves your attention and practice prior to use. Think about the time and effort you devote to preparing for check rides and plan to devote the same thorough consideration and preparation to an upcoming interview.

There are four basic areas that deserve your attention: knowledge, appearance, actions and words. All of them are important in your quest for a successful interview. Let's examine each area more closely.

1. Knowledge is probably covered by your resume. Your resume lists your credentials for your prospective employer to review. Now, during your interview, you'll need to confirm your knowledge by answering questions about what you listed on your resume, as well as handle general aviation knowledge questions.

Be prepared to answer questions about the equipment you've flown, including systems questions on the higher performance aircraft. For example, your resume shows 35 hours of a Cessna 310 time. Be prepared to discuss the operation of the landing gear. Is it electric or hydraulic? What's the emergency extension procedure? How about that turboprop time you acquired last winter? Did that Beech 99 have Garrett or Pratt & Whitney engines? Can you remember the hot start procedure? This line of questioning is designed to ensure you've actually flown the aircraft in question. So do some digging into your files and review some general information about each type you list on your resume and be prepared to find it in your logbook for closer inspection.

General knowledge questions can range from instrument procedures to the AIM to FARs to your knowledge of how things work. Explain the difference between amps and volts. What's an arm, or virga? If you don't know, do not try to fake it. Just be honest. As you can well imagine, some preparation for this kind of questioning can be very beneficial.

2. Appearance is very important. You know the old saying about first impressions. It's even more true in an industry where

you're constantly in the public view. Remember, you're applying for a position as a pilot, not a flight attendant. Dress to convey a professional yet feminine image. Minimize makeup and jewelry. Simple and conservative is the watchword here. Note what color uniforms the airline's pilots wear and consider a pants or skirt or shirt of the same color. You want your appearance to impress them with your competence and professionalism. You would like the interviewers to easily envision you as one of their pilots. Read *The Women's Dress for Success Book* by John T. Molloy for more tips on dressing.



*Interviewing
is a learned skill
and deserves your
attention and
practice.*

3. Actions and words go hand in hand. You'll need to act and talk like the professional that you are. You will have a relatively short time to convince them of your hireability, so make sure you don't have any annoying mannerisms that could detract from your performance. "Performance," you say. "Is this a performance?" Very definitely. This must be a well-rehearsed rendition of your best qualities, compressed into a short time frame that delivers your best attributes clearly and concisely.

4. Practice answering the questions you know you'll be asked. They range from seemingly simple ones like "Tell us about yourself," to trickier ones worded to determine what you would do if you found yourself flying with an inebriated captain. Or "What's your best attribute ... your worst?" You need to give these questions a lot of thought and frame your answers to represent the real you.

Since interviewing is something you'd like to do once with positive results, rather than several times with negative ones, plan to get some interview counseling prior to your first attempt. You'll feel more confident and your interview results will likely reflect your wise investment. ✨

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

Airline pilot hirings

1994 airline pilot hirings exceeded 8,000, up 55% over 1993's total of 5,187.

1995 continues to look like a full recovery year and should provide over 9,000 new airline pilot jobs. Fifteen of 30 national airlines are currently recruiting.

Projected 1995 major airline hiring could exceed 2,000 with announced hiring at United (600-800), Southwest (400), UPS (350), Northwest (145) and FedEx (150+).

—Source: Air, Inc., Atlanta, GA. -

The Ninety-Nines 21st Century Fund

A way to plan for the future

We must make serious plans for the continuance of our organization into the next century and beyond. For many years, we have been working together on a vari-

ety of projects for the benefit of others—as well as ourselves. Now the time has come for us to put our considerable amount of talents to work to strengthen the financial base of our own organization.

Toward that end, The 21st Century Fund has been set up as a reserve fund where contributions will build up over a period of years to secure the future of our

Museum and Headquarters building and the resources that they provide to the membership and to the aviation industry.

Please join your fellow Ninety-Nines by writing your check for as little as \$9.99 or as much as \$9,999 to 21st Century Fund. Mail to The Ninety-Nines, Inc., Box 965, 7100 Terminal Drive, Oklahoma City, OK 73159. ✨

CAPTAIN KATHY MCDONALD of the Texas Air National Guard became the first female fighter pilot to graduate from the Guard's F-16 air combat training school at Kingsley Field, Klamath Falls, Ore., on Sept. 16, 1994.

Since Kathy is already a member of the Kansas Chapter, she was adopted as an honorary member by the local chapter, the Crater Lake Flyers. She spoke to the group at a June meeting, along with her husband, Mike, who flew Jaguar fighters in Britain's Royal Air Force.

Following graduation, Kathy returned to her air defense unit at Ellington Field, Houston, Texas. Other women are flying different missions in the F-16 (air-to-ground roles, for example) but Kathy is the first in the air-to-air fighter/interceptor specialty.

Kathy's six-month training course with the Oregon Air National Guard's 114th Fighter Squadron was no cakewalk. She and her four classmates endured a grueling schedule and rigorous training sessions in the F-16 Fighting Falcon and its earthbound counterpart, the testing ground of emergency procedure knowledge, the simulator.

The academics alone required weeks of full-time study, supplemented by additional hours on her own time. Kathy's efforts paid off handsomely. She tied the school's all-time best academic score of 99.63 percent!

Kathy started her flying career by becoming a private pilot at age 19. She majored in computer science at the University of Oklahoma and earned an ROTC flight training slot. After graduation, she entered the Air Force and instructed in the high-performance T-38 for

four years. She always hoped to transition into fighters, if and when the rules prohibiting women in combat were changed.

Kathy moved on to AWACS and served in the Persian Gulf conflict flying Desert Shield/Storm missions out of Saudi Arabia. The following year, she flew Kurdish refugee support missions out of Turkey where she met her husband. In an odd twist of fate, Mike had previously done some flying with the U.S. Air Force, and had, in fact, flown an F-16 that Kathy would later fly at Kingsley Field.

In late 1992, Kathy left active duty and joined the Texas air defense unit flying support aircraft. When the military finally opened the way for women to fly fighters, Kathy's years of hopeful preparation paid off. She was poised to pioneer a new woman's career field.

Kathy proved to be an engaging guest speaker for the Crater Lake Flyers. Her sense of humor set the tone for a warm and personal look at her background, her experiences and her thoughts and feelings. She related many fun and fascinating stories, including one about being so "psyched up" in a simulated dogfight that she pulled 9.2 g's, despite a built-in computer that is supposed to limit turns to 9.0 g's.

Kathy's involvement with the Crater Lake Flyers continued as she took time out of her busy schedule to attend their Safety Fly-in and a pizza party in June.

