



The 99 NEWS

INTERNATIONAL WOMEN PILOTS

THE OFFICIAL MAGAZINE OF THE NINETY-NINES® INC.



Lt. Col. Eileen Collins,
99, pilot of Discovery
space shuttle Feb. 3.
See page 5

Amelia Earhart: Eagle Equity was the #2 growth fund for 1994!

According to Lipper Analytical Services, the Amelia Earhart: Eagle Equity Fund had the #2 total return among 481 growth funds for the year ending 12/31/94.



Jill H. Travis, MBA, CFP
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One Year Total Return
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March/April 1995

Volume 21, No. 2

Cover: Lt. Col. Eileen Collins, first woman to pilot a U.S. spaceship—and she's a 99! Photo by NASA. Story on page 5.

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STATEMENT OF EDITORIAL POLICY

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1995

MARCH

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
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903-561-7917

APRIL

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

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

19-22 NCASE
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San Diego, Calif.
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334-953-7513
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28-29 Mid-Atlantic Section
College Park, Md.
Gwen Shafer
301-937-6425

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

29 Weather Workshop
Brackett Airport
Laverne, Calif.
Ilse Hipfel
818-967-5882

MAY

1-7 Great Southern Air Race
Panama City, Florida to
Freeport, Bahamas
Alexis Koehler
1-800-247-1006

9-12 ISA+21, International
Society of Women
Airline Pilots
17th Annual Convention
Bangkok, Thailand
Pamela Mitchell
904-646-9995

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

18 Felts Field Airshow
Spokane, Wash.
Gloria Sands
509-535-8222

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

JULY

4-8 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 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

3-7 3rd Canadian Women in
Aviation Conference
Hamilton, Ontario - Canada
Denise Egglestone
905-829-3877

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

SEPTEMBER

1-3 Northwest Section
Eagle Crest Resort
Redmond, Ore.
Anita Lewis
208-377-9244

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.
Terri Donner
502-245-9121

SEPTEMBER

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

TBA West Canada & Northwest
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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 MERCURY 13" AND THE VOYAGE OF SPACESHIP DISCOVERY

IN 1961, A GROUP OF 25 exceptionally well qualified women pilots entered into a fitness testing program at Lovelace Clinic in Albuquerque, N.M. Under the supervision of Dr. Randy Lovelace, they were administered the same tests which the Mercury astronauts had been subjected to several months before. The nature of the physical and psychological testing was to determine whether they could qualify to be America's first women astronauts.

THESE WOMEN PILOTS plunged into the tests with high spirits and great expectations. Each was determined to succeed and not even ordeals like having ice water injected into their ears or being subjected to an imaginative array of other bizarre test experiences deterred them.

In their case, however, success on these tests did not count. NASA's goal of landing a man on the moon meant precisely that. More than three decades later, the story of these intrepid women pilots is once again in the news—big time.

JAMES M. CROSS, a Los Angeles film maker, has co-produced a powerful and poignant documentary about what he calls "The Mercury 13"—based on the fact that 13 of the 25 women who took the physi-

cal exams in the pioneer program were deemed physically qualified to be astronauts. The documentary was aired on *Dateline NBC* on Feb. 10, 1995.

For our publication, Jim has written an intimate account of how he came to be motivated to bring together seven of the surviving members of The Mercury 13 to be guests of honor at the launch of the spaceship *Discovery* under the steady hand of pilot Lt. Col. Eileen Collins on Friday, Feb. 3.

Of great consequence to us all, Col. Collins is the first woman to pilot a U.S. spaceship and she is also a member of the Southwest Section of The Ninety-Nines.

WE ARE COUPLING Jim Cross' story of The Mercury 13 together with board member (and former Ninety-Nines president) Lu Hollander's eye-witness account of the launch of spaceship *Discovery* as it roared majestically from Launch Pad 39 with Col. Collins at the controls.

I hope that these two fine articles will add a new depth of understanding to the incredible story of The Mercury 13 and an even keener appreciation for the significance of Lt. Col. Eileen Collins' historic achievement. —The editor.



Space Shuttle Mission STS-63 launched from the Kennedy Space Center in Florida at 12:22 a.m. on Friday, Feb 3, 1995. This mission was the first flight of Phase One of the joint Russian-American space program which included the first rendezvous and fly-by of a U.S. Space Shuttle with the Russian Mir Space Station. The flight of STS-63 with a night launch and landing was the initial flight of the first woman pilot in America's space program, Lt. Col. Eileen Collins, a member of The Ninety-Nines. Photo by L. A. Gibson

Return of "The Mercury 13"

BY JAMES M. CROSS

JUST HAD THE TIME OF MY LIFE watching Eileen Collins blast off, heading straight for low earth orbit and the history books. As the world's first woman space shuttle pilot, Eileen was in the front seat with the mission commander as space shuttle *Discovery* shook the ground, turned night into day, and carried Eileen and the hopes and dreams of a million women aviators starward.

The moment was too profound for words, too inspiring for laughter. Half of our group cried, and the other half cheered. It was far and away the most powerful experience I have ever had.

"I cannot tell you what it's like to have a lifelong dream come true!" Eileen had told me. Even she could not find the words; now I un-

derstand why.

I interviewed Eileen last year for a television documentary and found her to be as articulate as she is capable.

but some things just defy description. Being chosen to pilot the space shuttle would leave me speechless, too.

What had begun as a mere television program turned into a great adventure for me, as I found myself sitting opposite the woman who would break the sex barrier once and for all, that wall of doubt and discrimination that women pilots have faced since the dawn of aviation.

Eileen's flight was the culmination of decades of effort by women pilots and astronauts, leading up to that historic moment. Infinite amounts of dedication and sacrifice on the part of all women pilots had made it possible for Eileen to reach for the stars—and she was most appreciative.

THE ADVENTURE BEGAN several years ago, when I was working on a television documentary on women pilots with the Ninety-Nines. Executive Director Loretta Gragg suggested that I contact Gene Nora (say Jen-Nora) Jessen, a past president, as a "technical advisor." Over the last several years, Gene Nora and I had become good friends: We often met by phone to talk about great women aviator stories, stories that might be good for television. On one particular day, she told me one of the greatest aviation stories of all time. It took my breath away.

Gene Nora shocked and surprised me with the news that women had first passed the astronaut tests 35 years ago, long before NASA's doors were open to women. And I thought Eileen's story was big news! Little did I know that the world had long forgotten a truly outstanding group of women pilots who had tried and failed to become part of our nation's space program. Actually, they did not fail; it was



Photo furnished by Mike Althaus, Silver Springs, MD.

Ten of "The Mercury 13" gathered at the Smithsonian Air & Space Museum to be interviewed for Dateline NBC: Sarah Ratley, Gene Nora Jessen, Myrtle "K" Cagle, Jerrie Cobb, Irene Leverton, Jane Hart, Jerri Truhill, Rhea Woltman, Bernice Steadman and Wally Funk.

NASA and the rest of America who failed. Because women were not allowed to be astronauts, we all lost out on a very valuable resource, and we will never know what women could have contributed to Projects Mercury, Gemini or Apollo.

In the summer of 1960, 25 women pilots were given the exact same astronaut tests as the Mercury 7. Thirteen of these women passed—and some even beat—the scores of

THE MERCURY 13
Myrtle "K" Cagle
Jerrie Cobb
Jan Dietrich
Marion Dietrich*

(Jan's twin)

Wally Funk

Jane Hart

Jean Hixson*

Gene Nora Jessen

Irene Leverton

Sarah Ratley

Bernice Steadman

Jerri Truhill

Rhea Woltman

*Deceased

famous Mercury astronauts. Heroes with names like John Glenn and Alan Shepard were bested by women whose names would never be known at all.

Dr. Randy Lovelace, who had designed and administered the astronaut tests for the Mercury program, was in charge of the secret testing at his aerospace medical clinic at Albuquerque, N.M. This was the same place the Mercury astronauts had been tested just a few months earlier. Dr. Lovelace, always a scientist at heart, had

heard a rumor that the Russians were planning to be first with a woman in space. This, after the Soviet's stunning victories with *Sputnik* and *Yuri Gagarin*. We had begun the space race in second place and Lovelace could not help but wonder how American women would fare in space. If the Russians could do it, we could do it.

Lovelace engaged the advice of famed aviators Jackie Cochran and Jerrie Cobb and to-

gether they found and invited some of America's best women pilots to be given the astronaut tests. When it was all said and done, there were 13 qualified women prepared to give their all for our nation's exploration of space. They never got the chance.

In spite of their outstanding test results, NASA was simply not ready to let women risk their lives atop one of our volatile rockets. "Men build the planes and fight the wars and this is just a fact of our social order," John Glenn would say later.

Jerrie Cobb had become the first woman ever to pass the astronaut tests and she was shocked to learn that her candidacy would not be taken seriously. The scientists had proved her qualified, but proof was not enough. NASA had a closed mind on the subject; it was a man's world, after all. (How dare we treat our sisters of the sky in this way, I thought!)

Jerrie and fellow woman astronaut test subject Jane Hart took their case to Vice President Johnson, and then on to a congressional subcommittee which was holding hearings on qualifications for astronauts in July of 1962.

"We ask as citizens of this nation to be allowed to participate with seriousness and sincerity in the making of history now, as women have in the past," said Jerrie Cobb to the congressmen. "There were women on the *Mayflower* and on the first wagon trains west, working alongside the men to forge new trails to new vistas. We ask that opportunity in the pioneering of space... Now, we who aspire to be women astronauts ask for the opportunity to bring glory to our nation by an American woman becoming the first in all the world to make a space flight. No nation has yet sent a

human female into space. We offer you 13 women pilot volunteers."

Their pleas fell on deaf ears and then John Glenn testified! As our national space hero, his testimony, along with Jackie Cochran's statement that women were not yet ready for space flight, dealt a death blow to the dreams of The

Mercury 13, this hopeful and earnest group of women pilots who had proven that they had the "right stuff." The 13 were not allowed into the Mercury program.

It was "the day NASA stood still." Congress adjourned the hearings, and NASA was allowed to proceed with their all-male program.

The women were not allowed to answer their call to glory, and America missed yet another chance for greatness.

The Russians launched the first woman into space in 1963, and our beloved Jerrie Cobb began flying relief missions to the desperate native people of the Amazon jungle, where her extraordinary efforts and abilities might be appreciated. I was dumbfounded. This was the most amazing story I'd ever heard—and it was all true.

Then Gene Nora laid the big one on me: "I was one of 'em," she said. My pal Gene Nora was an "almost" astronaut! Lightning could have struck me with less effect. I was overcome with pride and admiration for my dear friend who had hidden her heroic side so well. I knew right then that I had to "hot wire" history—to hook up the past with the present, and complete this precious chain in the history of women aviators.

I WOULD REUNITE these forgotten few, these golden girls of the space race, and introduce them to the woman who would soon carry

"Eileen is carrying out our dreams and wishes and we're happy she's finally been accepted and the sex barrier has been broken."

—Sarah Ratley



Shown here in the traditional inflight crew portrait on the aft flight deck of the Space Shuttle Discovery are front row (left to right) astronauts Eileen M. Collins, pilot; James D. Wetherbee, mission commander; and Bernard A. Harris, Jr., payload commander. Back row (left to right) cosmonaut Vladimir G. Titov, mission specialist; C. Michael Foals, mission specialist; and Janice E. Voss, mission specialist. Photo courtesy of NASA.

all of their dreams and aspirations into space with her as the world's first woman space shuttle pilot. I would help cause "The Mercury 13" to join forces with Eileen Collins in an effort not to rewrite but to *reveal* the powerful and beautiful history that was there all along.

So they all came to Oklahoma City for a reunion at The Ninety-Nines Headquarters. Gathered together in one place were some of America's greatest pilots, united by a single, slender thread that had almost been broken by time. They belonged together and it showed. Eileen had heard and read about legendary pilot Jerrie Cobb ever since she could remember, and, of course, Jerrie and the other members of The Mercury 13 group were absolutely in awe and so very proud of their young and

capable counterpart, who would carry the torch to the heavens for them all.

I was no longer just making a documentary: I had actually helped the cause of women aviators in a small way, and I found that this gave me more satisfaction than anything else I've ever done. I was so lucky to be there and to be part of this incredible time in the history of these "women with wings," and I am proud to call them my friends.

After all the interviews were done and the cameras were all put away, we accompanied Jerrie Cobb and Eileen Collins to the tarmac where an airplane was waiting for Jerrie's flight home to Florida. There, the women all hugged and cried, but they did not say good-bye, for this was the beginning of a great friendship, one that would last forever.

Maybe we couldn't change history, but we did hot wire it up and show it off a little. The women all swore to meet in Florida for the big launch, and I set about telling their story to the media. First, there was an Associated Press article, then radio interviews and a television news segment on *Dateline NBC*, a program centered around the connection between Eileen Collins and The Mercury 13 women. Instant celebrity began to arrive at the doorsteps of women who had been anonymous for most of their lives.

(Jim Hart, Jane Hart's son—and himself an established film

"As if the revival of a 34-year extinct story were not enough, the red carpet laid out by NASA for our Eileen Collins cheering section was both humbling and exhilarating. I think we were each one in the cockpit with Eileen when they lit the match and her airplane took the vertical runway. We were enveloped by red, white and blue. In fact, we serenaded the shuttle team by singing God Bless America all the way home."

—Gene Nora Jessen

and TV producer—will soon produce a major movie for television based on The Mercury 13, a dream he has had for years.)

When the launch invitations came from Eileen Collins and from NASA Headquarters, I was pleasantly surprised. But no one was more surprised than The Mercury 13 women to find that after all these years, NASA would be giving them the royal treatment and an official

"Welcome Home!" These great ladies and I were escorted on an unforgettable tour of Kennedy Space Center. Then we attended a NASA pre-flight briefing for official guests, where the women were introduced by NASA Chief Scientist Dr. France Cordova to a large crowd of dignitaries.

"Finally! It only took them 30 years, didn't it?"

—Jerri Truhill

As we all stood together holding hands, waiting for the midnight launch, we knew that things would never be the same for "The Mercury 13." They had found their rightful place in our nation's space history, and their names and their story would be forever known to a proud and grateful America.



Wally Funk: "Go! Go, Eileen! We love you! Go! Go for all of us!" The video clip above is from the documentary that aired on *Dateline NBC* on Feb. 10.



Jim Cross, Los Angeles, is a producer of space and aviation films and videos. His career includes work for all major networks and cable channels, including MTV. He has also produced films for Lockheed Fort Worth

Company, Air Force Recruiting and the Public Broadcasting Service. Currently, he is developing a television series featuring great women aviators.

See page 15 for an eyewitness report of the launch by Lu Hollander.

Conventions

How do they happen? What makes them successful?

JOYCE WELLS

HOW DO CONVENTIONS HAPPEN?

The Board of Directors is responsible for the annual meeting of the corporation and convention locations are rotated among the Sections. Having written several standard operating procedures (SOPs) and participated in the planning process for numerous Section meetings (often having as many participants as the International convention) and at least four International conventions (including the last two), I would like to share with you some of the expertise I have accumulated.

Plans for a convention may begin as far in advance as three years and usually begin with site selection. A site may be recommended by the Board of Directors Convention Coordinator or the hostess Section and voted on by the Board. The Board Convention Coordinator is responsible for overseeing all aspects of conventions, including updating of SOPs.

On-site inspection of facilities is usually made by the Board Convention Coordinator and/or the Executive Director to see if the facility can handle our needs.

In addition to looking at meeting room space, sleeping rooms, pools, lobbies, parking, etc. are checked, eating facilities in and out of the site are noted, availability of shopping, transportation and entertainment and the list goes on... Oftentimes, the Section chairman and prospective meeting planner will join in the inspection to learn about our requirements.

Once a site is chosen, a professional meeting planner is hired. A meeting planner, responsible to the Board, begins work more than a year ahead to make sure that all runs smoothly, using her expertise in negotiating and working with hotels, tour companies, caterers and audiovisual providers, just to name a few of her duties.

