



INTERNATIONAL WOMEN PILOTS

THE OFFICIAL MAGAZINE OF THE NINETY-NINES® INC.



Aviation Pioneer

Sixty-five years ago, Amy Johnson became the first woman to fly solo from England to Australia. She completed the flight on May 24, 1930. See story on page 5.



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May/June 1995

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1995

JUNE

- 2-3 New England Section
Laura Smith
603-749-2262
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300 Proficiency Contest
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Air Derby
Aurora, Ill.
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Raindate, June 4
Racquel McNeil
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Bowling Green, Ohio
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- 10-11 NY/NJ Fall Section Meeting
Best Western
Poughkeepsie, NY
Susan Sullivan
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- 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
- 23-25 Crater Lakes Flyers Chapter
Safety Fly-in & Survival Clinic
Klamath Falls, Ore
Rhea Bastian
503-783-2141
- 24 Canadian Rockies Fly-out
to Silverwood, Wash
Penticton, BC, Canada
June Mills
604-492-8017 (O)
604-497-5731 (H)
Fax 604-492-3001

JULY

- 4 East Canada Section
Governor in Council
Halifax, Nova Scotia
Joy Blackwood
905-841-7930
- 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 World Aerospace
Education Congress
Seoul, Korea
Diane Cozzi
708-425-4505
- 18-19 17th Annual Okie Derby
Proficiency Air Race
Oklahoma City, Okla.
Lu Hollander
405-942-2260
- 26 Maple Leaf Chapter
Poker Run
London, Ontario Canada
Grace Mofitt
519-238-2925

SEPTEMBER

- 1-3 Northwest Section
Eagle Crest Resort
Redmond, Ore.
Anita Lewis
208-377-9244
- 9-10 Mile High Air Derby
MHAD
14437 W. 32nd Ave.
Golden, CO 80401-1475
- 20-24 USPFT Nationals
(tentative)
Ft. Worth, Texas
Jody McCarrell
501-642-2508
- 22-24 Southeast Section
Fort Lauderdale, Fla.
Maria Petritsis
305-975-2471
- 22-25 Southwest Section
Lancaster, Calif.
Susan Larson
408-274-9152
- 28-10/1 Silver Wings
Fraternity Convention
Radison Hotel on the airport
Cincinnati, Ohio
Don Fairbanks
1-800-554-1437
- 28-10/1 South Central Section
Grand Junction, Colo.
Phyllis Kramer
303-835-8102
- 30 NY/NJ Section
Hilton Hotel
Buffalo, N.Y.
Dorothy Hake
Western NY Chapter
716-652-7302
- 30-10/1 Airsho 95
Midland International
Airport
Midland, Texas
Barbi Woods
915-563-1000

AUGUST

- 3-7 3rd Canadian Women in
Aviation Conference
Hamilton, Ontario - Canada
Denise Egglesstone
905-829-3877
- 4-6 Palms to Pines Air Race
Santa Monica, Calif.
Claire Walters
310-397-2731

OCTOBER

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

1996

MAY

- 2-5 Southeast/Mid-Atlantic
Caribbean Sections
Joint Meeting
Charleston, S.C.
Louise White
Fax 704-687-0950
- 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
Joint Section
Vancouver Island, BC
Joan Lynum
604-596-7360
Nancy Jensen
206-825-6777

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JOIN US *in* HALIFAX CONVENTION '95, *July 5-8*

Amy Johnson, Pioneer Airwoman

BY MURIEL JOHNSON BOYD

THIS IS AN EFFORT by me to put together the drama of the pioneering flight of Amy Johnson, born 92 years ago. The 65 years which have gone by since her flight have certainly justified the statement she made in one of her letters to her father that she had "a great belief in the future of flying."

In 1967 (26 years after Amy's death), her father gave all necessary access to letters and documents to Miss Constance Babington Smith for her to write a biography of Amy. It is an excellently detailed coverage of Amy's life and accomplishments from her birth to her demise in 1941. Using this biography as a source of authentic facts, I have tried to focus mainly on the nature of Amy's struggle to overcome obstacles as a woman of her time.

Since World War II, the advances in air travel are taken so much for granted that we are inclined to forget the decade of the twenties when "daring young men in their flying machines" advanced the possibilities of flight to the stage we now accept as normal.

They pioneered the air routes in a way that seems beyond possibility from the viewpoint we now enjoy. The revelation is that their achievements more often than not came about through the courage, initiative and skill of solo fliers.

In single engine lightweight aircraft such as the DeHavilland Gypsy Moth, unequipped with radio, they spanned incredible distances to prove the viability of flight. This would never occur today because radio would always be available even to long-distance adventurers. Any flier today who would choose to emulate their achievements would be kept in touch by radio.

The accomplishments were not all by men. Some of the greatest achievements were by women who startled the world with their daring and personal desire to prove that women are as able as men. Although Amelia Earhart holds the honor of being the most famous airwoman on the American side of the Atlantic, in Britain, the name of Amy Johnson holds that distinction. Her achievements stand supreme to this day, and she exemplifies best the spirit and courage of their accomplishments.