Crater Lake Flyer's chairman, Rhea Bastian, her husband, Richard, and members Mary Hook, Dot Slaton and I attended Kathy's informal graduation ceremony and celebration. We enjoyed an unusual look at a fighter squadron doing the second thing they do best: having fun!

Captain Kathy McDonald: Texas ANG fighter pilot

BY DENA BULLION
Crater Lake Flyers Chapter



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



FAR OUT!

Ninety-Nines continue to lead the way for women pilots.

As this magazine goes to press, Space Shuttle Mission STS-63 is scheduled for launch from the Kennedy Space Center in Florida on Feb. 2 at 12:51 a.m. *The pilot will be one of our own 99s.*

Lt. Col. Eileen Collins, USAF., will be the first woman pilot in America's space program. This will be the first flight of Phase One of the joint Russian-American space program. STS-63 will include the first rendezvous and fly-by (to 30 feet) of a U.S. Space Shuttle with the Russian Mir Space Station.

Watch for Eileen on the cover of the March-April issue of *The 99 NEWS/International Women Pilots* magazine.

WANTED:

Copies of Nov/Dec issue

Ninety-Nines Headquarters has depleted their stock of the Nov/Dec issue of this magazine. Marta Meyer, whose picture was on the cover, has requested extra copies for her family. If you would like to contribute yours, please send to Headquarters. Thank you.

—Editor

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Katharine Hepburn



Lucille Stone: Circa 1930's

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3. Telephone Numbers:

4. Are You A Ninety-Nine?	What Chapter?

<u>5. Educational Background:</u> list all educational institutions attended to the present. Begin with high school			
School	Address	Dates Attended	Degree Rec'd

6. Aviation Background: *Use a separate sheet if necessary.*

Certificate Or Rating Held	Date	Total Hours:
----------------------------	------	--------------

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If so, describe BRIEFLY:

8. If You Are A Winner, For What Rating Will You Use The Scholarship? _____

The award may only be used for this specific rating, and only for training received after winner has been notified.

Use a separate sheet for the following:

9. Indicate your aviation, educational and employment accomplishments that you feel should be considered in the selection process.

10. List activities in which you participate and organizations to which you belong, not necessarily aviation-oriented.

11. Write a statement of your educational purposes and/or aviation goals. Tell us about yourself, your goals, and why you chose aviation, including any special qualifications you may have. Indicate what you hope to obtain from your further training or studies. College transcripts may be requested from finalists.

12. How will this scholarship award help you pursue your aviation goals?

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*****Note: The Deadline Is June 1, 1995 *****

Criteria For Selecting The Recipient:

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

Selection Of Scholarship Recipient(s):

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

Requirement For Applying:

- A. Completed application form postmarked no later than June 1.
- B. Include letters of recommendation from two of the following categories: 1) a college faculty member, 2) a Ninety-Nines Chapter Chairman, 3) a person knowledgeable of your work in aviation.
- C. Include description of how the award will be used.
- D. Include copies of current medical and FAA pilot certificate(s) or foreign equivalent.
- E. Include copies of current 99 membership card, or current student body card or transcript from one of the four colleges named above.
- F. Must be typewritten or printed legibly in ink.

Disbursement Of Funds:

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

Recipient's Accountability:

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California to Oshkosh in a 1941 Stearman biplane

BY PATTY HALEY, *Palomar Chapter*

THE EXPERIMENTAL AIRCRAFT ASSOCIATION (EAA) Convention at Oshkosh, Wis., in late July is a Disneyland for pilots. It has so much going on all the time, I would recommend it to anyone involved with aviation.

I have been attending it religiously since 1991. This year I was fortunate to fly to Oshkosh with Royce Clifford (another 99) in her 1941 Stearman biplane. The trip took four days.

The first leg on Saturday was to Yuma, Ariz. Soaring temperatures of 110 F. caused our 1939 Dodge brakes to lock after landing while we were taxiing to a turnoff. There we were, stuck on the runway. Luckily, there is more than one runway at Yuma so we didn't tie up any air traffic.

Royce acted quickly. She jumped out and made an adjustment with a screwdriver she kept on board and unlocked the brakes. We refueled, flew one more leg to Tucson and called it a day because of widespread thunderstorms and turbulence along our proposed route.

At the crack of dawn on Sunday, we were in the air. We landed at Deming and Las Cruces, N.M. for fuel. We plotted our next leg around and between two restricted areas that lay above the White Sands National Monument, and decided to cross the Southern Rocky Mountains at Alamogordo (8,500 ft. MSL).

After our takeoff from Las Cruces, Royce left the navigation to me. As we were scooting north up a corridor between the two restricted areas, I noticed on the chart that we had to descend to 500 feet AGL to go under a sector of the restricted area. We were at 4,000 feet AGL.

A quick descent was initiated as we became the original stealth airplane when we switched off our transponder. Upon



Patty Haley (climbing in plane) and Royce Clifford leaning on 1941 Stearman.

reaching Alamogordo, we turned east towards the mountains. The 220 horsepower radial engine slowly lumbered that Stearman up the pine-covered mountainside.

Royce trusted me as I continued to lead her along an alpine road. We floated by an observatory and over a quaint mountain village at 500 feet AGL (9,000 feet MSL). With the 85 degree temperature aloft, 9,000 feet was our service ceiling that day. Twenty minutes later, we were once again over desert, the high desert of New Mexico.

We landed at Roswell, N.M. for fuel and lunch, then flew the last leg of the day to Amarillo, Texas. Royce arranged to hangar the Stearman because severe thunderstorms with hail were expected that night.

We left Amarillo on Monday at 7:15 a.m., and climbed to 5,500 feet MSL. It was fair weather all the way to Wichita, Kansas, but we did encounter a couple of areas with a broken puffy layer at 4,500 feet MSL.