For example, if a meal is not served as contracted for, then the planner may negotiate with the hotel or caterer for a reduction in the cost or another "perk." She must also work with the hostess Section's



*I wish you all
"Plane Sailing
to Halifax."*

chairman, coordinating the various tasks done by volunteers.

Working with the 99s is always a challenge for meeting planners since they are accustomed to being totally responsible for, and in charge of, every detail, including the hiring of additional help and setting costs. Over a period of several years, I have studied meeting costs of other organizations and find that those having a similar time frame usually pay higher fees and hotel costs than The 99s do.

Cost of hotel space for seminars and exhibits is dependent upon the number of sleeping rooms used. There is a minimum sleeping room guarantee in the contract with the hotel—and if that

count falls below the minimum, then a charge is made for the meeting rooms.

All meal functions require the hotel to hire part-time help, adding to the costs. Expenses for microphones and other audiovisual equipment, as well as speaker fees, hospitality treats, charms, programs—the list is long, and all are part of the cost of putting on a successful convention.

The local Section Chairman is responsible for working with the Board Coordinator, meeting planner and Chapters to schedule seminars, obtain speakers, provide decorations, etc.

Sections do not have to raise funds to subsidize the convention. They are asked to submit proposed expenses as budget items.

Chapters within and without the Section will often volunteer to donate decorations or a sum of money toward the purchase of hospitality items.

Expenses are cut by asking members to donate their time working on registration and credentials, taking tickets, hosting at a seminar or in the hospitality room.

With all this in mind, the Board of Directors looks forward to having a large attendance and one of the best ever conventions. This is a high season for Halifax. Register early.

CONVENTION REGISTRATION FORM INCLUDED WITH THIS ISSUE.

The Annual Meeting/Convention registration forms have been conveniently included in the mailing envelope of this issue, separate from the magazine itself. Please take time to read all of it carefully—maybe more than once—before you fill in the blanks.



ABOUT A YEAR AGO, a Ninety-Nine from the USA, Susan (?), asked me for information on the State President's Air Race which was flown every year at the end of May. I forwarded her name to Aeroclub of SA who organizes the race. To thank me for my efforts, she very kindly sent me the book *Women of the Air* which I had been longing to have.

Unfortunately, I mislaid her name and address, and she did not repeat it on her later note, postcard, or in the packaging of the book! I had hoped that she would contact me again as she had mentioned coming through South Africa on her way to Tanzania, but I heard nothing further. I hope that she will see my note in your Letters column and make contact again. I would dearly like to thank her and keep in touch, perhaps to be of assistance to her or any other Ninety-Nine coming to Southern Africa.—*E Amalie von Maltitz, 28a Pallinghurst Road, Westcliff, 2193 Johannesburg, Republic of South Africa, tel 27 11 646 4771; fax 27 11 486 2557.*

I NEED YOUR HELP. In 1982, I was awarded the 99s Amelia Earhart Award. With that, I obtained my MEI, CFII and ATP—all in one check ride! I was lucky to be hired almost immediately by San Juan Airlines out of Port Angeles, Wash. And my career became a dream come true with jobs at Cascade Airways, hired by PSA in 1985 which was then bought by USAir. I made Captain at USAir in 1989. It was everything that I thought it would be...until October 1992 when I was diagnosed with Insulin-Treated Diabetes Mellitus (ITDM).

I lost my medical; I lost my job; and for a while, I lost my self-worth. For about a year, I floundered around looking for something that would interest me, mad at the world that took away what meant the most to me: my world in the sky.

I finally came to the conclusion that if I was ever going to fly again, I needed to dedicate my life to either finding a cure for diabetes, or change the "blanket ban" that the FAA has regarding ITDM pilots. Since I'm not a medical professional, I chose the FAA route.

I formed an ad hoc group

called DM Pilots Unite! It included other ITDM pilots, friends, family and colleagues. For the last year, we have written to senators and representatives, the FAA, and others. The American Diabetes Association has guided us in our attempt and we have had some success.

The FAA has announced a Notice of Proposed Rulemaking (NPRM Docket #26493) that would allow ITDM pilots, on a case-by-case basis, medical certification to fly. This announcement was published in the Dec. 29 edition of the *Federal Register*. (It is separate from the previous NPRM regarding Part 67.)

In this announcement, the FAA has proposed guidelines to *individually* evaluate people with ITDM who apply for the medical certification necessary to obtain a pilot's license. The guidelines are stringent and would ensure adequate blood glucose control and safety during operation of an aircraft.

The guidelines were developed by a select group of aviation and medical experts.

The FAA is seeking public comments before deciding whether to implement these guidelines.

They are also seeking comments on whether the waiver program should be restricted by class of medical certificate. In my case, I would need at least a Second to be able to go back to work with USAir.

Letters from organizations and individuals in support of implementing these guidelines are critically needed before the closing date of March 29. Please write the FAA today and urge them to *implement the medical protocol developed by the select group of medical and aviation experts and end the FAA's "blanket ban" on people with Insulin-Treated Diabetes Mellitus and refrain from putting a restriction on the level of medical that would be available to us.*

Send your letter to FAA, Office of the Chief Counsel, Attn: Rules Docket #26493, 800 Independence Ave., SW, Washington, DC 20591. For further information, call me at 415-728-0854 or fax 415-728-8502. Thank you so much for your support.—*Ginger (Mitchell) Cutter, Greater Seattle Chapter, 191 Bridgeport Drive, Half Moon Bay, CA 94019.*



EVEN WHEN WITH our cars, we are still connected with our airplanes and The Ninety-Nines! Usually, pictures of 99s are shown with their airplanes, but we do sometimes need to use our cars, too, and at these times we can still pretend they're planes!

Thery Preston (center) says it all with her license plate. "I'm a 99" bordered by the "My other car is an airplane" plate frame. Cheryl

Wheatley (right) owns a Piper Archer registered as C-FLYW (Ily Wheatley!). She also lets everyone know she's a 99 with her license plate FLYW 99. My plane is a Cessna 172 which is registered as C-GMEM. My license plate says the same, bordered by the "I'd rather be flying" plate frame.

Thanks for a great magazine.—*Nancy O'Neil Holden, Maple Leaf Chapter*



Participants in Lancaster Female Pilot Study. Left to right, starting with front row: Linda Scully, Judy Bolkema, Susan Loricchio, Pat Stapleton, Clare Gesualdo and Arlene Jacobs from North Jersey Chapter; Beth Huie, Minnesota Chapter; Gay Zena Williams, Potomac Chapter and Elizabeth Hegarty from Alaska Chapter.

THE LANCASTER Pilot study/focus group has just been completed and I wanted to let you know what a success it was. Thanks to you and the 99s publication, I was able to round up 12 women from across the states to join us in New York City for a day.

It was a terrific group. Not only did the focus group address the pilots responses to our skin care

products we advertised but we also talked about the challenges of becoming a pilot. All of the pilots agreed that it was far from a simple task. Detailed information regarding the Lancaster Female Pilot Lifestyle Consumer Study is available upon request to me at 777 Third Ave., New York, N.Y. 10017-1344; Fax 212-546-1768.—*Jackie Weihs, GCI Group.*

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.

NOTAM

Canadian Train Trip

Shirley Winn, Sacramento Valley Chapter, is planning a trip on a train across Canada from Nova Scotia after the International convention. If you would like to join her, get in touch with Shirley Sandlin, 54 Utah Ave., Woodland, CA 95695.

Nominees for Board of Directors

There are three nominees for the two Board of Director spots available in 1995: Alexis Koehler, Carolyn Carpp and Connie Wilds. You will have an opportunity to vote for two of these nominees at the International Convention in Halifax, Nova Scotia, early July 1995.—*Shirley Winn, Nominating Chairman.*



Alexis Koehler

Member since 1976

Dedicated and committed to the 99s since 1976 when she became a member, Alexis has always been a strong supporter. Previously a member of the Board of Directors and International Treasurer, she has utilized her business and management expertise, human resources training, and knowledge of the organization to represent the members and to assist the officers in developing plans to lead us into the 21st Century.

A manager in Southern Bell for 27 years, Alexis retired early and joined her husband in starting two new businesses: a maid service and a franchise packing and shipping store. This organization and business experience enhances her qualifications for a director of the 99s.

Alexis has been very involved in the Florida Race Pilots Association and Great Southern Air Race for the past 11 years. She has served a variety of elective offices in the FRPA: Director, President and presently, Treasurer.

Herself a multiengine, single and instrument rated pilot, she and her husband own a Piper Archer in which they race and remain current. The above experiences have enabled Alexis to develop skills in organizing, negotiating and communicating, which are vital in interacting with groups and individuals.

Alexis is a team player and believes in getting things done using her consensus and teamwork. Her 99s' experience in-

cludes serving as Chapter Chairman and Treasurer, Section Governor and Vice-Governor, International Director and Treasurer.

She has chaired Fear of Flying Seminars, poker rallies, membership and various other committees. Interested and involved with the entire organization, and especially on the International level, Alexis has attended every International Convention from 1977 through 1994, and has been a "doer" at the Section and Chapter levels.

Alexis' goals are simple and direct. She wishes to be responsive to the members, to assist the organization in achieving membership growth, to fuse the Board of Directors and the members, and to assist the Board of Directors in governing effectively and wisely.

To these ends, she will use all qualities, tools and resources at her disposal. Alexis is known to be persistent, optimistic, diligent, dependable and capable. Her team approach will enable her to achieve her goals for the 99s in a timely manner.



Carolyn Carpp

Member since 1979

Leadership in The Ninety-Nines, Inc. requires commitment, caring, and good communication. If elected for a second term as Director, I will continue to bring to you my personal enthusiasm and dedication to serve the organization.

I have learned much in the past year and most of it has come from listening to you, the members. Last

summer, I had the privilege of working in the 99s' tent for the entire week at Oshkosh where I met members representing the whole of our International Organization.

That experience, along with the opportunity to visit in other sections, and join with members flying the last leg of the Palms to Pines Air Race, has resulted in much personal growth and increased dedication towards serving The Ninety-Nines. To quote the song... "We've only just begun"... reflects my feelings in wanting to continue to promote healing and understanding between our many faceted members.

I am currently serving as Board Liaison to two important International Committees: Aerospace Education and Membership. I am excited with their vision and want to continue with the implementation. I come to you experienced and highly qualified in a variety of skills.

Working regularly as a union negotiator has provided me with the ability to reach peaceful solutions to problems while using aggressive organizational skills. I have learned to listen to all sides of an issue and concentrate on the facts while eliminating emotions and narrow viewpoints. I have developed skills in patience and communication to the whole, without forgetting the interests of individuals. Working with highly sensitive performing artists through contract negotiations and daily employment problems has given me skills which are transferable to our organization.

A professional educator for 36 years, I work effectively with people who possess a wide variety of beliefs, backgrounds and abilities. I have been successful in challenging both students and professional colleagues to new ideas and direction. I have devoted much of the last 16 years to sharing my love of aviation with children by introducing innovative and creative Aerospace Education

Programs into the classroom. For eight years I have sponsored my school's Young Astronaut Club, which participated in Western Washington's first Young Eagles Rally last spring. I have helped organize our annual state-wide Young Astronaut Camp-In at the Pacific Science Center and served on the Big World Flight for Education and Museum of Flight educational advisory committees.

As immediate past Governor of the Northwest Section, I have served as the spokesperson for the Council of Governors and the International Grievance Committee. I was Banquet Chairman for the sixtieth Anniversary of the 99s in New York City and organized and performed in the 1993 Talent Show in Portland, Ore.

I am increasingly excited and enthusiastic about flying and the friendships I have made in our wonderful organization. I readily commit my time, skills and devotion to the future of The Ninety-Nines, Inc.



Connie Wilds

Member since 1968

The past three and one-half years have been very enlightening to the inner workings of the Board of Directors through my exposure, first as a proud member of the Council of Governors for two years and currently serving as your elected Director. While each Board differs in make-up, all should be dedicated to serve those who elected them in a manner that puts personalities and individual

AEBM News

BY MARILYN COPELAND, CHAIRMAN

THE AMELIA EARHART Birthplace Museum (AEBM) at 223 N. Terrace in Atchison, Kansas, is a lively tourist attraction, thanks to the 99s and citizens of Atchison. A fine spirit of cooperative effort has been exhibited in the project these past few months.

The new Board of Trustees includes Chairman, Marilyn Copeland, Kansas Chapter; Co-Chairman, Jim Taylor, President of Lockwood Company, Atchison; Secretary, Carole Sutton, Nebraska Chapter/Gov. of SC Section; Treasurer, Dick Senecal, Atchison attorney; Trustee, Joan Adam, Atchison attorney; Trustee, Alexis Koehler, Florida Spaceport Chapter; Trustee, Linda Marshall, Montana Chapter; President Ex Officio Appointee, Lu Hollander, Oklahoma Chapter and immediate International Past President.

Several meetings have been held in Atchison with the Board of Trustees, the AEBM Advisory Board, the Atchison Fundraising plan committee, National Park Service, architect Dean Graves, Atchison Museum Administrator Dan Fitzgerald and Kansas Heritage Trust member, Courtney Swann of Topeka.

As some of you already know, a very successful Open House was held during the Forest of Friendship weekend which honored several 99 Charter Members. Brooks Powell, Northeast Kansas Chapter, and several other 99s did a superb job. Our fine caretaker of the house, Lou Foudray, hosted two Sunday afternoon open houses in December. The birthplace was beautifully decorated, both inside and out.

Some of the big news:

- The Amelia Earhart Birthplace Museum has a brand new wood shingle roof on the pitched roofs and new copper roofs on the flat roofs. It looks wonderful! The old roofs were removed and the job was done to specifications so that we can more successfully submit grant proposals to appropriate sources.

- Dan Fitzgerald, Atchison Museum's Administrator, is busy preparing the grant proposal for the Kansas Heritage Trust, due the end of February. He is working with Dean Graves, architect, local construction firms and trustees to formulate the best plan to successfully be awarded a \$75,000 grant from the Trust. They require an architect for their grants and allow approximately 10 percent of construction costs in the grant for the architect. Dan Fitzgerald is paid by the Cray Foundation. The Kansas Heritage Trust funds 80 percent with 20 percent matching funds from the nonprofit organization, the 99s.

- The Cray Foundation and Mr. and Mrs. Bud Cray recently committed contributions totaling \$20,000 for the restoration fund for the roof, etc. A great big thank you is extended to them for this generosity!

- The Cray Foundation and Mr. and Mrs. Cray have challenged the 99s to raise \$10,000 and they will match it, or \$20,000 and they will match \$20,000. Now the ball is in the 99s' court. Individual, chapter and Section donations may be sent to Marilyn Copeland, 1308 Kevin Road, Wichita, KS 67208. This project is not only an educational one for the 99s but also a public relations project.

Judy Logue, Wyoming Chapter, has captured many early oral histories of 99s and has been most helpful in loaning two videos of Muriel Morrissey (AE's sister) for the National Park Service (NPS) in-depth study of the AEBM. Extra copies of these videos are being made.

In our discussions with the NPS, they relate that it is not necessary for the NPS to own the AEBM. They cooperate in operation of other NPS sites and museums without ownership.

Several other meetings are planned to include neighbors of the AEBM, Trustees, Advisory Board, fundraising committees, National Park Service and other interested parties regarding long term plans for the AEBM.



Amelia Earhart Birthplace Museum has a brand new roof.

Atchison citizens are planning a fundraising campaign and are looking for 99s to do the same. The Zontas and other enthusiasts are really excited about the restoration and the impact it will have, not only on tourism, but also the educational benefits. The new Board of Trustees of the AEBM has received approval for autonomy through the new Resolution and Operating Procedures. I will be happy to discuss this status with 99s and others.

Amelia Earhart, first president of The 99s, is the most recognized woman pilot name in the world. The AEBM is a 99s project which has longevity through the decades. Several educational fringe benefits from the museum have already been realized. The AEBM is perched on the west bank of the wide Missouri River. Atchison is a historic town with several other beautiful museums. The museums are organized with an administrator, a trolley and brochures which include the AEBM as one of the stops.

The mystique of Amelia Earhart beckons people to visit this particular museum and it will soon become one of the favorite tour destinations in the Midwest. It is an easy flight into Amelia Earhart Memorial Airport or fly to KCI, drive I-29 north to Platte City, then turn west through 23 miles of beautiful rolling countryside.

Hope to see you in Atchison!

Nominees for Board of Directors, continued from page 10

preferences aside and considers each issue on the basis of "the best for the organization." I truly believe we have such a Board at present and am asking for your support to allow me to remain and help get the job done.

Let's reflect on a few major changes that have occurred:

- The Amelia Earhart Birthplace Museum has attained autonomy through the establishment (by resolution) of a Board of Trustees that is hard at work raising

funds for restoration. A landmark status survey is underway through the United States Congress that, if deemed feasible, will provide great financial assistance in fulfilling our goal of complete restoration.

- *The Ninety-Nine News* has been transformed from an in-house newsletter to a magazine worthy of international distribution. The new format should attract sufficient advertisers to relieve our budget significantly.

- The World Precision Flying Competition will be held in the heart of Texas during the fall of 1996 further enhancing our image to the international aviation community.

- We have seen prolonged annual meetings condensed into a concise, well run business meeting (Norfolk) which allowed time for camaraderie which is the cornerstone of 99 membership.

- And speaking of membership, you voted for an academic cat-

egory membership, allowing full time students (with airman certificate) a reduced rate—to encourage those who may otherwise be excluded from joining the Ninety-Nines, while struggling to fulfill their academic goals.

I welcome your comments, criticism, concerns and suggestions. There is much preparation for the Ninety-Nines to meet the challenge of the 21st Century. I would consider it a privilege to help chart the course.

Making a living from a Love of flying

BY ERICA SCURR
All-Ohio Chapter

Kathy Samuelson and Sandy Gordley are typical of their generation. As girls growing up in the America of the 1950s, they didn't aspire to become pilots. They did what was expected of them and became wives and mothers. They both surprised themselves by learning to fly in their thirties. Today, like many of their contemporaries, they are facing new challenges. Their children are adults and their longtime partners are no longer with them. In a major midlife transition, they have turned a love of flying into an aviation business.

Kathy Samuelson, All-Ohio Chapter, Columbus Flight Instruction

In 1977, Kathy Samuelson and her husband Steve accepted an invitation to go for an airplane ride with one of Steve's colleagues at work. Steve was excited by the possibility of becoming a pilot, like his friend. Somewhat to Kathy's surprise, Steve suggested they both take lessons and she went along with the idea. They completed their training together and became private pilots in 1979.

After they invested in group ownership of a four-place Grumman American Traveler and began to take family trips by air, they quickly recognized the need for instrument ratings. Kathy added hers in 1982 and went on to qualify as a commercial pilot in 1983. Family flying and airplane ownership were expensive, so looking for a way to build hours and experience at a reduced cost, Kathy became a flight instructor in April 1983.

Kathy and Steve were also amateur musicians playing in a community band. The band director was a CFI who operated a flight school based at Port Columbus International Airport. It was here that Kathy's new career as a part-time instructor began. For the next two years, she continued to play her part in raising two children, running a family and working at Penney's Department Store. Recognizing that her marriage was faltering, however, Kathy decided to give up her regular job and support



Kathy Samuelson with 152 at Port Columbus Airport

herself by flying. The couple agreed to maintain the marriage long enough to confirm that it was possible to make a living from flying, then Kathy went out on her own.

When the band director decided he'd had enough of aviation, Kathy bought the business, which consisted of a pre-heater, some goodwill, and a phone number, for \$500. For the last nine years, Kathy has been Columbus Flight Instruction. Flying an average of 800 hours a year, but pouring three times that many hours into the business, she has established herself as a reputable, independent training operation on a major commercial airport.

Kathy is no longer an airplane owner. Her students train, mostly for the private pilot certificate, in a leased Cessna 152. Through arrangements with a neighboring flying club, she also offers instrument and commercial training. Many of her students arrive as referrals. Others call the number in the small ad she maintains in the Yellow Pages which proclaims, "We make learning to fly fun!"

Fun and independence are what flying means to Kathy. "I'm not a consumer," she boasts. "I don't expect to make much of a living or have any security. I value my personal freedom and the ability to set my own hours and standards. I have only to ask myself for permission to do anything." Her open-hearted enjoyment of flying, her students and her life are as easily recognizable as her old station wagon filled with the drums she still also loves to play in the community band.

Sandy Gordley, All-Ohio Chapter, Northwest Ohio Flying Association, Inc.

Sandy Gordley has an air of fragility about her. You know she won't win any prizes at assertiveness training school. She's a quiet, gentle woman who spent much of her adult life as the wife of a bank executive and mother of five children. Her milieu

continued next page

was the country club, not the airport.

In the late 1970s, with a job transfer pending, she and her husband visited their potential new home. The drive took three hours. When they were treated to a trip in the company airplane, it took less than an hour. "You know," she commented on one such flight, "one of us should learn to fly. It would save a lot of time." On Mother's Day in 1978, her husband and children presented Sandy with the gift of an introductory flying lesson which changed her life.

In May 1979, at age 37, Sandy became a private pilot. Smitten with a love of flying, she progressed to an Instrument Rating in 1981 and Commercial Pilot in 1982. To support her habit, and maintain proficiency and currency, she began instructing in 1983. By 1985 she had acquired a Multiengine rating, a half-interest in a Cessna 172, and a business partner. Together they invested in a Cessna 310 which they operated under FAR Part 135 for two years until her partner was hired away by a corporation. Sandy retained the Cessna 172 and the business and seized an opportunity to fly as copilot in a King Air for two years.

By 1989, the family was based in Findlay, Ohio. Sandy was instructing in her Cessna 172 and working part-time as a charter and corporate pilot while still fulfilling her role as wife and mother. As her marriage dissolved, flying became her precarious new profession. In September 1992, she took over the fixed base operation at Wood County Airport in Bowling Green, Ohio.

Sandy and two part-time instructors now offer training through the Northwest Ohio Flying Association (NOFA) in two Cessna 150s, and two Cessna 172s. The small rental fleet also includes a Piper Cherokee Six for advanced training and trips.

Ground schools, air charter through a subcontractor, aerial photography, airplane rides and pinch hitter courses are all available from NOFA. Sandy aims to provide a full-service fixed base operation on an expanding airport facility in a location prime for general aviation development.

It's now been 15 years since Sandy Gordley first fell in love with flying. With over 5,000 hours in her logbook, 3,000 as an instructor, she's still a student herself. She added Multiengine Instructor to her qualifications on a 99s Amelia Earhart scholarship in 1994. Her tough determination is still not reflected in her demeanor and she remains reticent about her achievements. Oth-



Sandy Gordley, manager of Wood County Airport, Bowling Green, Ohio.

ers, however, recognize her talents. During 1994, she was also appointed manager of Wood County Airport.

Sandy works seven days a week from 9:00 a.m. to dusk to make a living from the business she loves. If you ask her why, she'll say, "It's the only thing I know how to do and I enjoy a challenge. Managing a successful flying operation is a challenge." ✧

MAINTENANCE

The Annual Inspection Adventure or "Up to Our Elbows in Grease"

BY LINDA ELLIS
Mt. Diablo Chapter

CHEROKEE ONE SIX JULIET was due for her annual inspection in December. We took her to Navajo Aviation on Monday, Dec. 12, fully expecting to be "outta there" in a couple of days. Alas, it was not to be. The inspection itself was complete the first day, the squawks covered five pages, eight per

page (do the math). We were shocked, to say the least.

Several items qualified as "airworthiness" issues such as the rivets popping loose where the aileron counterweight was fastened to the aileron. (Quick, where are the counterweight rivets on the plane you fly and when was the last time you checked them?) Two other airworthiness items were the cable to the carb heat being worn so thin in one spot that it was liable to snap any time (like right when you need it) and the rudder trim cable being frayed by one of the trim cable pulleys. Very scary.

The Navajo crew was very cooperative

and helpful as we plunged into repair most of the items ourselves. They oversaw our work, gave us much needed clues on how to do just about everything. They let us use their tools, assisted in the ordering of parts and checked our work after we finished.

It took us five very long, cold, greasy days to finish up and put One Six Juliet back together again. We learned so much about our airplane, how she's put together and how she works, that it was well worth the freezing days in the hangar and the black grease that didn't come out of our nails for weeks. ✧

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Katharine Hepburn



Lucille Stone: Circa 1930's

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For your complimentary Value Vacation Guide, please call Check-In at their toll free number: 1-800-565-0000 Operator 500 or write NS Fly-In Vacations, PO Box 1264, Liverpool, Nova Scotia, Canada B0T 1K0.

WELCOME BREAKFAST GUEST SPEAKER & TOPIC

Thursday, July 6: 8am-10am: *Dared To Go Where No Woman Had Gone Before - Her Military Career - Major D. M. (Dee) Brasseur*, joined the Canadian Forces in September 1972. In 1979, newly promoted, she became one of the first four women to undergo pilot training in the Canadian Military. Selected as one of the first two women, Captain Brasseur commenced Basic Fighter Pilot Training on the CF5 aircraft with 419 Squadron in June 1988. Flying Canada's sophisticated supersonic CF18 aircraft she completed Advanced Fighter Training with 410 Operational Training Squadron in June 1989, graduating as one of only two female jet fighter pilots in the world. Promoted to Major, she was assigned to 416 Tactical Fighter Squadron, Cold Lake where she served as Plans Officer, flying the CF18 in Canada and Europe until posted to the Directorate of Flight Safety at National Defense Headquarters, Ottawa, in August 1990. In August 1991 she assumed the position of Cell Supervisor responsible for monitoring all Canadian Military Jet Trainer and Fighter aircraft activities. To date Major Brasseur has accumulated 2,500 hours of jet flying experience.

Dee will talk about her career, enthralling and entertaining you as she recounts the trials and tribulations enroute to the top.

SESSION SPEAKERS & TOPICS

Thursday, July 6: 10:15am -11:15am: *Human Factors in Aviation - The #1 Pilot Killer - Mike Doiron*, is the Regional Director System Safety, Transport Canada Aviation, Atlantic Region.

Mike's talk will look at the effects of Human Factors in the cockpit and will discuss how a pilot can work at "Pilot Error Proofing" themselves. It will also look at a systems approach to flight safety. Topics to be covered are decision making limitations, effects of stress on the pilot, as well as a review of case studies of "System Errors". This discussion will be of interest to both low and high time pilots, whether you fly a J-3 or a B747. (will count for "Wings Program")

Thursday, July 6: 2:30pm - 3:30pm: *Working in the Sky: Canadian Women in Aviation - Linda Dale*, Consultant in Exhibit Development, Ottawa and *Victoria Dickenson*, Director, Public Programs, National Aviation Museum, Ottawa.

An illustrated talk on the exhibition *Canadian Women in Aviation* that will open in the fall of 1995 at the National Aviation Museum in Ottawa. This project has won the 1994 Ninety-Nines' Award in Aviation.

Thursday, July 6: 3:30pm - 4:30pm: *World Precision Flying Competition - Jodie McCarrell*, has been involved with World Precision Flying Competition since 1983. She was one of the first four women appointed as an FAI (Federation Aeronautique Internationale) judge for Precision Flying. During 1985 she served as Chief Navigation Judge in Kissimmee, Florida. She has served as either a Judge or Team Manager for the U.S. Flight Team in Denmark, Finland, Argentina, Poland and the Republic of Czech. An active Ninety-Nine since 1970, she was co-editor of the Ninety-Nines original Coloring Book, Winner of the Jimmy Culp award and many Offices at Section and Chapter levels. She is presently serving as Competition Director of the WPFC 1996.

During your stay at the convention in Halifax, sample "A touch of the world!" by learning more about how you can become a part of the 1996 World Precision Flying Competition (WPFC). Sponsored by the Ninety-Nines, Inc. the event is September 28 - Oct. 5 at Meacham Field, Ft. Worth, TX. Several Ninety-Nines who are Federation Aeronautique Internationale-approved judges will present slides from previous world competitions and conduct a hands-on preview of what the 1996 event judges will be expected to do.

Friday, July 7: 1am - 2pm: *Sexual Harassment Experiences of Women Pilots in Canada* - *Roberta Taylor, M.S.W.*, is a former commercial pilot and operations manager who has flown bushplanes in Northern Ontario, in addition to working as a ferry pilot and flying forest fire patrols and search and rescue missions in the Canadian Rockies. Currently an Assistant Professor at the University of Victoria, British Columbia, she recently completed a study on the sexual harassment of women pilots in Canada. During this study, she interviewed women pilots in Canada about their experiences of sexual harassment.

This seminar will reveal how the unique characteristics of the aviation industry are conducive to harassing behaviors.

Friday, July 7: 2pm - 3pm: *Fly-In Vacations Nova Scotia - Where Light Planes Can Take You* - *Andy Duinker*, Manager, Waterville (Kings County Municipal Airport). Andy developed a keen interest in aviation in 1977 when he became a Smoke Jumper (firefighter parachuting into forest fires) in the Northwest Territories and the Yukon. In 1980 he acquired a private pilot license from the Halifax Flying Club. He became an Ultralight Instructor and owned an Ultralight School until 1987. He is currently the manager of Waterville (Kings County Municipal Airport) and is a strong promoter of aviation. *Donna Hatt*, Director of Tourism, Queens County Tourism Department. Serving visitors to Nova Scotia has been Donna's business for the past 5 years. Currently, in her work with the Queens County Tourism Department, she is interested in attracting private aviators to rural Nova Scotia through the Regional Airport structure in Nova Scotia. Through the creation of packages for pilots, Nova Scotia's spectacular scenery, natural experiences, heritage and cultural opportunities will be more readily and easily accessible.

In this session, we will introduce you to Nova Scotia, its heritage and culture, National Parks, Festivals, small town charm, spectacular coasts and friendly down to earth people. Better yet, we will show you how you can plan to vacation in Nova Scotia with just one call.

Friday, July 7: 3pm - 4pm: *Round Table - International Planning Committee Round Table* - This will be a round table discussion for long range planning of the International Organization. There will be a third-party facilitator to assist with this session. This is an important forum for members to express their views and opinions. Plan to attend.

REGISTRATION

You are encouraged to pre-register for the conference. Registration forms are included in this pre-conference call for registrations. Registrants are asked to please register before June 15. Those who can not register before this date are asked to register on-site at the Registration Booth. Please note that registrations may be faxed to 902-492-4781 up to and including June 15 if paying by credit card. Registration will be open on-site between the hours of 7am and 3pm commencing on Wednesday, July 5 and closing Saturday, July 8 at 12pm.

REGISTRATION FEES

Registration if post marked by June 1, 1995, is US\$275 / person or CAN\$365 / person. Registration if post marked after June 1, 1995 is US\$315 / person or CAN\$405 / person. There will be a daily Registration of US\$100 / person or CAN\$135/person. Guests may register for the AE Luncheon at US\$55/ person or CAN\$70/person. Guests may register for the Awards Banquet at US\$75/person or CAN\$100/person. The Hospitality Suite and Seminars will be available to persons who have paid one-day or full registration fees.

All Cheques should be made payable to Ninety Nines, Inc. Payment is accepted in the form of Visa or MasterCard or Cheque. Cash will be accepted on-site. Persons paying with a credit card are advised that fees will be collected in US funds and the conversion will be made by Visa or MasterCard at the time of processing.

Items included in your Registration are: A.E. Luncheon, Registration Tote Bags, Registration & Other Printed Materials, Awards Banquet, International Tattoo, Educational Seminars, Continental Breakfast X 2, Lobster Dinner, Souvenir Program, Int'l Reception, Welcome Breakfast and use of the Hospitality Suite.

Despite the fact that the above-mentioned are all included in your registration fee (**there are no refunds should you choose not to attend an event or function**), please make certain to check off the events which you plan to attend on the Registration Form.

CANCELLATION FEES

For persons wishing to cancel their registrations, they must do so in writing. The fee for cancellation up to June 15th, 1995 is CAN\$35 or US\$25. From June 15th to July 1st the fee is CAN\$70 or US\$50. After July 1st there will be no refund.