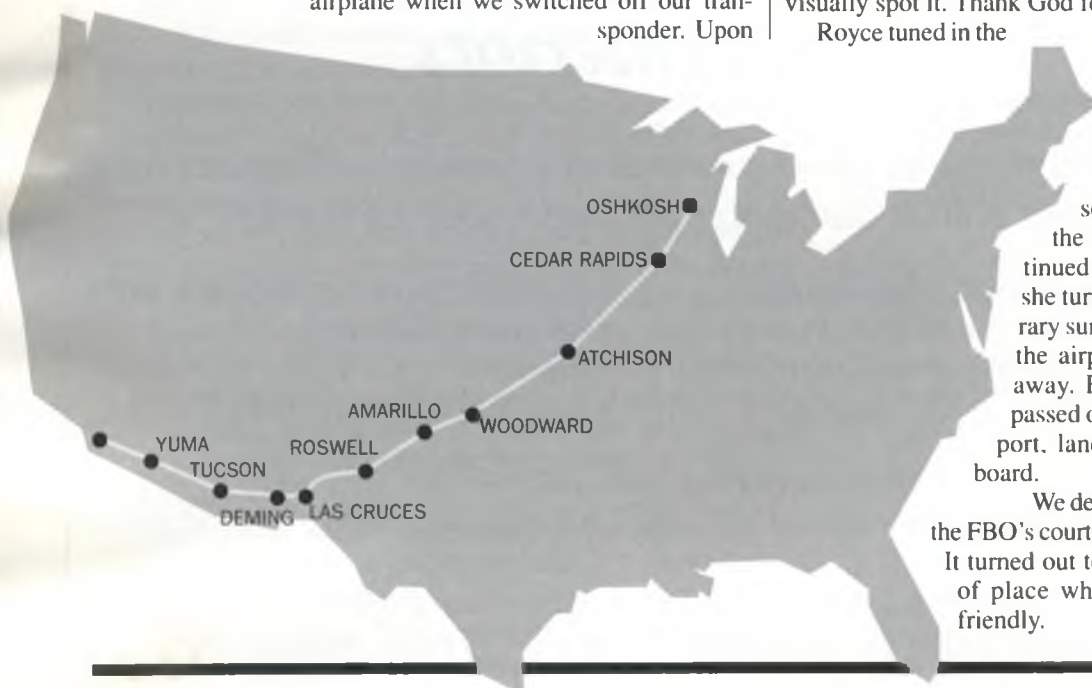
As we flew VFR over the top, it was realized that we would not have enough fuel to last us to Wichita. Royce saw a large break in the clouds and slowly we circled down. Under the overcast at 1,500 feet AGL, we had to divert to another airport, but which one and where was it? At that altitude it would be hard to visually spot it. Thank God for our GPS.

Royce tuned in the

nearest airport. West Woodward, Okla., replied with directions to steer 220 degrees for 33 minutes.

As we tracked along the course, the batteries in the GPS were becoming exhausted and the display screen was fading. Royce turned off the unit to reserve energy as we continued on the heading. Ten minutes later, she turned it back on and—with a temporary surge of power—the GPS let us know the airport was dead ahead, 18 minutes away. Fifteen minutes passed when we passed over the town and then over the airport, landing with 45 minutes of fuel on board.

We decided to have lunch there and drove the FBO's courtesy car to a cafe called Sourdoughs. It turned out to be a popular mom and pop sort of place where everyone seemed genuinely friendly.



Most of the sandwiches were served on sourdough bread that had been baked that morning by the owner named Frank. A local reporter who was also having lunch there overheard us talking to the owner's wife, Irene, about our trip in the Stearman. She introduced herself as Helen, and asked us if she might do an article on us for the local paper, so we invited her back to the airport.

After the interview and some photos, we fueled up, took off and headed for Atchison, Kans. The next day, we made the front page of *The Woodward News*.

After landing at Amelia Earhart Memorial Airport and settling in at our motel, Royce and I took a night walking tour of downtown Atchison. With a tour brochure in hand, we strolled by many historical landmarks, each with a totally different architectural style.

A tour of the Amelia Earhart birthplace and the Forest of Friendship on Tuesday morning was one of the highlights of our trip. That same day, we flew three legs to Oshkosh without stopping for a real lunch.

On the last leg of our trip from Cedar Rapids, we started having what we thought at first were radio problems. I filed our flight plan to Oshkosh. Whittman Field (at OSH) closed at 8:30 p.m. Sunset was 8:45 p.m. We were due to take off at 6:00 p.m.

After engine start, Royce turned on the radios. I couldn't hear her but she could hear me and she wasn't able to transmit to anyone.

If we didn't take off by 6:00 p.m., the chances were slim that we'd make it to Oshkosh before the field closed.

Royce shut down the engine and said angrily, "Well, it looks like we're not going," to which I replied, "Maybe it's the headsets. Let's switch!" Sure enough, it was her headset.

At 6:25 we were in the air and Royce opened our flight plan. All the way to Oshkosh we skirted rain showers, but were able to fly a pretty straight course. I communicated back to Royce with written notes and was able to hear her transmissions.

The sun was getting closer to the horizon, and as it passed behind the rain clouds, it projected golden sunbeams that washed over the countryside of predominantly farm land.

According to the Oshkosh VFR procedures, we were to report over the town of Rippon, 10 miles southwest of Oshkosh. We arrived at Rippon at 8:22 p.m. and made our report. The Air Traffic Controllers sitting on the field below with binoculars instructed us to continue to Oshkosh. They also informed us that if we could not make it in eight minutes, we would have to go land somewhere else.

Eight minutes later, we were given instructions to contact the tower. It was 8:30. Luckily, they accepted us and we landed at 8:35. Wing walkers guided us to the antique classic parking and an EAA volunteer in a golf cart greeted us and gave us a ride to our campsite.

While Royce and I were cleaning the plane the next day, a man walked by and said to us, "Boy, some guy must have promised you girls the moon to polish that plane." In disbelief, I said, "What?"

After the man repeated what he had said, Royce responded, "There are *other* possibilities." Needless to say, he felt a little foolish when we politely informed him further.

Our arrival there was followed by a week of flying, fun and education. ✨

Amelia Earhart, Yesterday, Today and Tomorrow March 30, Washington, D.C.

LEADING EXPERTS on Amelia Earhart as a woman, feminist and pilot will hold a panel discussion moderated by Dr. Deborah Douglas at the National Air and Space Museum (NASM) in Washington, D.C. on March 30. Dr. Douglas is a research collaborator with NASM's Department of Aeronautics and author of *U.S. Women In Aviation, 1940-1985* in the Smithsonian Studies in Air and Space Series.

Panelists Doris Rich, Susan Ware and Amy L. Fraher, along with Dr. Douglas, will present an insightful and comprehensive look at the woman who captured and held the hearts of contemporaries who knew her or have read of her exploits. A new generation of young people has only recently discovered Amelia through cable television presentations.

Doris Rich is the author of *Amelia Earhart: A Biography* (which was selected by the New York Times as a "notable book of the year") and *Bessie Coleman: Daredevil Aviator* (both published by SI Press). She was a speaker at The Ninety-Nines 1994 Convention in Norfolk, Va.