VOLUNTEERS

For persons wishing to volunteer their services for on-site registration and other conference related tasks please indicate your interest on the Registration Form in the space provided. You will be contacted by phone and given a list of potential slots which you may select from.

FLY BUY MARKET

To reserve a table for selling merchandise or fund-raising items, please check the appropriate space on the Registration Form. Tables will be 6-foot long. Sections or Chapters may rent a 6-foot table at CAN\$25 or US\$20 or Individuals or Companies may rent a 6-foot table for CAN\$60 or US\$50. Information required for bringing goods into Canada will be sent to persons reserving tables.

All Cheques should be made payable to Ninety Nines, Inc. Payment is accepted in the form of Visa or MasterCard or Cheque.

AIR TRAVEL & GROUND TRANSPORTATION

Special air fares and ground transportation to and from the Halifax International Airport and the Sheraton Halifax Hotel have been arranged for attendees by Fraser & Hoyt Worldwide Travel Agency (FHWTa).

Special air fares have been arranged through Air Canada, Air Canada/Continental joint services, Air BC, Air Ontario, Air Alliance, Air Nova and NWT Airlines. **To receive conference rates please indicate the conference number, which is CV950599**, when making reservations either through Air Canada, your local travel agency or contact FHWTa.

For reservations or additional information **within** Canada call Fraser & Hoyt Worldwide Travel Agency at 1-800-565-8747 or Air Canada at 1-800-361-7585. For Non-Canadian Delegates call FHWTa collect at 1-902-421-1113.

Reduced car rental rates and ground transportation to and from the Halifax International Airport and the Sheraton Halifax Hotel have been negotiated. Prearranged transportation to and from the airport is CAN\$18 per person (one way). Please fill in the appropriate section on the registration form if you wish to sign up in advance for transportation. Persons not pre-booking will be on their own. For information on car rentals and bookings please contact Fraser and Hoyt Worldwide Travel Agency at the above listed numbers.

Every delegate booking through FHWTa will receive an activity itinerary for events taking place within the city of Halifax.

Accommodations if You are Arriving By Private Airplane to Halifax International Airport:

General Aviation aircraft arriving in Halifax should contact either Shell Aero Center or Atlantic Sky Service Esso (EXXON) Aviat on their unicom frequencies. Mention if you need customs and they will make sure they have been contacted as Canada Customs clears general aviation on the F.B.O. ramps. There will be a discount on fuel from both F.B.O.s as well as one nights free tiedown with fuel purchase. Tiedown fees are \$10.00 CAN per night

and hangerage will be \$35.00 CAN per night for light aircraft. If you have registered and paid for transportation to and from the hotel at the time of your registration, you will be picked up at the F.B.O.

HOTEL / ACCOMMODATIONS

Our Host Hotel is the Sheraton, Halifax Hotel, 1919 Upper Water Street, Halifax, Nova Scotia, B3J 3J5. Telephone: (902)421-1700 or FAX: (902)422-5805. It is situated on the waterfront next to Historic Properties, and is connected by pedways to one of the city's main shopping and entertainment facilities. Accommodations are listed at \$115 CAN for both Single and Double per night. Additional persons are \$20 CAN per night. Persons wishing to share accommodations are asked to fill in the appropriate space provided on the hotel reservation form. Convention Rates are applicable from July 2 through July 9, 1995. The Ninety-Nines room block will be released on June 2, 1995. After this date, reservations will be on a space available basis. All reservations must be guaranteed by 1st night deposit with check or credit card. Check-in time is 3pm. Check-out time is 12pm. All room rates are subject to applicable Federal and Provincial taxes presently 7% and 11% respectively. Hotel Parking is available at the rate of \$6 /day. Please complete and send the appropriate portion of your registration form with your first nights deposit to the Sheraton Halifax Hotel. All Cheques should be made payable to Sheraton, Halifax Hotel.

If you are willing to share a room with anyone or need a room mate please indicate so on the Hotel Reservation form but do not send the form to the Sheraton Hotel. Return the form (attached to the Registration form) to Lewis International and a room mate will be assigned to you. In turn we will forward your Reservation form to the Hotel.

CONVENTION OPTIONAL TOURS

Options have maximum/minimum capacities & may be canceled if minimum not met! Cheques Payable to Ninety-Nines Inc. Persons wishing to select a first, second or third option (should trips be full) may do so by placing a 1, 2 and 3 in the boxes provided to the left of the trips.

South Shore Tour - CAN\$75 US\$63 - Minimum capacity 30. - Explore fishing Villages and the rugged coastal beauty of Nova Scotia on this all day tour along the South Shore. Visit Mahone Bay, famous for its 3 churches and many unique craft shops; Lunenburg, home of the Nova Scotian fishing fleet. Settled in the mid-1750's by Germans and Swiss, Lunenburgers still retain one of the most interesting accents in North America. There will be plenty of time to explore and shop. You will enjoy a lovely maritime lunch.

Historical Halifax Walking Tour - CAN\$13 US\$10 - Maximum capacity 25, Minimum capacity 12. - Discover the old core of downtown Halifax. Since 1749 Halifax has grown and changed, but continues to combine just the right mix of old and new. The eloquent arches of Georgian and Victorian architecture not only convey the heroic age that is past, but strongly qualify the present, and insist that whatever the metropolitan community becomes, Halifax's delightful human scale will be retained. Highlights include: a visit to St. Paul's Anglican Church at the Grand Parade Square which is the oldest Protestant church in Canada and Britain's first overseas cathedral, and a tour of Historic Properties with its quaint shops and waterfront scenery. You will see restaurants and shops you may wish to revisit. We will end this wonderful tour with Tea with the Mayor. The only City in Canada that allows visitors to have Tea with the Mayor.

Halifax City Tour & Lunch - CAN\$43 US\$36 - Minimum capacity 25. - The history and anecdote filled ride through the streets of Halifax will introduce you to one of North America's most unique and captivating destinations. Hear of the days of rum running and privateering, Halifax during the war years, and of the exploits and heroism of the citizens that lived through the devastating explosion of the ammunition ship, the Mont Blanc on December 6, 1917. The excursion includes stops at the Public Gardens, one of North America's most beautiful Victorian gardens, and Historic Properties. Lunch downtown Halifax.

Peggy's Cove - CAN\$46 US\$39 - Minimum capacity 25. - Peggy's Cove has been an artists and explorers paradise for well over 150 years. The picture postcard village, on the rugged Atlantic Shoreline stands on solid rock above the crashing surf. The lighthouse is the most photographed in the world and the only one in North America to have a post office in it. The coastline is famous for pirates, shipwrecks, rum running and sunsets. There will be plenty of time for exploring. Your KILTED Guide will take you on a walking tour of Peggy's Cove where you will visit the DeGarthe Sculpture. This is a carving in the rock which depicts the life and people of the area. You will enjoy lunch at the Sou'Wester restaurant overlooking the ocean.

Evangeline Trail & Wine Tasting - CAN\$65 US\$55 - Minimum capacity 25. - Travel through the rolling hills and pleasant pastoral settings, to visit the land of the Acadians. Visits include two of Nova Scotia's most magnificent colonial style mansions, Haliburton House and Uniacke House. Continue on through the valley to Grande Pre National Park where you will learn of Evangeline, Longfellow's tragic heroine, and the sad plight of

the Acadians, the simple farm folk who are amongst the first settlers of Nova Scotia. We will also enjoy lunch at the Blomidon Inn in Wolfville and have a tour of Saint Famille Winery and enjoy some wine tasting.

Survival Systems - Aircraft Ditching Training - CAN\$82 US\$69 - Minimum capacity 6. Maximum capacity 20. - Underwater disorientation, loss of visual orientation, gravitational cues... all of these affect your chances of surviving a water crash. That's why realistic training is necessary. At Survival Systems Limited, water crashes are recreated in a safe, controlled environment. This half-day class will cover; hazards during over water operations, safety equipment requirements, pre-ditching considerations and procedures, and helicopter underwater escape training using the Modular Egress Training Simulator. Participants need to bring a change of clothing. Bring your cameras for lots of memories!

Gold Discovery Expedition - CAN\$43 US\$36 - Minimum capacity 6. Maximum capacity 25 - The "Gold Discovery Expedition" visits an 1800s ghost town and working gold mine at Renfrew, featured in Canadian Geographic, September 1994 and on CBC television's "Midday" on 30 January 1995. On the trip, participants discover the inter-relationships between earth history, natural resources, how human activities have affected the environment, and the extent to which habitats have recovered from these effects. Abandoned mine shafts and waste heaps attest to the days of the gold rush, while clear cuts and logging roads reflect current activities in the area. Immature red maple and black spruce encroach upon the solitary apple tree that was once the pride of Mrs Campbell's back yard, demonstrating that to some extent nature can reclaim itself.

Aside from the ruins, the old Post Office and artifacts at the site of the School House, Renfrew is home to Nova Scotia's only producing gold mine. Owned by Nova Scotia's last full-time gold miner, the mine still operates using equipment and methods from the 1800s. The working stamp mill is one of the last examples in North America. Participants learn gold panning and share tea and tales with the miner around the camp fire. The expedition offers a comfortable balance between nature, history and culture, participation and learning.

Shearwater Aviation Museum - CAN\$15 US\$13 - Minimum capacity 20. Maximum capacity 29 - Your guided tour of the new facilities, due to open in August of 1995, will include the *Swordfish* and *Tracker* aircraft as well as a behind the scenes tour of the *Firefly* under restoration.

Nova Scotian Fishing & Nature Expedition - CAN\$70 US\$59 - Minimum capacity 14. Maximum capacity 20. - Discover our maritime heritage on this fishing expedition aboard an authentic Cape Island boat. Fully equipped and coast guard approved, she is ready to take you on a voyage of discovery to one of the many shoals beyond our harbour mouth. Try your hand at fishing, and discover the unique seabirds of the Sambro Bank. Be on the lookout for whales - our naturalist will be on hand to help you identify the wildlife that you see - and experience a traditional Nova Scotian way of life for over 200 years as you ride the waves back to the harbour.

Atlantic Aviation Museum - CAN\$26 US\$22 - Minimum capacity 20. Maximum capacity 29 - A guided tour will include the *CF-104 Starfighter*, a replica of the *Silver Dart*, the first aircraft to fly in Canada and many displays commemorating historical Canadian first. There will also be time to spend on areas of personal interest.

PRE AND POST CONVENTION TOURS

Cape Breton Tour - Twin CAN\$560 / US\$467, Triple CAN\$475 / US\$395, Quad CAN\$475 / US\$395, Single CAN\$710 / US\$592 - June 29, 30, & July 1. - Day 1: Begin your tour by scheduled bus to New Glasgow. Arrive on Cape Breton Island - "the Scotland of America." Alexander Graham Bell's summer home was Baddeck; visit the museum which honors him. Spend two nights at Inverary Inn. Day 2: The scenery on Cape Breton Highlands awaits on the famous Cabot Trail. Stops are made for unique pictures and handicrafts. Late afternoon, you return to the Inverary Inn for a "Farewell to Nova Scotia" reception before dinner. Day 3: Louisbourg National Historic Park recreates one-fifth of the 1744 town. Roam the streets talking with the costumed guides, who remain in character, or sample the sustenance of an era. Your adventure continues back to the mainland and Halifax where the tour ends. Meals included: 1 dinner and 1 breakfast.

Annapolis Valley - New Brunswick - Prince Edward Island - Twin CAN\$755 / US\$630, Triple CAN\$735 / US\$613, Quad CAN\$705 / US\$590, Single CAN\$1070 / US\$895 - July 9, 10, 11, 12 & 13. - Day 1: Your motor coach travels along the coast to Peggy's Cove. Visit Grand Pre in the Annapolis Valley, Champlain's Habitation and stay in Digby at the Pines Resort. Day 2: Experience the ambiance of the Pines. Then cruise across the Bay of Fundy to New Brunswick. At Saint John, visit Reversing Falls and stay at Delta's Brunswick Inn, near Market Square. Day 3: Go through Fundy National Park to Hopewell Rocks. Ferry to Prince Edward Island to tour Charlottetown. MacLauchlan's Motor Inn is home for the next two nights. Tonight it's delicious lobster dinner. Day 4: Visit the home of "Green Gables." Fine sand beaches, red cliffs and beauty in all seasons await you in the national park. Return to Charlottetown for a little shopping. Day 5: Ferry to Nova Scotia, then return to Halifax by scheduled bus service. Meals included: 2 dinners and 2 breakfasts.

FOR FURTHER INFORMATION You May Contact: Trudy D. Lewis, Lewis International Inc., Richmond Terminal, Pier 9, 3295 Barrington Street, Halifax, NS B3K 5X8, Phone: 902-492-4988 or Fax: 902-492-4781.

SCHEDULE OF EVENTS

TUESDAY, JULY 4: 9am - 4pm: South Shore Tour

WEDNESDAY, JULY 5: 7am - 3pm: Registration (Credentials 7am - 4pm)
 8am - 5pm: Board of Directors Meeting
 9am - 4pm: Amelia Earhart Scholarship Board Meeting
 2pm - 5pm: Fly Buy Market
 3pm - 6pm: Hospitality
 6pm - 10pm: Lobster Dinner

TOUR OPTIONS: 8:30am - 1pm: *Gold Discovery Expedition*
 9am - 4pm: *Evangeline Trail & Wine Tasting*
 8am - 12pm: *Survival Systems - Aircraft Ditching Training*
 11am - 3pm: *Peggy's Cove*
 11am - 3pm: *Halifax City Tour and Lunch*
 1:30pm - 4pm: *Shearwater Aviation Museum*

THURSDAY, JULY 6: 7am - 3pm: Registration (Credentials 7am - 4pm)
 8am - 10am: Welcome Breakfast-Guest Speaker: *D. Brasseur- Her Military Career*
 10:15am - 11:15am: *Mike Doiron - Human Factors in Aviation-The #1 Pilot Killer*
 11:30am - 2pm: Amelia Earhart Luncheon
 2pm - 2:30pm: Amelia Earhart Reception
 2:30pm - 3:30pm: *Linda Dale & Victoria Dickenson - Working in the Sky: Canadian Women in Aviation*
 3:30pm - 4:30pm: *Jodie McCarrel - World Precision Flying Competition*
 2pm - 4pm: Fly Buy Market
 3pm - 6pm: Hospitality
 4:30pm - 5:30pm: International Committee
 4:30pm - 5:30pm: New Members Orientation
 4:30pm - 5:30pm: AWTAR Reunion

TOUR OPTIONS: 2pm - 4:30pm: *Historical Halifax Walking Tour*

FRIDAY, JULY 7: 6:30am - 8am: Continental Breakfast
 6am - 8am: Credentials
 7am - 3pm: Registration
 8am - 11am: Business Meeting
 1pm - 2pm: *Roberta Taylor - Sexual Harrassment of Canadian Women Pilots*
 2pm - 3pm: *Fly-In Vacations Nova Scotia - Where Light Planes Can Take You*
 3pm - 4pm: *Round Table - Internatinal Planning Committee Round Table*
 3pm - 5pm: Fly Buy Market
 3pm - 5pm: Hospitality
 4:30pm - 6pm: International Reception
 7pm: International Tattoo

TOUR OPTIONS: 7:30am - 4pm: *Nova Scotian Fishing & Nature Expedition*
(Guests Only)

SATURDAY, JULY 8: 6am - 8am: Credentials
 6:30am - 8am: Continental Breakfast
 7am - 12pm: Registration
 8am - 12pm: Business Meeting
 1pm - 5pm: Business Meeting (If Required)
 3pm - 6pm: Hospitality (if no Business Meeting)
 4pm - 5:30pm: Fly Buy Market
 6pm - 7pm: No Host Reception
 7pm - 10pm: Awards Banquet

TOUR OPTIONS: 8:30am - 1pm: *Gold Discovery Expedition*
(Guests Only) 8:30am-11:30pm: *Atlantic Aviation Museum*

SUNDAY, JULY 9: 7am - 10am: Weather Briefing
 8:30am - 12pm: Board of Directors Meeting
TOUR OPTIONS: 8:30am - 11:30pm: *Atlantic Aviation Museum*
 9am - 4pm: *South Shore Tour*
 9am - 4pm: *Evangeline Trail & Wine Tasting*
 11am - 3pm: *Peggy's Cove*

The Ninety-Nines, Inc.
1995 INTERNATIONAL CONVENTION

Plane Sailing to Halifax
Sheraton Halifax Hotel, Halifax, Nova Scotia
July 4th to 9th, 1995

REGISTRATION FORM

Complete and mail the top portion of this form to: Lewis Int'l Inc, Richmond Terminal Pier 9, 3295 Barrington St, Halifax, NS, B3K 5X8

NINETY-NINE INFORMATION: Please print clearly.

First Name or Nickname for Badge: _____ Section: _____ Chapter: _____

Full Name: _____

Address: _____

City: _____ State/Province: _____

Country: _____ Zip/Postal Code: _____

Phone: () _____ - _____

FAX: () _____ - _____

PERSONAL GUEST INFORMATION:

First Name or Nickname for Badge: _____

Guest's Full Name: _____

City: _____ State/Province: _____

Check all that apply:

- | | |
|---|--|
| <input type="checkbox"/> Charter Member | <input type="checkbox"/> AWTAR Alumni |
| <input type="checkbox"/> International Board | <input type="checkbox"/> AE Bd of Trustees |
| <input type="checkbox"/> Int'l Committee Chair | <input type="checkbox"/> Chapter Chairman |
| <input type="checkbox"/> Section Governor | <input type="checkbox"/> New Member |
| <input type="checkbox"/> Past International President | <input type="checkbox"/> Under 35 years old |
| <input type="checkbox"/> First Convention | <input type="checkbox"/> Current AE Scholarship Winner |
| <input type="checkbox"/> WASP | <input type="checkbox"/> Former AE Scholarship Winner |
| <input type="checkbox"/> Special Needs: _____ | |
| <input type="checkbox"/> I wish to Volunteer Please Contact Me | |

FLIGHT INFORMATION

By Commercial Airlines to Halifax International Airport:

Arrival Date/Time _____ Airline _____ Flight# _____

Departure Date/Time _____ Airline _____ Flight# _____

By Private Airplane to Halifax International Airport:

Type Aircraft _____ Registration # _____

Arrival Date _____ ETA _____

Departure Date _____ ETD _____

CONVENTION REGISTRATION INCLUDES: Please check events you plan to attend

- | | | |
|--|--|---|
| <input type="checkbox"/> A.E. Luncheon | <input type="checkbox"/> Registration Bags | <input type="checkbox"/> Registration & Other Printed Materials |
| <input type="checkbox"/> Awards Banquet | <input type="checkbox"/> International Tatoo | <input type="checkbox"/> Educational Seminars |
| <input type="checkbox"/> Continental Breakfast X 2 | <input type="checkbox"/> Lobster Dinner | <input type="checkbox"/> Souvenir Program |
| <input type="checkbox"/> Int'l Reception | <input type="checkbox"/> Welcome Breakfast | <input type="checkbox"/> Hospitality Suite |

CANCELLATION FEES

Up to June 15th, 1995 CAN\$35 US\$25

From June 15th to July 1st CAN\$70 US\$50

After July 1st No Refund

CUT =><MAIL FORM TO BELOW HOTEL=>.....<CUT
Hotel Reservation

Hotel Reservations: Make Checks Payable to **Sheraton, Halifax Hotel**, 1919 Upper Water Street, Halifax, Nova Scotia, B3J 3J5. Telephone: 902-421-1700 or FAX: (902)422-5805.

Convention Rates are applicable from July 2 through July 9, 1995. The Ninety-Nines room block will be released on June 2, 1995. After this date, reservations will be on a space available basis. All reservations must be guaranteed by 1st night deposit with check or credit card. Check-in time is 3:00 pm. Check-out time is 12:00 noon. All room rates are subject to applicable Federal and Provincial taxes presently 7% and 11% respectively. Parking is available at the rate of \$6 /day.

Accommodations	Rate
Single	\$115
Double	\$115
Additional Person per room	\$20

Arrival Date/Time: _____ Departure Date/Time: _____

PLEASE COMPLETE THE REVERSE SIDE OF THIS FORM =>

FLY BUY MARKET, Make Check Payable to Ninety-Nines, Inc.

To reserve a table for selling merchandise or fund-raising items, check the appropriate box below.

- ☐ Section or Chapter: 6-foot table / CAN\$25 US\$20 \$ _____
- ☐ Individual or Company: 6-foot table / CAN\$60 US\$50 \$ _____

REGISTRATION FEES, Register by June 1, 1995, Make Check Payable to Ninety Nines, Inc.

- Registration Post Marked by June 1, 1995 US\$275 / person CAN\$365 / person \$ _____
- Registration Post Marked after June 1, 1995 US\$315 / person CAN\$405 / person \$ _____
- Daily Rate US\$100 / person CAN\$135 / person \$ _____
- AE Luncheon (Guest) US\$55 / person CAN\$70 / person \$ _____
- Awards Banquet (Guest) US\$75 / person CAN\$100 / person \$ _____
- Ground Transportation to & from Airport US\$15/person CAN\$18/person (one way) \$ _____ (1) or (2)

CONVENTION OPTIONS: If you wish, please put 1st, 2nd & 3rd choices in box provided at left

- ☐ South Shore Tour - CAN\$75 US\$63 - July 4 9am - 4pm \$ _____
- ☐ South Shore Tour - CAN\$75 US\$63 - July 9 9am - 4pm \$ _____
- ☐ Historical Halifax Walking Tour - CAN\$13 US\$10 - July 6 2pm - 430pm \$ _____
- ☐ Halifax City Tour & Lunch - CAN\$43 US\$36 - July 5 11am - 3pm \$ _____
- ☐ Peggy's Cove - CAN\$46 US\$39 - July 5 11am - 3pm \$ _____
- ☐ Peggy's Cove - CAN\$46 US\$39 - July 9 11am - 3pm \$ _____
- ☐ Evangeline Trail & Wine Tasting - CAN\$65 US\$55 - July 5 9am-4pm \$ _____
- ☐ Evangeline Trail & Wine Tasting - CAN\$65 US\$55 - July 9 9am-4pm \$ _____
- ☐ Atlantic Aviation Museum - CAN\$26 US\$22 - July 8 830am-1130pm \$ _____
- ☐ Atlantic Aviation Museum - CAN\$26 - US\$22 - July 9 830am-1130pm \$ _____
- ☐ Shearwater Aviation Museum - CAN\$15 - US\$13 - July 5 130am-4pm \$ _____
- ☐ Gold Discovery Expedition - CAN\$43 US\$36 - July 5 830am-130pm \$ _____
- ☐ Gold Discovery Expedition - CAN\$43 US\$36 - July 8 830am-130pm \$ _____
- ☐ Survival Systems - Aircraft Ditching - CAN\$82 US\$69 - July 5 8am - 12pm \$ _____
- ☐ Cape Breton Tour - June 29, 30, & July 1
Twin CAN\$560, Triple CAN\$475, Quad CAN\$475, Single CAN\$710. \$ _____
Twin US\$467, Triple US\$395, Quad US\$395, Single US\$592. \$ _____
- ☐ Annapolis Valley - New Brunswick - Prince Edward Island- July 9, 10, 11, 12 & 13
Twin CAN\$755, Triple CAN\$735, Quad CAN\$705, Single CAN\$1070. \$ _____
Twin US\$630, Triple US\$613, Quad US\$590, Single US\$895. \$ _____
- ☐ Nova Scotian Fishing & Nature Expedition - CAN\$70 US\$60 - July 7 730am-4pm \$ _____
- TOTAL DUE PAYABLE** \$ _____

Payment Information: Type of Credit Card Used: ☐ VISA ☐ MASTERCARD ☐ CHECK ENCLOSED

Credit Card # _____ Exp Date _____

Name as it Appears on Card _____ Signature for Credit Card _____

CUT ⇒ CUT ⇐ CUT

Hotel Reservation**Please check type of accomodation required:**

- ☐ I need a Room Mate please assign one
- ☐ I am willing to share a room with anyone please assign one
- ☐ I wish to share a room with: _____

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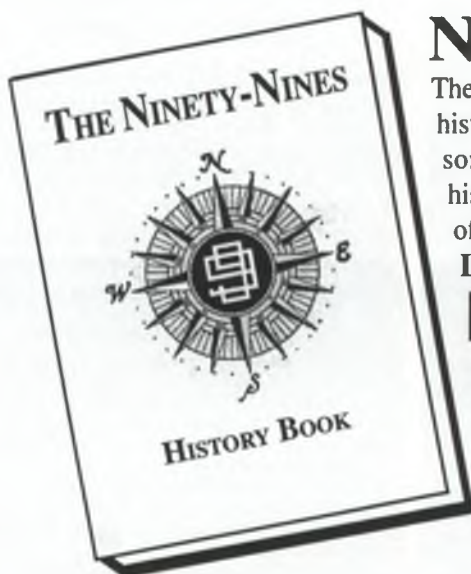
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All 33-35-36-55-58-95 **45.00**
Lower wing root seal (1 ea. a/c)
All 33-35-36-55-58-95 **38.00**
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All 33, 35C & up, all 36. **38.00**
All 55, 56, 58 (1 ea. a/c). **45.00**
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Stop leaks - specify Yr./Model/Cap Mfr.
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(2 pc. 1/8" orig. thickness*) L or R
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*also available in 1/4" thickness @ 230.00 L or R
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One-piece STC'd conversion (non-speedsloped)
Direct replacement for the original 2 pc. windshield
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(with 1 pc. windshield)
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55 (TC 955-1042) (TE1-451), 56 (TG2-83)
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(CD 1119 & up) (CE 180 & up), 35 (D-8599 & up)
55 (TC 1043 & up) (TE 452 & up),
56 (TG 84 & up), 58 (TH1 & up) (TK1 & up)
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ENGINE AREA

- **Standby Vacuum System** **\$379.00**
with Warning Lite. All 1968 & prior Bonanzas
- **Standby Pressure System** **1,650.00**
Clutch, Back-up Pump, Annunciator Lights, Rapco
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Keeps belly oil free - cuts oil consumption - STC'd
- **Aeroquip Quick Oil Drain Valve** **103.00**
For fast, clean oil changes. Fits IO-470/520
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For 35 thru G35 (D1-4865). **21.00**
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36 (E1 & up) **26.00**

ENGINE AREA CONT'D

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Stops door edge wear - Precut, tough, transparent
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Replace with SAME size ONLY, specify 1/16" or 1/8 thick
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Other call) Replace old unsafe cap & stick (7 stud cyl. conv. call) Use this new Continental nickel chrome dipstick (S.B. M89-22)
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Check yours - prevent bracket failure - pkg. of 4
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EXTERIOR

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Easy installation & dead bolt action, both doors included
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#4313 (14v) 26.00 #4596 (24v) 68.00
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Small wrap around style. List @ \$400.00 ea.
For '71-'73 33, '64-'73 35, '68-'73 36 ea. 119.00
- **Wing landing Light Lenses**
All 35 models ea. 77.00
All 55, 58 models ea. 62.00
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(Factory list \$214.00)
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- 4 new rubber Wellnuts and screws
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Mount on left & right wing tips - use existing holes
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- **Bonanza** 63.00
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EXTERIOR CONT'D

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All Bonanza/Baron ex 58P, TC
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Replace corroded cover with chrome original
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Long plastic "Beechcraft" nameplates
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Mounts on control arm base - holds NOS & Jepps
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Crafted Blue & White Logo on Brass

INTERIOR CONT'D

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Replace old cracked knobs with new Red-Gold-Blue
Vernier Control Knobs incl push buttons
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3 color coded center push buttons with new screws
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Replace your lost one with this original one
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For '47 thru '61N. Cream color, rectangular plastic handle
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For all Bonanzas & Barons (thru '83)
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Installs in minutes for permanent anti-theft protection, case hardened steel. STC & PMA

MISCELLANEOUS

- **Costum Mahogany Model** \$295.00
Your aircraft in museum quality detail. Specify colors and engraving.
- **Soapstone Steel Tactl** (2 oz.). 7.00
Hard to find - Beechcraft recommended
- **Ldg. Gear Transmission Lubricant** (8 oz.). 7.00
Mobil 636 - hard to find - replace Mobil GG
- **Bonanza/Baron Dual Yoke Sales/Rentals/Purchase** Call

Specify Aircraft Model/Serial Number On All Orders

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Creation of ATC, Inc.

Congressional hearings begin

BY LYNNE TRUPIN

TRANSPORTATION SECRETARY Federico Peña is launching an effort to streamline his department. He announced plans to chop its current 10 agencies down to three. The changes must be approved by Congress. Included in the reorganization is the previously announced proposal to remove the nation's air traffic control system from the department and set it up as a semi-independent corporation.

A new Aviation Administration would incorporate the duties of the current FAA, minus air traffic control. That section would also take over the duties of the current Office of Commercial Space Transportation and some aviation activities now handled by the Secretary's office.

The Aviation Administration would be responsible for aircraft and airline safety and certification, airports and civil aviation security. The Coast Guard would be a second component of

the new structure of the DOT. Its responsibilities include maritime law enforcement, maritime safety, marine environmental protection and some national security functions.

On the first day of the congressional hearing, Peña gave testimony explaining all the problems the FAA has which could be solved by the creation of this new corporation. Sen. James Oberstar (DMN), who is unenthusiastic about ATC, Inc., commented he viewed Hinson's administration as a failure.

Privatization of air traffic control is a top priority of the powerful new chairman of the House Budget Committee, Rep. John Kasich (ROH). His plan would completely eliminate the government's role in managing the ATC system by transferring it to a private, nonprofit corporation. Kasich's initial proposal would issue shares of stock at \$100 to various categories of ATC system users—with most shares going to the airlines. Who would buy shares for a nonprofit corporation unless they wanted control? The managing board would be made up largely of airline and union representatives, with a token number of seats available for general aviation.

AOPA is supporting an independent FAA and is opposed to separating air traffic control from the agency. ✱

SAFETY

Recurrent Training:

Making the *Best* of It? Making the *Most* of It?

BY MADELEINE MONACO

Chicago Area Chapter

THERE IS A DIFFERENCE in the two phrases. To most people, "making the best of it" implies a predisposed negativity. We don't much like what's happening but we have to get through it. On the other hand, when the same folks say they're "making the most of it" — they are projecting a positive attitude. They are suggesting that they will be taking an opportunity to squeeze all the good they can get out of the experience at hand.

Why don't we apply this little attitude adjustment when it comes to recurrent training in aviation? Let's review some of the opportunities we each have to become better and safer pilots. Let's also consider some alternative ways to stretch and grow as pilots. Let's each decide right now to "make the most of it." We all have legally mandated recurrency to accomplish—the BFR, for example, for all U.S. pilots. It must be done and it must be done well enough to satisfy the requirements for continued flight privileges. Even though many pilots simply take the familiar ground they have covered in the past, some brave souls

take an option for growth. They use it to its fullest advantage. You can call the same old (excuse the term - old) instructor to do the same old flight and ground review, or you can make the most of it.

How about choosing a brand new instructor—with a still wet CFI? (Maybe even a 99 - AE Scholarship CFI). Think of the fresh ideas, the new approach and the volumes of information she/he might have to offer you. How about using a different airport? A short trip to a nearby but different field to take your training flight could provide new or renewed knowledge for you. If you always fly at an uncontrolled field, why not make arrangements to take your required training from an instructor at an airport with a control tower? If you always fly from a paved runway, get yourself over to a grass strip. If you have always flown with the same instructor, in the same airplane, at the same airport, you are missing some marvelous learning experiences.

Those of us who rent airplanes have a built-in chance to make a learning experience out of the need to fly a different airplane. The checkout—required by most insurance companies—offers us the occasion to gain a lot of knowledge. Whenever we check out in a different plane, we find out things that we did not know before—about an airplane we haven't flown before—from an instructor whose methods and background are different from the instructors we have flown with before. We have added the information derived from

one more aircraft manual and one more flight instructor to our aviation repertoire. We have taken the opportunity to improve!