Dr. Susan Ware, is an associate professor, Department of History, New York University and author of *Still Missing: Amelia Earhart and the Search for Modern Feminism*. Both Doris and Susan have brought the accomplishments of Amelia to a wide audience through their publications and teachings.

U.S. Navy aviator, Amy L. Fraher, is a member of The Ninety-Nines and president of Wings Around the World Foundation. In 1997, Amy seeks to acquaint more of today's young people with Amelia's accomplishments through a re-creation of Amelia's flight around-the-world at the Equator.

For additional details, contact the NASM program manager, Ms. Jo Hinkel, at 202-633-8925.



Dr. Deborah Douglas



Doris Rich



Dr. Susan Ware



Amy Fraher

On the ground in Guadalajara

KAREN HARKER
Phoenix Chapter

A COUPLE OF SUMMERS AGO, as my husband and I were preparing for a week's vacation together, we received a phone call from a local company needing pilots for a Learjet trip. The company had just bought a Learjet 24 and their pilot was unavailable for the trip.

My husband and I are both pilots so he suggested providing his own copilot. They agreed and I was elated! Better yet, the trip consisted of several destinations in Mexico, including Torreón, Queretaro, Oaxaca and Guadalajara. This trip turned out to be a great adventure for my husband and me, as well as a valuable learning experience.

The first thing that really caught my attention was the fact that once south of the border, all the radio communications were in Spanish. Even though English is the official ICAO language, other countries use their own language when talking with local pilots. I had known this for quite some time, but experienced a feeling of uneasiness when I realized I did not know the intentions or positions of the other aircraft. This makes situational awareness a bit more of a challenge and flying IFR at Flight Level 410 is no exception.

Several people at the international airports in Mexico speak English and are eager to bridge the gap. This was especially helpful while clearing customs and filing flight plans.

The next challenge was getting fuel, the right amount, in the right place, at the right time! If you fly into Mexico, be prepared to convert pounds to kilograms, gallons to liters and dollars to pesos.

Many people around the airports in Mexico seemed surprised to see a female Learjet pilot. While on the ground in Guadalajara, a few local military pilots approached me on the ramp wanting to see the Learjet.

I was ready to give them the tour when one of them asked me who the captain was. I told them "El Capitan es esposo." (The captain is my husband.) One guy who was already in the air-



Karen Harker in the copilot's seat of the Learjet 24.

plane came running out of it and they all left in a hurry!

The Learjet was based at Queretaro where we flew in and out of for the week. Each evening, we RON'D in the lovely town of San Miguel de Allende, approximately 250 nm north of Mexico City.

With a little extra planning and preparation, flying a private airplane in Mexico can be a great adventure and learning experience.

Karen Harker, a 99s member for 10 years, is a Delta Airlines flight attendant based in Los Angeles, Calif. She holds a commercial license and works as a CFII/MEI.

A few tips when flying into Mexico:

- Purchase insurance for flight and carry it aboard the aircraft. Bring your passport, birth certificate or proof of citizenship. Bring plenty of cash in small bills for tips, flight plans, landing and airway fees.
- Be sure to put ADCUS (advise customs) in the remarks section of your flight plan and provide at least one hour's notice for customs that you are coming.
- When filing IFR flight plans, be prepared to file again once airborne; oftentimes, we found that they were not passed along to ATC.
- Be aware that Jepp charts combine the Victor Airways and Jet Routes on a single chart for Mexico. Sometimes there is a Victor Airway and a Jet Route with the same number that depict courses about 15 degrees apart. It's important to verify whether ATC has assigned the Victor Route or the Jet Route.
- High altitude airspace in Mexico begins at 20,000 feet and below this altitude you will most likely not be in radar contact. Be prepared to give altitude and position reports accordingly.
- Be sure to close IFR flight plans as they are not automatically closed in Mexico on arrival.

News you can use

BY LYNNE TRUPIN
INTERNATIONAL COMMITTEE CHAIRMAN

Middle class tax cuts?

Whatever happened to lower middle, middle middle, and upper middle? Middle class tax cuts are going to be on the minds of the members of the 104th Congress that convenes Jan. 4. Nobody seems to agree on what is "middle class." Pilots will discover that they are still perceived as "fat cats" by the general public. Most of us perceive ourselves as "middle class" with some discretionary money. Well, we had discretionary funds *before* we started flying!

Whatever legislative changes occur in the Republican dominated Congress, it will cost general aviation pilots more money. User fees for pilots will increase. There is a slight possibility that some form of investment tax credit could return which could help the sale of new airplanes.

More responsive FAA

The 103rd Congress passed a new procurement law. The FAA, in complying, has a new organization plan tightening its structure which creates a potentially more responsive FAA with fewer management layers and fewer organizational bottlenecks. FAA's new Research and Acquisitions area could now be organized around integrated product teams rather than old functional lines separating research, contracting, procurement and administrative activities involved in developing and buying new technology.

Personnel policy reforms

Separately, newly announced government-wide personnel policy reforms, being considered under the administration's "re-inventing government" initiatives, hold the promise of a more flexible and performance-based government personnel system. The new 104th Congress is expected to pass these reforms quickly, allowing FAA an early opportunity to improve its personnel management.

There are major discussions involving downsizing or elimination of cabinet level departments, such as the Department of Transportation. Some aviation groups are promoting an independent FAA. The United States Pilots Association believes in the concept of an independent FAA only as a new department, such as the Department of Air and Space. Agencies represented at cabinet level have more clout. "Corporations," such as Amtrak, TVA and the U.S. Post Office, have enormous problems, so pilots are generally opposed to "ATC, Inc."

NPRM on Medical Standards

Many of the massive changes in the NPRM on Medical Standards and Certificates have been opposed by pilots. Pilots want simplification. This NPRM is "massive complication." It is anticipated that a huge number of pilots will make their objections known to the FAA by the deadline of Feb. 21, 1995.

NOTAM

New Ninety-Nines Networking/Interest Program.

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Loretta Gragg, Executive Director
Cindy Rusher, Administrative Assistant

Ninety-Nines Headquarters has a toll-free "800" number to be used exclusively by women pilots who want to know more about how to join The 99s. The number is 1-800-994-1929.

We welcome these 235 pilots who joined The 99s in Oct./Nov./Dec.

Betty F. Adelman	Julie Marie Gouveia	Susan Emma Persons
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Dolores Alfano	Lynda Lea Griffin	Isabelle Virginia Plante
Kathryn T. Alyson	Cheryl Ann Gromek	Bonnie Joyce Plotkin
Mary Lynn Ames	BethAnn Margory Hall	Kateri Lee Polen
Debra Ann Angello	Lori Ann Hamilton	Amy J. Polsky
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Follow up on '94 AE Scholarship winners

CHARLENE FALKENBERG
CHAIRMAN

SUSAN BARBER of Western Washington Chapter completed her training and received her multiengine rating Aug. 21.