When I owned an airplane, I flew it exclusively and never really had any justification for flying any other airplane. Now that I don't have it anymore (sigh), I get to sample other makes and models. I have flown in various planes, with many different instructors and learned or relearned all kinds of valuable things. We should really face the facts here—we *do* forget things over time.

You may benefit from a close friendship with the instructor who taught you to fly, as I do. In my case, that instructor is still an excellent authority on the regulations, and I listen when she speaks. I also listen to the check pilot I flew with last month, and the fresh-out-of-college flight instructor who gave me a BFR while checking me out in a Piper Arrow, and the newest CFII at my airport, and my 99 friend who is also a designated examiner. The old and the new, the fresh and the familiar, all offer benefits and opportunities. All learning experiences—both comfortable and uncomfortable—can provide some growth and development. As pilots, we have requirements to fulfill for recurrency. Next time think about giving up the comfort of the familiar in order to stretch, grow and become more proficient. Why not try a new way—a new avenue—a new approach—and use the opportunities that come your way? Make the Most of It! ✱

Thrill of a lifetime: Blink and you'll miss it!

BY LU HOLLANDER

TELEVISION SPOILS US with its sometimes too close-and-personal view of the world. Until you witness the launch of a space shuttle at Cape Kennedy in real time, you don't realize just how much TV has magnified our image of how a launch should look.

There we were, special guests at the Banana Creek Reviewing Site, 3.2 miles from Launch Pad 39, closer than the media's vantage point by .3 of a mile! On that February 3, 1995, at 12:22 a.m., history was being made.

After a day's delay, the huge rocket engines fired and liftoff began. It seemed forever before the sound reached us, but you could "see" the roar coming. The surface of the water in Banana Creek, which separated us from the pad, began to quiver, then the roar drowned out the cheers from the crowd of viewers packed into a cluster of bleachers.

With real-time vision, we could only follow *Discovery* for about seven or eight minutes before it couldn't be distinguished from any other star in the clear night sky. No instant replays this night; no long-lens shots of rocket separations—so brilliant and up close on a TV screen.

And what was so history-making about this particular launch? On board was Lt. Col. Eileen Collins, a 99, the first U.S. woman to serve as pilot of a space shuttle! Cheering her on were Eileen's special guests: members of an elite, little-known group of women today dubbed "The Mercury 13."

No one cheered louder for this launch

than Myrtle "K" Cagle, B Steadman, Wally Funk, Gene Nora Jessen, Jerrie Cobb, Jerri Truhill and Sarah Ratley, all part of the 13 finalists who participated over 30 years ago in physiological testing to qualify as the first women astronauts. For reasons still being debated, the pioneering program was closed, and the women went on with their lives.

But at this launch they would receive recognition so long overdue. It began with a special tour of the huge Vehicle Assembly Building at the Kennedy Space Center, and a stop at Launch Pad 39 two days prior to launch for historic photographs to be made.

That Wednesday evening, after a Collins' family-hosted reception, the VIP Administrator's bus came back to the hotel in Cocoa Beach, Fla., and again drove the group to Kennedy Space Center for another special tour, this time of the Orbiter Processing Facility where returning shuttles are refurbished for the next trip to space.

To enter the building for a close look at *Endeavor*, all jewelry above the waist had to be removed or secured with tape, glasses had to be tethered and handbags left on the bus. With five levels of scaffolding wrapped around its exterior, *Endeavor* was about to be "buttoned up" for an early March launch. "It was a million dollar tour," said 99 Wally Funk.

Excitement began to build when the VIP bus arrived at 8:30 p.m. to drive Mercury 13 members and other 99s to the site of the final briefing and yes, to the launch! Bus hostess Rose Rayfield reminded us that in the '60s women were not welcome at NASA (we already knew that), including no restroom facilities at the launch



Some of the "13" and the entourage of 99s at the launch: Left to right, front: Wally Funk, Ruth Loomis, Jerrie Cobb, K Cagle, Lori Griffith. Back: Susie Sewell, Gene Nora Jessen, Alexis Koehler, Lou Anne Gibson, Carol Rayburn, Jerri Truhill, Sarah Ratley, Jody McCarrell, Joyce Hilchie, B Steadman and Jerrie Ann Jurenka.

Photo courtesy of Wally Funk

pad. Today, there are over 400 women engineers, several senior executives and one of the "crawler" operators is also a woman. Progress being made!

During the hour-plus briefing, The Mercury 13 were recognized by name and asked to stand—a proud moment for those of us tagging

along on the edge of the limelight! Astronaut Andy

Allen, commander of upcoming STS-75, spoke about his previous missions, explaining training for a mission requires about one year. In astronaut parlance, the title, "Commander" translates to pilot in command and "Pilot," Eileen's history-making title, translates to the role of first officer. Of Eileen's selection as the first woman pilot, Allen said, "We could never have picked a finer person to sit in the pilot's seat..."

Back on the busses, a police escort headed for Banana Creek Reviewing Site. Comments heard aboard the bus: Wally Funk: "Jerrie, we'd have to have an awful lot of knowledge plugged into our brains today." Jerrie Cobb: "We could do it!"

Now, it's over. Just a few minutes ago, STS-63 left its pad in a blaze of glory. Back on the bus, Rose said, "My bus sings *God Bless America*, and we did." Said Jody McCarrell: "It was like watching one of your own kids going up." And Jerrie Cobb replied, "I think they ought to take a senior citizen up."

Now, it's over. Just a few minutes ago, STS-63 left its pad in a blaze of glory. Back on the bus, Rose said, "My bus sings *God Bless America*, and we did." Said Jody McCarrell: "It was like watching one of your own kids going up." And Jerrie Cobb replied, "I think they ought to take a senior citizen up."

Lu Hollander, immediate past international president of the 99s, was one of a privileged handful of 99s who was invited by NASA to accompany members of The Mercury 13 group to watch the launch.



Group tour of Kennedy Space Center's launch control facility.

Photo courtesy of Wally Funk

Simulators: Help or Hindrance

BY KAREN KAHN

AS YOU THUMB THROUGH FLYING MAGAZINES, you've no doubt seen ads for flight training that describe the glories of simulation on one page, while on the next, another operator cries "No simulators, fly the real thing!" So what's best for you?

In our counseling business, we work hard to provide pilots with a realistic view of the training they're about to undertake. The question of simulators depends on your use of them for your goals. On the one hand, they can be of great assistance, particularly in instrument flying, while the flip side says that they're no substitute for flying the real thing. Let's take a look at what they can and can't do for you.

If you're just starting your training—be it VFR or IFR—simulated flight time can certainly help to familiarize you with the instrument panel and layout of various controls. You'll benefit from the time you spend learning its ins and outs and do some experimenting as well. Learning what each control does and how it interacts with the others can certainly be beneficial.

Unfortunately, since most desktop sims don't move, you need to understand there is a lot more to flying than just being able to manipulate an electronic box. You're experiencing only one dimension of learning to fly. The familiarity you'll gain is an added bonus and can certainly keep up your proficiency and interest when live flight training isn't available or affordable.

Sim time you accumulate without the aid of an instructor isn't loggable, nor are many of the devices available on the market legal substitutes under FAA definition of a legitimate simulator or ground training device. So, if it's not loggable, is there any value to it?

Definitely! And I'd encourage anyone who has an opportunity to fly a sim—be it your desktop PC, a ground trainer or a full-blown motion sim—to get as much time as you can. It's a wonderful training environment and can save you a great deal of time and money later on.

I've recently purchased a flight sim for my computer (see the ad in the 99 News) and find it a great aid to staying current on instruments—even though I can't log the time. It's a fun and easy way to practice various kinds of approaches, particularly

ones that you may rarely encounter. When is the last time you flew an NDB approach to minimums with a strong crosswind? If you are like me, it's been many moons and my skills have waned since then.

Although a desktop PC-based sim program may set you back some major dollars (\$600-\$800), you may find it paying for itself after you ace your next IFR competency check (which can substitute at any time for the six hourS and six approaches required to stay current on instruments).



**Get as much
time as you
can in a sim.**

Because you've kept up your scan and knowledge of procedures by flying all the local approaches, your next competency check should be relatively easy—perhaps just an hour or so of prep to get used to flying a real airplane again.

Very likely, you have eliminated the six hours of flight time you'd normally need to stay current. After your first six months, you've paid for the sim by fewer actual hours needed in an aircraft to meet the currency requirements, and can now continue to stay sharp on your IFR flying at little expense to you.

No one says this is a substitute for the real thing, only that you'll find your skills stay sharp longer and you'll need less practice aloft if you've been flying your desktop. You might want to share the expense with some other 99s and make a sim club out of it. I've found it a great tool in teaching IFR flying as

the freeze frame features and ability to switch quickly from the instrument panel to the map display make explanations and "here's where we are on the chart and what it looks like on the panel" a breeze.

I use the mouse cursor to draw the student's attention to the proper instrument or area and can teach them more in an hour since I don't have to resort to "hand draws" anymore, but can refer to real, live instrument presentations with adjustable settings.

You can tell by now that I'm a true believer when it comes to simulators. They definitely have a place in any training syllabus. How much depends on your particular situation.

For those of you considering a career as a professional pilot, you'll find good simulator skills to be as important as the maintenance of your first class medical certificate.

All of us can benefit from regular use of a simulator of any variety, by building our confidence and helping to maintain our flying skills, both VFR and IFR. ✨

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



TIME. It can really get away from you. Today, ask yourself these questions: How current am I? When was the last time I flew? When was my last check ride? How long has it been since I improved my flight skills? Maybe I should go for that next rating to further expand my aviation knowledge and pleasure? Perhaps I should call my favorite flight instructor and practice some old skills, learn some new ones. And when was the last time I checked the expiration date on my medical certificate?

More on Air Marking

A brief history about the 99s' Air Marking work was carried in the Jan./Feb. issue. Here are a few more photos of the 99s' contributions to general aviation.



Compass Rose painting by Greater Pittsburgh Chapter members in 1992.



Runway numbers and aiming points were painted at the new 7,000 foot runway at Westcliffe, Colo. Joanne Wormsbacher, Penny Stevens and I laid out the devices, then Barbara Bates, along with members of the Custer County Airport Authority and some community volunteers, helped paint it. —Linda S. "Clancey" Maloney



Hayden Field, Jackpot, Nevada, close-up of "striped" lettering.



Hayden Field, from the air.

Two unique air markings

Jackpot, Nev., is a little gambling town on the Idaho border. The airport was renamed from Jackpot Municipal to Hayden Field in honor of Carl Hayden, longtime promoter and reporter in Jackpot, now deceased. We painted his name and the field elevation in 40 foot bright yellow letters on the mile long-plus strip of the runway.

This was a unique air marking because it had to be "striped." This field is 5,217 ft. elevation and subject to frost heaves. If these 40 foot letters were painted solid, the paint would split apart. By alternating paint with bare asphalt, the same temperature can be maintained and avoid the heaving. The letters look solid from the air.

Every stripe was engineered and laid out to exact specifications by Bev LaBrie (who also engineered the compass rose which we did at the Sun Valley airport).

Smith's Prairie, Idaho, is an unpaved mountain strip that the

Idaho Chapter has adopted. Since it is unpaved, painted white boulders are used to mark the ends of the runway and mark the 500 and 1,000 foot increments along the runway. Members of the Chapter periodically fill in gopher holes and mend the fences broken by wildlife—mainly deer and elk.

—Anita Lewis, Idaho Chapter



This airstrip in Smith Prairie, Idaho, is marked with white boulders.

GRASS ROOTS



99s Canadian Award in Aviation

The National Aviation Museum was recently honored with the annual 99s Canadian Award in Aviation for its upcoming exhibit *Women in Aviation*. Isabel Pepler, a member of the Board of Trustees of the Award, presented the award to Victoria Dickenson, Director of Public Programs, in a ceremony at the museum in October. The award, including a check for \$2,600, was given to acknowledge and assist the museum's efforts to create an exhibition that recognizes women who have contributed to the advancement of aviation in Canada.

The 99s Canadian Award in Aviation was created in 1974 and has come to represent a special and prestigious element of the Canadian aviation community. Previous winners have included most of Canada's aviation museums and a number of aviation historians.

The *Women in Aviation* exhibition is scheduled to open in the fall of this year. With the use of photographs, recorded and videotaped interviews, artifacts, archi-

val records and memorabilia and interactive displays, the exhibit will focus on the personal stories of specific Canadian women, many of whom are still living.

Visitors to the museum will discover that women were involved in early aviation history and that the space they made for themselves was important not only in the history of flight, but also in the way in which society saw and appraised women.

Intermountain Chapter

Dorothy Fowler and I are studying maps, communication and GPS skills as well as the Spanish language in preparation for a three-week trip through Mexico. Our destination is Panama in time for their Easter celebration. Our 49 1/2 husbands, Paul and Jack, will accompany us on this adventure in Jack and Dorothy's Cessna 182. I have written the 99s in Mexico City and we hope to meet with women pilots in the area.

—Gloria Sands

Reno Area Chapter

A joint Christmas party with the Lake Tahoe and Nevada High Sierra Chapters was held at Rancho San Rafael in Reno. The joint party was promoted as a means of better acquainting members of our three chapters before we begin working on the Air Race Classic Start together. Sixty members and guests attended the potluck dinner and gift exchange. We hope to meet many other 99s in Reno during the exciting pre-race days, June 18 to 22.

—Kathy McPherson

Connecticut Chapter

Plans are in the works for a Poker Run in May as a Sectional Fun(d) raiser since our last one was such a rousing success. We have quite a few new members this year. It's wonderful to have so many young women!

—Marti Wiersma

Purple Sage Chapter

Our Chapter held its 3rd Annual Hangar Party at Midland College Aviation Tech Hangar at Midland International Airport to raise funds for the Chapter and to give area pilots a chance to hear about interesting aviation related subjects.

Our speaker was Marcus Bates, the 49 1/2 of member JoAnn, who has flown many years and many types of aircraft. One of the planes he talked about was a Chinese built Yak. He asked members of the audience to share their most memorable flight. Memories ranged from a new student who had just completed three landings

without her instructor's aid to a father's feelings about taking his young children for their first flight to a non pilot's flight with her pilot husband when they experienced mechanical difficulties. About 60 people attended and enjoyed the barbecue dinner cooked by PS members.

Our Chapter celebrated its 10th anniversary on Nov. 14 with a party complete with birthday cake and a lot of "remember-when" talk about how the Chapter has developed.

—Betty Jones

Dallas Redbird Chapter.

Four 99s and their 49 1/2s sold and collected tickets from over 35,000 people at a two-day air show at the Frontiers of Flight Museum, Dallas Love Field. They also sold gift shop items, answered phones, acted as gatekeepers and I.D. dispensers and exhibited an L-19 belonging to Fran and Fred Shelton.—Mike Conlin

Dallas Chapter

Gary Heartsill, an instructor at SimuFlite International at D/FW International Airport and FAA Designated Pilot Examiner, spoke at a Chapter meeting about simulator training and preparing for checkrides. SimuFlite donated two simulator sessions which were raffled off at the end of the program. The lucky winners were 66 Bobbie Trimbo and new member Beverly Ivy. SimuFlite presented both Bobbie and Beverly with Honorary Learjet Type Ratings.

At another meeting, the Chapter was honored to have Captain Rod Lewin, Atlantic Southeast



Isabel Pepler (left) Eastern Ontario Chapter, presents 99s Canadian Award in Aviation to Victoria Dickenson, Director of Public Programs at the National Aviation Museum in Ottawa, Ontario, Canada.



Sue Burdekin, Australian Section, low flying in a British Britannia during a visit to the U.K.—Carol Kitching, Australian Section



Left to right; Gary Heartsill, SimuFlite instructor and FAA Designated Pilot Examiner, Right seat: Bobbie Trimbo, 66. Left seat: Chris Hettenbach, Dallas Chapter Chairman and Bobbie's instructor.