ROBIN ANDERSON, Santa Rosa Chapter, received her Flight Instructor certificate on Aug. 10.

BELINDA ALLEN, Dallas Chapter, received her flight Instructor certificate, as well as her Advanced Ground Instructor Certificate on Aug. 25.

MIA JOANNE DONNELLY, Eastern New England Chapter, became an Airline Transport Pilot on July 12.

MICHELE YARBROUGH of Southwest Section writes, "I am very happy to report that I passed my CFII checkride. I want to thank you all again for giving me the opportunity to achieve this rating. It will certainly help me to accomplish my goal of becoming an airline pilot."

LAURIE CAMERON, Tucson Chapter, has completed her Flight Engineer Training.

**Has your Chapter sent its
contribution to fund the
AE Scholarships to be
awarded at the 1995
AE Luncheon in Halifax?**

**If not, send it today to 99s
Headquarters in Oklahoma
City or to Charlene
Falkenberg, 618 South
Washington Street,
Hobart, IN 46342.**

**Make checks payable to AE
Memorial Scholarship Fund.**



Halifax...where land meets sea! Explore the bustling capital of Nova Scotia during Convention 1995. The Sheraton Halifax, Convention Center, is located in the "Historic Properties" district in the heart of the city. Offering over 350 guest rooms and suites, the Sheraton has three restaurants ranging from elegant dining at the Grand Banker to light fare at the Boardwalk Grill overlooking the water. Plan on taking a dip in the pool after a busy day and relax on the rooftop sun deck surrounded by gardens. (For hotel information, call 1-800-325-3535, toll free.)

Registration begins on Wednesday, July 5, followed by a lobster dinner in the evening. At Thursday's luncheon, announcement of the 1995 Amelia Earhart Scholarship recipients will be made.

On Friday evening, you'll be treated to the famous Nova Scotia International Tattoo. This year's musical extravaganza commemorating the end of World War II and the official opening of the International Gathering of the Clans will feature the Quantico Band of the U.S. Marine Corps; the Queen Victoria School, Scottish Pipes, Drums and Dancers; the Flying Grandpas, a German acrobatic team; and military precision displays, choirs and gymnasts. In all, over 2,000 performers from seven countries will entertain you in this fun-filled, unforgettable event.

Several Nova Scotia communities have compiled information for your convenience on fly-in vacations available in the province. From Debert to Yarmouth, Nova Scotia has six regional and three international airports offering visitors aviation services and access to great vacation destinations. Call 1-800-565-000, operator #500 for details.

If you are intending to fly to Halifax, the airport (CHYZ) offers two long paved runways (15/33 7,700' x 200' and 06/24 8,800' x 200').

Information on Canadian aerodromes and facilities is compiled in the Canada Flight Supplement which is issued every 56 days. The CFS as well as VFR Navigation Charts, En Route Navigation Charts (LE and HE), and *Canada Air Pilot*, which includes all Canadian instrument approaches to land aerodromes, can be ordered by calling 1-800-465-6277 toll free (Canada and USA). MasterCard and VISA orders are accepted Monday through Friday, 12:30-21:30 Z.

Pilots planning to fly their aircraft into Canada can obtain a free booklet entitled

Air Tourist Information Canada by writing to: Transport Canada (AANDHA), Aeronautical Information Services, Publications and Distribution, Ottawa, Ontario, K1A 0N8—Sue Kime, Maple Leaf Chapter



GRASS ROOTS



Finnish Section

Our 25th Anniversary celebration was held at the Finnish Aviation Museum in Helsinki on Sept. 9. We had a wonderful time there with our guests. We had a small exhibition at the museum for a few weeks showing our 25 years in aviation. We now have 30 mem-

bers in our section. Last year, we attended many and various aviation happenings in our country. Beginning in 1995, we will be taking part in a couple of ski flying camps. Then, after the winter, there will again be lots of summer flying activities waiting for us.

—Outi Ruokolainen



Finnish Section members at the Finnish Aviation Museum during the 25th Anniversary celebration from left to right are: Mrs. Inkeri Kurkela, Miss Kaisa Mollari, Mrs. Jaana Kahonen, Finnish Section Governor, Miss Outi Ruokolainen, Miss Marja Uusioaho, Miss Paivi Saarinen and a few others. Photo by Janne Horma

SE/SC Section Meeting

On Halloween weekend, New Orleans Chapter was host to the Southeast and South Central Sections for concurrent Section meetings. Attendees participated in seminars covering new member orientation, hot air ballooning, Young Astronauts, career networking, and a very impressive roundtable discussion with the members of the International Board of Directors who were available at the time.

For those who could not find anything to do in New Orleans, there was a Thursday night private party at the world famous Pat O'Briens that ended at the piano bar in the wee hours of the morning. And if that were not enough, Friday night there was a costume party, complete with a DJ. Party goers competed in costume, hula hoop and limbo contests and joined in a traditional Mardi-Gras style "second-line" around the ballroom. There were a few mummies, some Indians, Draculas and cat-women, Flying Kisses and Adam and Eve. There was even a wolf in sheep's clothing, a clever disguise for a local FAA Inspector who was a guest of the Chapter.

The Saturday luncheon featured guest speaker St. Elmo "Buz" Massengale, FAA Accident Prevention Program Manager for the Jackson, Miss., FSDO who reminded us of our opportunity to provide that first flight experience to many future pilots in an effort to reduce the downward trend in

total pilot numbers.

New Orleans Chapter Chairman Lisa Cotham, a 1992 AE Scholarship recipient, was presented with her medallion for obtaining her multiengine instructor rating by her former instructor and AE scholar Amy Pilkinton of Shreveport Chapter who is now an inspector with the Baton Rouge, La., FSDO.

The spirit of Laissez le Bon Temps Roule (let the good times roll) prevailed as many new friendships began and opportunities were made and even more friendships renewed. After all, isn't that part of what we are?

—Lisa Cotham

North Jersey

In October, Pennies-A-Pound was successful with 216 passengers flown by 15 pilots in 13 airplanes. New Jersey Cablevision interviewed 99 members at both Teterboro and Blairstown airports.

—Aileen Trotter



Old Dominion Fly-in

The Annual "Broomstick Fly-In" to the New River Valley Airport was held over the weekend of October 29-30. R.J. McGlasson and her 49 1/2 Dan were hosts at their Bland County (Virginia) cabin for a feast of gumbo, dove stew, roast pig and many other delights.