Airlines, and author of *Steel Spine, Iron Will* show his slide presentation and tell his incredible story. As far as is known, he is the only recovered paraplegic airline captain in the world. Chapters who would like to hear Rod speak should contact the Dallas Chapter. See classified ad on page 24 to contact Rod personally.

—Melody Dougherty

Oklahoma Chapter

Ten presenters and several other 99s participated in an all day Flying Companion Seminar held at Metro Tech Aviation Center in Oklahoma City. Ten non-pilots attended this simplified course which covered aerodynamics, weather, communications, how to

read a chart, basic instruments and preflight.

Many of our members assisted with transportation for the SCS Mid-Winter meeting held in Oklahoma City on Feb. 4 at the Radisson Inn.

Women With Wings Chapter

Our chapter continues to grow at the rate of one member a month. From our original 15 in July 1994, we now have 22 members.

In order to recognize a Women With Wings member who has distinguished herself by performing a task out of the ordinary, an "Atta-Girl" bracelet award has been introduced.

The first recipient was Barbara McIntosh who saw a midair about

to happen and warned two sister 99s. They took evasive action and avoided the other aircraft.

The second recipient is Pam Morrison, a newly licensed pilot. Pam noticed that her husband, Ed, was suffering from hypoxia. She remained cool, contacted Center, explained the problem, requested a descent and landed safely at their destination. Both women kept a cool head and averted a possible accident. ATTA-GIRL!

—Jeanne Wolcott

Austin Chapter

Monthly meetings have had some very special topics presented by knowledgeable and qualified individuals. We were introduced to a representative of the International Aerobatic Club who spoke to us about the requirements of sport aerobatic flying. Areas of discussion included competition categories/sequences, judging and qualifications for achievement awards.

We had a quick lesson on "The Mechanics of Your Airplane" presented by an A&P mechanic who is also a CFI and "one of us girls." We received instruction using a disassembled Cherokee 140 in the process of an annual which was very informative.

Our Chapter teamed up with Austin Aircraft Sales to present an evening seminar called "How to Buy an Airplane." It was open

to the public and covered discussion of the aircraft market and trends, pre-buy, ADs and aircraft financing.

In December, we took our traditional Christmas cookies to the "tower people" —all those wonderful voices we know and love.

Our first Poker Run Around Austin was a grand success with about 16 planes participating—a Luscombe, Mooneys, assorted single engine Cessnas, a Bonanza, a Yak and various homebuilts—RV, EZ and Skybolt. We sold 62 hands! The playing began at Lakeway, then on to Georgetown, Smithville and ended with lunch at New Braunfels where the winning hand was revealed.

—Tracie Wilson

NOTAMS

800 Number

Ninety-Nines Headquarters has an 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.**

Trademarks

Both the Compass Rose and the name "The Ninety-Nines, Inc." and its derivatives are registered trademarks. Before either can be used in a commercial venture, written approval must be obtained from the International Board of Directors.



Colorado Chapter held a Flight Without Fear Reunion in November at Denver International Airport. It provided the large number of attendees from classes over the last 14 years an opportunity to familiarize themselves with the new airport and alleviate some anxiety before it opens. This photo of Flight Without Fear graduates was taken in front of the Jeppesen statue at DIA.



Some of the Colorado Chapter members who volunteered at the Rocky Mountain Air Fair held at the Currigan Exhibition Hall (left to right) Jessica McMillan, Linda Horn, Gail Stegermock, Cecilia Widner-White and Bonita Ades.



North Georgia Chapter President Barbara Young with AOPA President Phil Boyer at Town Hall meeting.

North Georgia

Members of our Chapter toured Atlanta's Air Route Traffic Control Center (the third busiest in the nation); visited with AOPA President Phil Boyer at an AOPA Town Hall meeting; and viewed the C-130 and P-30 production line at a tour of the Lockheed Aeronautical Systems Co.

—Carol Brown

Long Beach Chapter

All members of the Long Beach Chapter and some friends were invited to attend tapings of the "Susan Powter Show" at Studio West TV productions in Santa Monica.

In December, 14 of us entered into the world of show business, not only for the financial contribution the chapter would receive for our scholarship program, but also it was an opportunity to promote some "Public Relations" for the 99s.

Obviously, still little is known about The Ninety-Nines by the general public because we were

introduced several times by the emcee as the "Ninety-ninth division of women pilots."

We were asked by people in the audience about women and flying and the purpose of the 99s. Well, we clarified it all on public TV.—Sigrid Ramelli

North Jersey

Chapter members enjoyed an excellent slide presentation and talk by Henry Holden, author of articles and books on women in aviation.—Aileen Trotter



Sacramento Valley Safety Seminar. Left to right: Jack Titus, FAA Examiner; Barbara Clark, Chapter Chairman; Dan Abdon, FSDO; Phyllis Berry, seminar coordinator; and Marty Keane, FAA Examiner.

Sacramento Valley Chapter

The Chapter is sponsoring a series of Safety Seminars as a way to promote air safety, meet new pilots and get the 99s name in the spotlight.

The first seminar, "Ask the Examiner," took place on Jan. 28 at Sacramento Executive Airport. FAA examiners Jack Titus and Marty Keane spoke about preparing for a checkride, what examiners look for during a checkride and what to do if you get nervous or fail.

Dan Abdon from the local

FSDO was also on hand to assist with the seminar and talk about the Wings Program. There were many questions and a lively discussion among the 40 pilots in attendance.

Our February seminar is entitled "Avoiding Midair Collisions" and we are scheduling future seminars every other month alternating between Sacramento Executive and other local airports. Topics to be covered are "Airplane Maintenance Anyone Can Understand" and "IFR with Confidence."—Pamela O'Brien

RACES AND RALLIES

Illini-Nines Air Derby

The Air Derby opened for entries Feb. 1. It will be at Aurora and first prize is \$500! Limited to 60 planes. Two categories: Speed and Proficiency. Handicaps based on your estimate of fuel and speed. Maximum 225 nm. Deadline: May 12, 1995. For race kits, send

\$5 to Mary Panczynszyn, 1505 Sequoia Trail; Glenview, IL 60025. For more information, call 708-729-1309.

Mile High Air Derby

Plans are being made for another race in September. Contact Carol Leyner 303-442-5002.

WPFC Update

Thanks to Mr. Ricky Baker of Big Tex Trailers of Mt. Pleasant, Texas, the 99s will have ten 20-foot utility trailers for the WPFC parade on Sept. 28, 1996. Mr. Baker is president/CEO of the largest trailer manufacturing company in Texas.

A picture will be sent out to all governors so the parade committee can have a look at them. They

will have side rails for safety and, also, we can hang banners on them.

I have met with the FAA of the Southwest Region and they know we are coming. They are looking forward to the event and will work with us in every way.

See ya in Halifax!

Jody McCarrell
WPFC Director

NOTAMS

Casino at Convention

Gambling is now legal in Nova Scotia. The Convention Hotel will have a casino on site by convention time.

Convention Giveaway

To help promote attendance at the International Convention in Halifax in July, the Las Vegas Chapter is sponsoring a drawing for free registration and room. Tickets have been mailed to your Chapter Chairman. More tickets (six for \$5) may be obtained from Sherlyn Halloran, 417 Shamrock Drive, Henderson, NV 89015. Tel. 702-564-9469. Money and stubs must be received by May 10 to be included in the drawing.



Lake Michigan Chapter

Valerie Westedt, Lake Michigan Chapter, is a high school teacher, pilot and ground school instructor who has found a sure-fire way to turn kids on to math and science. "Aviation," she said. "Students love it and there's a ton of math and science in it."

Valerie won a major grant of \$23,000 from the Eisenhower Foundation, a federal program established to encourage unique approaches to the teaching of math and science. "I was thrilled," she said. "I hope that eventually we can offer it as a one semester course, but this is a great beginning just the same."

The program is open to all Muskegon High students in the 10th, 11th and 12th grades who are at least 15 years old. Female and minority students, considered at risk for science and math studies, are especially encouraged to apply.

During the nine-week program, students will tour the Muskegon County Airport, the U.S. Weather Bureau and an FAA radar and traffic control station. The high point of the program, two flying lessons, is available to each student.

There are 16 students in her first group. "The kids are working far beyond what was expected of them. I wish I could see the same enthusiasm and results in my regular math classes. My district is planning to include this aviation

class in the regular class offerings for next year as a one semester elective and I'm really looking forward to teaching it," she said.

Valerie has not been in aviation very long. Her husband, Craig, an aviation enthusiast, wanted to get his license and buy an airplane. "He knew he had to get me interested if it were going to happen," she said. "What he wanted was an interested right seater—and what he got was an airplane nut."



Valerie Westedt

They earned their private pilot licenses in 1991, one hour apart. They bought their 1974 Cherokee 140 the same year. Since then, Valerie has earned her instrument rating and also become an advanced ground school instructor which enables her to sign off her high school students who want to take the FAA private pilot exam.

Valerie has high hopes for the future. "I am planning on getting my commercial and CFI rating as soon as I can get the time and money together," she said.

—Betty Bytwerk

Oklahoma Chapter

Several Oklahoma Chapter members participated in the 3rd Annual Exploration Celebration at Oklahoma Air and Space Museum on Nov. 14. The Exploration Celebration consisted of tough competition in areas such as academic bowls, speeches, exhibits, model building, essays, contests and

poster art. The imaginations of hundreds of students were sparked and inspired to cultivate their curiosity about discovery.

El Paso Chapter

Following an Airshow at West Texas Airport, we had a small but enthusiastic turnout of local Boy Scouts, all of whom earned the Merit Badge over the course of the weekend. The morning of the first full day was spent at West Texas Airport where Heidi Don and I held a "mini ground school."

Scouts learned safety around airplanes and airports, basic flight maneuvers and use of flight controls, forces acting on an airplane in flight, basic operating principles of aircraft engines and the operating principles and use of various flight instruments.

We then went to El Paso International where the Scouts got a close look at an aircraft maintenance facility, an FBO, the airline and cargo gate areas from the "working" side of the facility, and got the opportunity to conduct a preflight inspection of an airplane and to visit the national Weather Service facility. They watched a radiosonde balloon launch and learned how weather information is gathered and disseminated.

We returned to West Texas where we had a discussion on aircraft types and uses, how aviation has affected our world, aviation careers and the Scouts learned how to read aeronautical charts.

This was a great opportunity for Heidi as a CFI and me as a prospective CFI because it gave us an opportunity to practice our skills.

On the final day of the Merit Badge, these boys were asking who to contact about learning to fly. They were also given a final "oral" in which they demonstrated that they really learned a great deal about aviation in the space of one weekend.

Quick, without looking in your old aviation texts, what is the axis called that runs up and down through an airplane? What forces act parallel to this axis? What is movement around this axis called? If you don't know, these 11 to 14-year-old boys can put you to shame. In a day when aviation is still dominated by men (no offense intended to our aviation brothers who might be reading this), it's wonderful that young men can learn and take inspiration from women in the field! And we got very positive feedback from the Scout leaders who were present.

—Sue Critz

Florida Firstcoast Chapter

Last November four members spoke to 30 girls from Practical And Cultural Education (PACE) in Jacksonville, Fla. PACE is a school where troubled adolescent girls can receive individual attention and positive motivation.

The focus of our panel discussion was to demonstrate to these girls that any goal is attainable (even flying) through hard work and dedication. The panel—consisting of a flying grandmother, a world record balloonist, a naval aviator and a flight instructor—answered questions and spoke of their own goals and motivations.

—Kelly Poetzman

Wings Around the World

The Wings Around the World Foundation has just finished the development of a computer-based interactive multimedia educational program for children which uses Amelia Earhart as a discovery metaphor to motivate students to learn history, geography and science through a fantasy adventure.

Called "Flights of Imagination," this program combines actual video clips and photographs of Amelia Earhart, the charter 99s, and other women pilots with music and narration in a color software program called HyperStudio.

By motivating students to learn through the use of this type of modern technology, they can better understand who Amelia Earhart was, get a feel for the historical pe-

riod in which she lived and find out how and why she became famous. The students will also discover that many other skilled and brave women aviators contributed to early aviation history but did not become as well known as Amelia.

When interacting with Flights of Imagination, users are immediately challenged to either select the "multimedia scrapbook" or the "interactive kneeboard" from the menu of the computer. In the multimedia scrapbook, students are acquainted with the influence that both The Great Depression and Hollywood had on early aviation history. And a look into the lives of other famous women aviators such as Bessie Coleman and Harriet Quimby is provided.

When students choose the kneeboard, they are challenged to answer questions, take notes

and review scenes from the scrapbook.

Research has shown that despite educational reforms in the U.S., gender equality is still far from being reached, especially in the areas of computer and science education. There are significant differences between boys and girls in their access to and their attitudes toward the use of computers, especially at the middle school level. One reason cited for a lack of interest by girls in computers is the scarcity of appealing software.

Flights of Imagination fills this void by providing girls with appealing software themes, open ended stories and fantasy based adventures.

For more information call 619-295-4045.

—Amy Fraher, Southwest Section



Rosella Bjornson, left, Capt. Canadian Airlines, presenting Manitoba Chapter Scholarship to the 1994 winner, Maureen Dennie, a student at Confederation College, Thunder Bay, Ontario.

Manitoba Chapter

Manitoba Chapter has been awarding a flying scholarship to women pilots in the Chapter's area since 1980. This year, the Chapter chose to honor its founding chairperson, Rosella Bjornson, by naming the scholarship after her.

Rosella was invited to Winnipeg to award the scholarship to the 1994 winner, Maureen Dennie, a student working on her commercial license at Confederation College in Thunder Bay, Ontario. Rosella makes her home in Edmonton, Alberta, where she is based as a captain on Boeing 737s for Canadian Airlines.

Both Maureen and Rosella attended the awards banquet and ceremony held at the Winnipeg Flying Club in the Western Canada Aviation Museum on Dec. 3. Along with a scholarship check, Maureen will be given a one year membership to the International 99s as part of the award.

—Lou Milhausen

Chicago Chapter

Shellie Russell, winner of our first Kristin Glick-Nuckolls Memorial Scholarship, is a junior at Lewis University in Romeoville, Ill.—Marlene Winters, Chicago Chapter

Florida Firstcoast Chapter

Florida Firstcoast's 1994 Griner Scholarship was awarded to Chapter member Kelly

Poetzman who will use the proceeds to pursue her ATP Certificate. She is a CFII, MEI, who instructs at the Jax Navy Flying Club. Additionally, Kelly is in the process of taking the written exams for Flight Engineer.

Lake Tahoe Chapter

The Lake Tahoe Chapter announced its twelfth annual female aviation scholarships in the combined amount of \$2,000 at the Chapter's 19th birthday celebration held Oct. 28 at Jake's on the Lake restaurant in Tahoe City.

Sonya Dugan of Fallon, Nev., won a \$1,000 scholarship to be used to complete her private pilot license and Sally Holt Evarts of Reno, Nev., will use her \$1,000 scholarship to pursue advanced mountain flying training in McCall, Idaho.

SimuFlite 1995 scholarships

SimuFlite Training International announces plans to award training scholarships valued at more than \$60,000 in 1995. Six SimuFlite Scholarships will be awarded to students graduating in the 1994/95 school year from fully-accredited two and four-year universities with airway sciences programs. Two students each will be selected by Embry-Riddle Aeronautical University, Daytona Beach, Fla.; The University of North Dakota, Center for Aerospace Sciences, Grand Forks,

We welcome these 105 pilots who joined The 99s in Jan./Feb.