As usual, a highlight of this gathering was the costume party. We had visits from "Tammy Faye Bakker," Elvira, Queen of the Dark, Fred and Wilma Flintstone, the Pillsbury Doughboy, and assorted animals, among others.

Flying weather was great with crisp fall weather both days, blue skies and great performance from our aircraft. All in all, the event was a great success and met our goals of providing fun, fellowship, food, flying and "just plane fun."

—Susan K. Bennett

Australian/New Zealand Women in Aviation Conference

Country Comfort Inn
Adelaide, South Australia
March 29 - April 1, 1995

Adelaide is Australia's most elegant and one of the best planned cities of the world! The climate is perfect, being distinctly Mediterranean. In this city of just over a million people, you can stroll on vast white sandy beaches, drive through the picturesque Adelaide Hills, cuddle a koala, pat a kangaroo or visit the wineries.

You can go ballooning over the Barossa Valley vineyards or glid-

ing at Waikerie where World Gliding Championships are conducted. And for something really different, either fly or go by fast catamaran or ferry to visit the natural unspoiled beauty of Kangaroo Island.

The Women in Aviation Conference will combine education seminars, aviation activities, flying competitions and social activities. For more information and conference details, contact:

Barbara Collins
P.O. Box 185,
Glen Osmond, SA 5064
Fax 61 8 3798527, or
June Wheeler, P.O. Box 4
Inman Valley, SA 5211
Phone and fax 61 85 588388.





In a Frankfurt Gasthaus, left to right, Sivika Bitterman, Gloria Sands, Paul Sands, Heinz Bitterman and Marion Hof.

New 99 friends in Germany

I recently traveled to Germany with my husband, Paul. Before we left, I wrote three Ninety-Nines to let them know we would be visiting their city and would love to meet them.

Immediately, we received invitations to stay with them in their home for as long as we wanted. We were overwhelmed with their hospitality.

Marion Hof, a 99 in Frankfurt, met us at the airport and took us to her home. If she hadn't met us, we would still be trying to find our way to our luggage and rental car. Marion has written a book in German on Amelia Earhart. My husband has been reading it to me as he understands German. It is by far the most comprehensive book I know of on Amelia Earhart.

On the second day, Marion drove us (at 100 mph) on the Autobahn to Wiesbaden to have lunch with 99 Sivika Bitterman and her husband,

Heinz. These 99s had not met before so it was exciting we could all be together. Interestingly, I had met Sivika at Oshkosh this summer so it was an exciting reunion. It made our world seem very small.

The third 99 was Ute Toelke from Bremen. Unfortunately, we didn't have enough time to visit Ute, but hope we will go to her home some time in the future. She was planning a trip to India to visit 99s there so she will have wonderful adventures to share.

Paul and I are looking forward to having these people visit us in the U.S.A. We learned so much from them about being a friend, and although we didn't have an opportunity to fly in Germany, we learned how lucky we are to have relatively inexpensive aviation fuel and safe, wide-open skies for flying in the U.S.A.—Gloria Sands

Intermountain Chapter

Kansas Chapter

High Point Airpark in Valley Center was the scene of an Open Hangar Party for the legendary 99s wing walker, Jessie Woods.

Jessie is a native Kansan and was in Wichita for two weeks visiting with her long-time friend Marguerite Lawrence. Jessie's barnstorming days are chronicled in the book *On The Wing* by the former 99 NEWS editor, Ann Co-

per. Jessie enjoyed a ride in a Curtiss Robin flown by Dave Blanton and she really seemed to enjoy signing numerous copies of her book. She loved talking to the many youngsters who were in awe of her tales of what she had done when she was young.

Approximately 70 people had an opportunity to meet and talk with this charming "tell-it-like-it-is" lady during the evening.

—Karen Tucker



Dave Blanton in Curtiss Robin takes Jessie Woods for a ride.



Jessie Woods and Phyllis Blanton at hangar party.



Maple Leaf Chapter

The 25th anniversary of the Maple Leaf brought a turnout of over 50 members.



Sacramento Valley Chapter celebrated its 47th anniversary with a fly-in to the Nut Tree Restaurant at the Nut Tree Airport on Nov. 19. The members spent most of their time brushing up on the rich history of the Chapter and discovering all manner of things about our fellow fliers. Shown above are Barbara Clark, Chapter Chairman, Florence Breen, Bobbie Campbell, Walt Campbell, Jeannie Dunlap, Susan Kennedy, Pamela O'Brien, Dorothy Flynn, Sandy Peterson and Shirley Lehr.— Pamela O'Brien, Sacramento Valley reporter/photographer

The Marion Barnick Memorial Scholarship

The Marion Barnick Memorial Scholarship in the amount of \$1,000 requires the following criteria. The applicant must be female with at least a private pilot certificate; any qualified member of The 99s, or a student attending San Jose State University, Gavilan College, Foothill College or West Valley College. The deadline for entry is postmark of July 1, 1995. Those interested should contact Mayetta Behringer, Marion Barnick Memorial Scholarship Committee, 1749 Curtner Ave., San Jose, CA 95124.

Scioto Valley Chapter

Scioto Valley Chapter has been diligently working on the rules and qualifications for the **Alice Jackson Scholarship** award. This scholarship is primarily for a balloon rating, however, it will not preclude its use for other type ratings.—*Marilynn Miller*

Coyote Country Chapter

The deadline for the **\$500 Pam Van Der Linden Memorial Scholarship** for female pilots has been extended to **April 1, 1995**. Contact Penny Fedorchak at 619-728-0658, Fax 619-728-2829, or write her at 241 Foxfire Lane, Fallbrook, CA 92028.

Chairman Vivian Steere presented the Chapter's **Pam Van der Linden Memorial Scholarship** award to 99s member Dalita Harmon for her advanced flight training-Airline Transport Pilot rating at an awards dinner in November. Coverage of the event was featured in their local newspaper, *The Southwesterly*.

—*Marilyn Murphy*



Three generations of female pilots: Kay Brick, Dalita Harmon and Barbara Brotherton.



Air Race Classic

The 19th Air Race Classic from Reno, Nevada, to Huntington, West Virginia, (2,573.45 sm) will be June 22 to 25. Entries opened January 10 for this all women race and must be postmarked by April 7.

Contact Pauline Glasson, Air Race Classic, Ltd., International Airport, 318 Glasson Drive, Corpus Christi, Texas 78406-1801. Phone 512-289-1101. Fax 512-289-6034.

1994 Air Race Classic

Bonnie Johnson and Janet Yoder of the Kansas Chapter captured some attention when they flew in the 2,500 mile Air Race Classic last June in their Cessna Cutlas RG. On the last leg of the race, a retractable gear switch malfunctioned. The plane was at full throttle when the warning horn went off and kept blaring. Getting the plane on the ground took precedent over finishing the race.

They took a pass over the tower before attempting to land. "Tower," they asked, "is our gear down?" The reply came: "Classic 12, your gear is down."

As a precaution, in case the

landing gear had not locked, they came in with full flaps and nose high, like landing in a muddy field. "That was a little exciting," Bonnie said. "But at least everybody knew about us."

Palms to Pines

The 25th Annual Palms to Pines Air Race for women last August saw 105 women in 49 family airplanes race from Santa Monica Airport, Calif., to Bend, Ore. The 1995 race will be held August 4-6.

The race is open to all women with current private or commercial certificates. Copilots and passengers must also be female and at least 16 years old. Each pilot competes against her aircraft model's par speed. What really counts is how skillfully she implements her flight knowledge of weather, navigation, radio work and characteristics of her aircraft. Flight is daytime VFR only. There is an overnight stop at Redding with a dinner get-together.

Race entry blanks may be obtained from Claire Walters, Coordinator, 13026 Psomas Way, Los Angeles, CA 90066. for \$5.—*Linda Ellis, Mt. Diablo Chapter*

U.S. Air Race & Rally



This fun-filled cross-country race and rally will be held June 10 - 15. It is open to ALL pilots and all types of planes. It is flown under VFR conditions during day-

light hours.

For those pilots who do not want to race but want to come along for the challenge of estimating en route time, fuel, etc., they can enter the rally.

The route of the race and rally is from wine country in Napa, Calif., to cowboy country in Fort Worth, Texas, via Laughlin, Nev., and Gallup and Clovis, N.M.

In addition to all the fun, camaraderie and promotion of general aviation, there will be a minimum of \$10,000 awarded in prize money.

Entry kits are available for \$15. Write U.S. Air Race & Rally headquarters at 123 Fairway Village Dr., Trophy Club, Texas 76262-9296 or phone 817-491-4055.

—*Marion Jayne, Dallas Chapter*

Great Southern Air Race

The Eleventh Annual Great Southern Air Race from Panama City, Fla., to Freeport, Bahamas, (1,193nm) will be held May 1-7. Entry fee is \$250. Close April 15. Limited to 80 aircraft. For information, call 1-800-247-1006.

Entry kits may be ordered by sending \$5 to Florida Race Pilots Assn., Inc., P.O. Box 11464, Daytona Beach, FL 32120

—*Alexis Koehler, Florida Spaceport Chapter*



Reunion in Colorado

TWENTY-ONE women pilots, all of them members of 99s before 1981, met at the home of Patsy Knox in Broomfield, Colo., last October for a reunion.

Besides a lot of "Remember when..." talk, they also celebrated the 72nd birthday and recent jet rating of Kitty Hach in her new Citation, and Lucille Bledsoe's admission into the Colorado Aviation Hall of Fame. Lucille

began flying at the age of 55 and continues to inspire Colorado youth and all ages in aviation.

You can vicariously share in the fun—and the recalling of 53 years of 99s' history—by watching a 45-min video filmed by Anita Hessen, edited by Jimmy Moore. It is available for \$18. Make check to Jimmy and send to Pat Knox, 8235 W. 108 Ave., Broomfield, CO 80021.



Kitty Hach celebrates her 72nd birthday and recent jet rating in her new Citation which has a 99s emblem on its wing.

FRANCES BROWN, Idaho Chapter, passed away on Oct. 28, within days of the 40th anniversary of the birth of her dear Chapter which she joined as a charter member in 1954. Fran Brown and her Ercoupe were the center of the airport camaraderie as she reveled in the exhilaration of flight. Always a strong participant, Fran not only supported the "airport gang," she and her husband Fay took troubled young people into their home to help kids through their own turbulence. Life's lemons were turned into lemonade as Fran nursed Fay during the years of a debilitating illness.

—Gene Nora Jessen

KATHRYN CAMPBELL, (Kay) Gavilan Chapter, the Chapter's most recent member, joined the 99s in March 1993. She received confirmation of her private certificate on her 80th birthday. She had earned her ticket on July 17, 1947.

Kay, an adventurous young woman, took flying lessons at her home town dirt strip: Gilroy Airport. Dr. Roger Campbell, Kay's late husband, purchased a Taylorcraft for his chief pilot. Their daughter, Gayle, joined the family at six-weeks of age, a month before her mother received her private license. Kay was Gilroy's first woman pilot.

—Jean Blake, Gavilan Chapter

ANNA MARIE ENGLER DIETRICH, charter member of the Long Island Chapter, was born in 1909 in Germany. She passed away Nov. 27 in West Hills, Calif. She learned to fly and did three parachute jumps at the age of 54. She owned an Ercoupe which she later replaced in 1967 with a Cherokee 140. She loved to fly and permitted the Chapter to use her plane in Penny-A Pound airlifts and other Chapter events. When she retired, she sold the plane to Ellie McCullough-Odorico and it is now known as "Schatzy." Everyone who knew Anna loved her and we know she is now flying high. —Ellie Odorico and Marilyn Smith.

BARBARA GREEN, former Greater Seattle Chapter Chairman, passed away just before Christmas, after fighting various forms

of cancer for many years. She earned her pilot's license in 1981 and was active in both the 99s and the Fear of Flying Clinic.

Always supported by her 49 1/2, Raymond, Barbara's heart was in her home and the raising of her daughter, Amber. Her good sense of humor, her taking on a variety of jobs related to flying and her teaching at Bellevue Community College were all ways she challenged her disease. She was a friend to everyone she met and an example of courage to us all.

—Nancy K. Jensen
Greater Seattle Chapter

HELEN KELTON, a member of Bay Cities Chapter for over 50 years, died of a massive stroke on Sunday, Oct. 9. She has gone to a happier life than she had experienced since 1987 when she was brutally attacked by a prowler at her home. Her beating was so severe, it was months before it was known whether she would live.

Helen was a native of San Francisco; attended UC-Berkeley, and in the summer of 1940, was one of 10 females awarded the Civilian Pilot Training Program at Oakland Air Service, Oakland Airport. She was licensed in 1940. This was an interesting time since there were 80 male students, too. Among the 10 ladies were future 99s Adele Chase Hollander, Lewis Coleman Adie and I.