Jerre Lee Akers	Linda Leigh
Alice J. Allen	Laura Grossman Lofton
Linda Margaret Barklage	Alice Lee Lund
Chris M. Barnes	Bonnie Ann Martin
Laura M. Benson	Elaine J. Martin
Lara Gail Blair	Linda Ann Merchant
Julie Kristen Boatman	Teresa Mertz
Suzan Lynn Bosnake	Margo Leslie Miller
Pamela J. Bouvier	Jennifer Lee Moore
Diane Brady	Peggy Anne Moore
Elizabeth K. Bresett	Peggy Anne Morgan
Joan Frances Carroll	Janet Z. Morison
Amy Marie Clark	Carol Anne Murry
Suzanne McRae Clay	Rena L. Myers
Ruth McKinney Clayton	Lynn P. Noonan
Winoma Alice Clements	Juliana (Julie) Novak
Elizabeth Joanne Cole	Susan Lynn Oakley
Linda G. Copenhauer	Genevieve Krimm Orange
Cathy Ellen Courtney	Irene Papadatou
Kathleen Mary Craver	Flo M. Pappas
Kari L. Daniels	Deborah R. Peel
Janice S. Davis	Linda J. Pentz
Pamela C.H. de Castro	Charleen Sullivan Ponton
Kristin J. DeCamp	Lori Jaye Pulaski
Carla C. Deder	Andrea Beatrice Read
Genevieve Theresa DeLapi	Sharon Elaine Redd
Jana Sharp Drane	Deborah J. Reeder
Jan D. Duker	Carolyn Boatwright Remol
Margaret Cecile Elligott	Julie Robertson
Jennifer D. Endicott	Diane F. Rose
Marty L. Enniss	Melinda Ann Sanderson
Janis Lea Fannon	Dawn Patterson Sautter
Lori A. Ferguson	Kimberley Lynne Schmidt
Jenifer Lee Gersbach	Linda Peckham Scroggs
Rhonda L. Goodwin	Fabienne Seydoux
Kristen McLeod Gowdy	Hailey Ann Shawver
Carol Ann Hall	Barbara Jeanne Sheedy
Jane Elizabeth Heffner	Maria Theresa Siadie-Haddad
Diane Westen Hill	Allison Marie Sirard
Katherine Louise Hilst	Virginia Mary Smith
Sethany Ann Houseknecht	Janet R. Sorrell
Maura Mary Houston	Halli Sparks
Sherri Anne Hubbard	Thathle (Mary) Spriggs
Sharon E. Huntwork	Deborah Lynne Stevenson
Tasha M. Kalhorn	Thyra Kay Stevenson
Ronnie Diann Kamps	Myra Gean Thiesen
Maryann Nancy Karas	Necia R. Thompson
Mila Maarit Kempas	Deirdre Mary Toolan
Brenda J. Paula Kenyon	Jacqueline A. Van Valkenburg
Katya Molochko Kincel	Onita L. Winfrey
Robin Taylor Kirk	Susan Rothrock Wright
Bobbi Kay Kiser	Juli Ilona Zabos

N.D.; and the University Aviation Association, Auburn, Ala.

The six scholarship recipients will receive Citation II type-ratings after successful completion of SimuFlite's 18-day initial training program in Dallas.

This will be the ninth consecu-

tive year that SimuFlite has awarded scholarships to aviation students for a total to date of \$350,000 in scholarship training. Interested student applicants should contact their aviation department administrators for more info.

The 99s extend their prayers and thoughts to the families of the following 99s and 49 1/2s.



BRONETA DAVIS EVANS, International President 1957-59, died Dec. 31 in Oklahoma City after a lengthy illness. Broneta soloed an OX-5 Eagle Rock in 1928 and earned her commercial license in 1942. During the war she was one of the three Oklahoma women commissioned by the U.S. Army to fly Civil Air Patrol planes.

Broneta was the only woman among the 38 charter members of the Flying Farmers which organized in Stillwater, Okla., in 1944. She was elected the first secretary of that organization and authored a history, *Flying Farmer Organization: First in Oklahoma*. In 1983, she was selected the International Flying Farmers "Woman of the Year" and was inducted into the Oklahoma Aviation Hall of Fame.

Broneta joined The Ninety-Nines in 1945 and held most offices in the Oklahoma Chapter, South Central Section and International. She served as a Trustee for the Amelia Earhart Memorial Scholarship Fund for several years.

In her 53 years of flying, Broneta acknowledged that flying took her places and brought her friends she would have never encountered otherwise all over the U.S., Canada and around the world. She was an energetic role model to all who knew her and was happiest when in the company of her flying friends. Her presence and influence in our lives will be sorely missed.

Memorial contributions for a special Broneta Davis Evans Scholarship may be made to the 99s AEMSF at Ninety-Nines Headquarters in Oklahoma City. The Oklahoma Chapter is setting up a memorial fund to purchase a

cabinet to be located at 99s Headquarters. This cabinet will contain memorabilia honoring all past presidents. —*Mary Kelly, Susie Sewell and Phyllis Miller, Oklahoma Chapter, contributed information for this obituary.*

JUANITA PRUCHA, active member of the Kansas 99s since 1968, died from complications of an infection on Dec. 12. Juanita was a person with a great amount of energy who was always ready to volunteer for any 99 activity. She headed the registration/hospitality committee for the International 99s Convention held in Wichita, Kans., in 1971. Juanita really loved life, her family, the 99s and flying her V-Tail Bonanza. She also flew gliders and one year flew with her 99s daughter-in-law, Debbie Hattan, in the Sunflower Rally.

—*Karen Tucker, Kansas Chapter*

A. VAUGHAN MOON-NELSON, aka Audera Vaughan Wright, Greater Seattle Chapter, died on Nov. 10 from terminal effects of pancreatic cancer. Audera had a sea rating, and had started training for a glider rating. She continued instrument flight training until Oct. 15 when pain management required narcotics and she grounded herself.

—*Bud D. Nelson, executor*

Malcolm Stratford, 49 1/2 of Ceci Stratford, died on Dec. 5 in Burbank, Calif., after a long bout with Alzheimer's disease. He was an active supporter of the 99s and encouraged Ceci in all her flying achievements. He won the San Fernando Valley 99s 49 1/2 of the Year award in 1985. A memorial has been established with the Southern California Wing, Confederate Air Force, P.O. Box 2871, Camarillo, CA 93011. —*Amy Conner, San Fernando Valley Chapter*

Michael Clifford Sifton, husband of Heather Ann Sifton, passed away Jan. 23 at the age of 64 after a courageous battle with cancer. Michael was a great champion of general aviation and his airport at Buttonville was always available for the 99s to use when they needed it. He was a dedicated and sincere 99s supporter. —*Shirley Allen, First Canadian Chapter*

RATINGS

Peg Figley	All-Ohio	Multi Engine Instructor
Maria J. C. Faber	Columbia Cascade	ASES private ?
Bev Greenhill	Chicago	Multi-engine Land and Sea
Jean Allen	All-Ohio	Balloon
Sandra Reagan	Colorado	Multiengine (AE Scholarship)
Sue O'Malley	Colorado	IFR
Linda Friedman	Dallas	ATP with Citation Type (AE Scholarship)
Linda Dell'Olmo	Keystone	Private pilot ASEL (?)
Dorothy Marie Regan	Keystone	CFII
Mary Anne Hanley	Florida Panhandle	Airframe Repair
Julie Oster	North Georgia	Instrument

WINGS

Marlene Winters	Chicago	Phase 10
Billie Head	Houston	Phase IX
Ruthie Hawks	All-Ohio	Phase IV
Darlene Eldridge	All-Ohio	Phase II
Linda Lindgren	Connecticut	Phase III
Sharon Simmons	Connecticut	Phase IV
Joyce C. Nunnery	Florida Panhandle	Phase I
Betty Salcedo	Mt. Diablo	Phase V
Sandra Reagan	Colorado	Phase IV
Jeanne Kent	North Jersey	Phase III
Kathy Koshan	Florida Spaceport	Phase I

ACHIEVERS

SUZANNE D. PARISH, life member of the Lake Michigan Chapter, was enshrined in the Michigan Aviation Hall of Fame at the eighth annual induction ceremony on Oct. 22 at the Sheraton Hotel in Lansing, Mich.

Suzanne was born in New York City in 1922; spent her early childhood in France and moved to Kalamazoo, Mich., in 1929 where she took her first flying lessons when she was 18 and joined the WASP 44-W-6 class in 1944. After graduation, she was sent to the Army Airforce Instrument Instruction School in Bryan, Texas, where she became a back-to-service test pilot for the AT-6.

Upon the disbanding of the WASPs, Sue left aviation but returned to civilian flying after about 15 years when she and her husband purchased a single engine Bonanza 35C. With the help of her husband, Suzanne was instrumental in developing the Kalamazoo Aviation History Museum in 1979, a living history of World War II aviation, where she recently placed her P40.

Suzanne is the mother of five children and many grandchildren. is still flying and continues her dedication to preserving aviation history. —*Barbara Goodwin*

THE ALL-OHIO CHAPTER held their 1994 Achievement Awards Banquet at the 94th Air

Squadron in Columbus where their top 10 achievers were honored: Vi Blowers, Cyd Sellers, Kathleen Sheeks, Jean Allen, Cherri Hussan, Ruthie Hawks, Linda Blodgett, Marge Hazlett, Marcia Greenham and Sylvia Sears. The special Achievement Award winner for 1994 was Vi Blowers who has flown several air rallies and races, attends the EAA Convention in Oshkosh, flies Young Eagles and is always involved in Flying Companion Seminars and chapter activities. Peg Figley received the Amelia Earhart medallion as past winner of the Achievement Award.

—*Connie McConnell*

JETTA SCHANTZ, The Ninety-Nines cover girl for January-February, was honored on March 13 at the Annual Awards Ceremony of the National Aeronautic Association at the National Air and Space Museum in Washington, D.C., for her hot air balloon ascent to a record height of 32,572 feet over China Lake, Calif., on Aug. 19, 1994.

ILT SARAH DEAL, Women With Wings Chapter, the first woman in the U.S. Marine Corps to be selected for flight training, has been moved into helicopters. Lt. Deal has completed the VFR phase of her training and has moved into a Bell Jet Ranger, T57C, for her instrument training.

GPS APPROACHES AND DESCENT & LANDING

are two new Air Facts™ videos produced by Sporty's Academy. Hosted by aviation expert Richard L. Collins, Air Facts videos are intended to explain the "whys" behind the "whats" of flying. Drawing on his more than 18,000 logged hours of flying, Dick Collins takes the viewer along on actual flights to provide real world flying tips and strategies.

GPS Approaches is the first commercially available video on this newest form of navigation.

Collins demonstrates several actual approaches using a Garmin GPS 155 as well as a KLN 88 Loran to demonstrate the difference between the two systems.

Descent & Landing examines procedures for both VFR and IFR flight. Collins stresses the need for defensive flying while providing quick tips and rules of thumb to make this phase of a flight go smoothly.

These two videos are approximately 20 minutes long. There are three previous Air Facts videos called *Preflight Tips*, *Departing*

and *Climb & Cruise*. For more information, contact Joe Vorbeck, 513-732-2593, Ext. 213.

TALES FROM THE COCKPIT

is a video produced especially for boys and girls 8 to 12 years old, but contains information adults will find interesting also. In 42 minutes, the video moves quickly through an overview of the history of aviation, explains what makes an airplane fly, takes a look at mili-

tary and commercial flying and a flying circus.

There is a segment on the EAA Young Eagles program and other ideas to encourage kids to think seriously about aviation as a hobby or career choice.

For more information, contact 99 Lynn Vandegriff, vice president of Swamp Fox Communications, 9891 Broken Land Parkway, Suite 300, Columbia, MD 21046 or call 1-800-KIDVID-1.

KATHARINE WRIGHT MEMORIAL AWARD

You are cordially invited to submit a nomination for this year's Katharine Wright Memorial Award. The award is made annually to a woman who has:

- Provided encouragement, support and inspiration to her husband and thus was instrumental in his success, or
- Made a personal contribution to the advancement of the art, sport and science of aviation and space flight over an extended period of time.

Nominations must conform to the nomination format guidelines and must reach our office no later than April 1. In fairness to everyone, nominations exceeding the prescribed length will not be considered.

Please contact Matt Farina at 703-527-0226 for guidelines and more information. We look forward to receiving your nominations. —James L. Cole, Jr., Executive Director and CEO, National Aeronautic Association, 1815 N. Fort Myer Drive, Ste 700, Arlington, Va. 22209

Hurry! Hurry! Hurry!

There's still time to send your photo and bio in for the 99s History Book

In answer to the many phone calls and faxes asking for more time, Turner Publishing is holding up printing so that you may respond to this last call, right now!

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Send your photo and bio as soon as you possibly can to:

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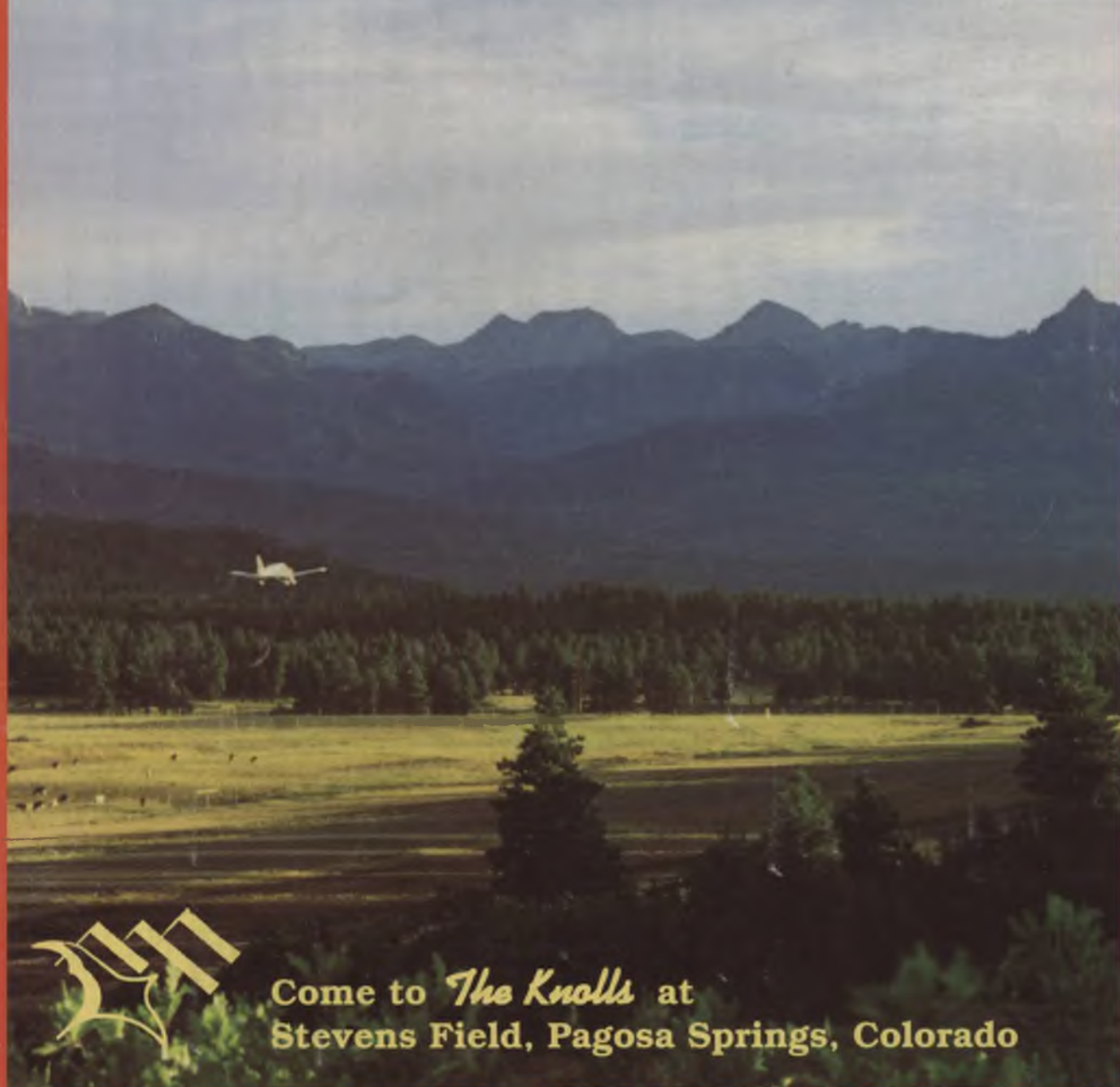
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