Helen served in all Chapter offices and was governor of the Southwest Section. She received an AE Scholarship in 1968 for \$700 which allowed her to obtain her Aeronautical Engineer's degree. She subsequently was employed by NASA-Moffet Field.

Helen and I took our first long trip in a Taylorcraft (65 HP) from Livermore, Calif., to Albuquerque, N.M. to our first International 99s Convention. We both continued to attend as much as possible while raising our families.

Many Southwest Section 99s will remember Helen for her help with air marking. She will be missed by many.—Fran Grant, Santa Clara Chapter

PATRICIA "PAT" NOLAN, a valued member of the Indiana Chapter for over 20 years, departed for New Horizons Sept. 29, 1994. —Dorothy J. Smith, Indiana Chapter

JUNE A. NORMAN, Indiana Chapter, was called to New Horizons January 5, 1995. June had suffered and overcome many health problems during the past 10 years and was doing her best to experience a quality life.

—Dorothy J. Smith
Indiana Chapter

JULIE PALMER, Tulsa Chapter, passed away Sept. 14 after a long and valiant battle with Alzheimer's disease. Julie joined the 99s in 1966 as a member of the Long Beach Chapter. She and her husband, Lt. Col. Walter G. "Pete" Palmer, flew their Cessna 172 over most of the U.S.A., including the Alaskan Highway several times. They were active in aero clubs in California, South Carolina and points in between, since they moved around frequently.

Captain Julian Pooley, son of Yvonne Trueman of Bahrain, was killed in a motorcycle accident while posted with the British Army in Belize, Central America. Captain Pooley shared his

mother's love of flying. A Sandhurst graduate, he had served for eight years as a Gazelle helicopter pilot with the Army Air Corps. He was also a licensed fixed wing and balloon pilot.

In his spare time in Belize, Captain Pooley was supporting the Sarteneja Orphanage. Yvonne would like to carry on his work. She plans to visit the orphanage and is appealing for donations. Those wishing to help in this effort can contact Yvonne at her address in the 99s Directory.

—Submitted by Nancy Taylor
Arabian Section.

Russ Gardner, 49 1/2 of Willy, died suddenly in July 1994. He was an avid pilot who supported the 99s. He and Willy, along with their sons, Scott and Bruce, flew to Alaska shortly after three of them had earned private licenses with instrument ratings. Other flights took them to South American islands. Russ and Willy had landed at most small airfields in northern and central California during their years as active pilots.

—Jean Blake, Gavilan Chapter

RATINGS AND WINGS

RATINGS

Kristian Kennedy	Oklahoma	CFII
Ashley Mersch	Oklahoma	Commercial Lines License
Carla Yancey	Crater Lake Flyers	Commercial
Angela Allen	North Georgia	Type rating for DC-10, Captain (FedEx)
Lucy Young	North Georgia	Type rating for 757 and 767 (USAir)
Lisa Cotham	New Orleans	Multiengine/Instrument Instructor
Diane Schneeweis	Mt. Shasta	CFI
Nancy Norris	North Jersey	Multiengine
Krystal Myers	Rainier	Commercial/Multiengine
Wendy Boyes	Eastern Ontario	Night Rating
Denise Egglestone	First Canadian	Instructors Rating (with AE Scholarship help)
Lisa Graham	First Canadian	Captain on C-421
Sue Kime	Maple Leaf	Commercial License
Katherine Price	First Canadian	Instructors Rating
Barbara Santa Maria	First Canadian	Instructors Rating

WINGS

Susan K. Bennett	Old Dominion	Phase I AGI & IGI
Lisa Reece	Katahdin Wings	Phase I
Mary "Koko" Harris	Katahdin Wings	Phase I
Joan McNeil	Intermountain	Phase II
Monica Hackett	New Orleans	Phase II
Lisa Cotham	New Orleans	Phase IV
Susan Loricchio	North Jersey	Phase III
Krystal Myers	Rainier	Phase II

Correction: Jeanne Wolcott and Donna Moore called to our attention that in the Nov/Dec. issue we reported Martha Case in Lake Erie Chapter. It should have read: Martha Case, Women With Wings, Commercial. I apologize for the mix-up.—Editor

1994: A dramatic, dynamic year in aviation industry

General aviation won a big battle with the passage in August of the General Aviation Revitalization Act of 1994. Also known as the statute of repose law, the act pre-empts state liability laws with an across-the-board 18-year limit on lawsuits claiming product defects in private planes.

One of the most immediate effects of the signing of this law is the fact that Cessna Aircraft Co. will start making three of the single engine piston airplanes that had not been produced since 1986.

Cessna announced in December that Independence, Kans., will be the site of the new production factory for the 172, the 182 and the 206.

The number of piston planes produced annually in the U.S. has been at a very low level of near 500 for more than two years, a far cry from the 17,800 glory days of peak production in 1978.

It is expected that prices will fall on engines and avionics when Cessna's return to piston production helps boost output of these

and other components.

Pilot magazine is sponsoring a contest promotion by its publisher, the 330,000 member Aircraft Owners and Pilots Association.

First prize in AOPA's 1995 Membership Sweepstakes will be the first Cessna 172 to come off the line in 1996. The 1996 Sweepstakes prize will be the first Cessna 182 coming off Cessna's resurrected piston-plane production line—the first two sales from its first year's planned production of 2,000 planes.

In the Nov/Dec issue, page 19, the heading should have been **Women With Wings**, not Lake Erie. The members of the Chapter worked so hard, reported Jeane Wolcott and Donna Moore, that they would like to see credit go where credit is due. Editor's apologies to WWW.

The cover of the Nov/Dec. issue (which showed a colorful hot air balloon descending over desolate territory) was supposed to contain these words: "**Ninety-Nine Jetta Schantz descending from national altitude record of 32,572 feet over China Lake, Calif.**" They were somehow omitted and a few east coast members have written and called to ask where the photo was shot.

**EDUCATION****Youth Education**

The 1995 National Aviation Exploring Conference will be held June 13-18, 1995, at the Mike Monroney Aeronautical Center and Tinker Air Force Base in Oklahoma City, Okla.

The conference will include many activities and

hands-on experiences for the Explorers, such as aircraft orientation flights, aerospace America airshow, cabin evacuation simulator, Air Traffic control simulators, Flight simulators, aviation competitions and seminars taught by industry leaders.

Aviation Exploring is a divi-

sion of the Boy Scouts of America for young men and women interested in learning about careers in aviation.

For more information, contact Bill Evans at Boy Scouts of America national office in Irving, Texas, 214-580-2427.

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