Amy was born in Hull Yorkshire on July 1, 1903, just a few

months before the famous Wright Brothers flew the first heavier-than-air machine in the USA.

When she was 6-years-old, Louis Bleriot of France became the first man to fly the English Channel. After the first World War (which bred its own generation of daredevil pilots), the British captured aviation limelight with Sir John Alcock and Sir Arthur Whitten Brown when they made their dramatic nonstop flight across the Atlantic in 1919. Amy was then 16, and it was not until May 1927 that the world saw the first *solo* flight across the Atlantic by Lindbergh which took 33.5 grueling hours. Amy

had grown up in a world gripped with flying fever, and three years later in 1930, she—Amy Johnson—would be in the headlines with a solo flight of 19 days from England to Australia.

Because Amy had a perfectly normal girlhood embracing the usual pursuits of the time, how Amy came to accomplish this is a strange, almost bizarre story. She did have a very competitive spirit and played cricket with such enthusiasm, in fact, that it resulted in a significant change in her personality due to an accident in her early teens when a cricket ball knocked out her front teeth.

At the age of 14, such an event is a devastating blow for any girl's self-image, and it changed Amy from a competitive extrovert into someone of a more retiring nature, and probably was the source of much stress in later life when she was lionized for her exploits. But hidden within her quiet shy facade was a strong spirited single-minded character yet to be proved.

Amy's story shows women of today how things can be accomplished when full perseverance is applied to a desirable goal. The wider freedom of career

choices today presents much better opportunity but still requires girls to find their career focus earlier in life so that they can recognize the single-minded pursuit needed for success.

Amy's drive only materialized after she finally abandoned hopes of marriage to a man she had been in love with since she was 19. It was as if all the pent-up desire of her unrequited love when finally released erupted into that one resolve. Even the years between her graduation from Sheffield University in 1925 at age 22 and her first interest in flying were always focused



*WHEN FULL PERSEVERANCE
IS APPLIED TO A DESIRABLE
GOAL, INCREDIBLE ACCOM-
PLISHMENTS CAN BE MADE.*

The cover photo is from The 99s archives in the Resource Center, 99s Headquarters in Oklahoma City, Okla. These archives contain the story of the 99s and much of the history of women in aviation. The Resource Center also

contains the research library, memorabilia from pioneer women pilots to current astronauts and an oral history collection.

The Resource Center is used often by authors, historians, playwrights, reporters, as well as 99s and relatives of

99s looking for information about someone in their family.

Membership in this international organization for women pilots gives you a place in its history.

—Loretta Gragg, Executive Director

towards her eventual marriage to the Swiss businessman Franz.

Difficult Years. They were difficult years as she endeavored to find a career that met her competitive spirit. She undoubtedly already had an inner drive not to be satisfied with second best. Dissatisfied with her first job as a shorthand typist in Hull and the indefinite hopes which stemmed from her love affair, she decided to leave Hull for London at the age of 24. It happened to be the year Lindbergh made his flight, but flying had not yet entered Amy's mind.

In London her life improved bringing the independence and freedom she craved. She enjoyed sharing a flat with a friend from University and found her secretarial duties with a firm of solicitors more of a challenge. The influence of her Swiss lover had sparked ambition to travel abroad and helped her linguistic ability in the French language, and when their relationship had drifted nowhere after five years, she discovered a new interest as a result of a bus ride out to Stag Lane Aerodrome one day. In one of her last letters to Franz in 1928, quoted by Constance Babington Smith in the biography she wrote of Amy, Amy said: "I'm going to learn flying! I'm joining the London Aeroplane Club and then I can get tuition and always use their aeroplanes."¹

It was not as easy as that! She earned only five pounds Sterling a week, and normal flying tuition rates were that much per hour. Undeterred, she hung around the aerodrome on weekends and through very persistent inquiry, learned about a government scheme which sponsored air-mindedness by offering reduced rates of 30 shillings an hour at the London Aeroplane Club, but her name went on a long waiting list which no initiative on her part could change.

She had to see the summer pass by before her turn came up. It is daunting to realize that if she had married the man she so desperately desired as a young woman, she would never have gone on to achieve what she did. Only after the affair finally ended that summer of 1928 with his marriage to someone else did her single-minded drive direct her in the course she was to follow. Two years later, she was known all over the world as "Johnny, Queen of the Air."

First flying lesson. Her first flying lesson finally arrived on September 15. For some aspirants, it would have been the last, because her instructor, Captain Matthews, was a young junior instructor already known for his brusque manner—and he did not hesitate to say she was no good. Anyone less stubborn in temperament might have had their hopes extinguished by his discouragement then and there, said Babington Smith², but it ensued that Amy's helmet had not fit well enough for her to hear his instructions clearly—which she quickly remedied.

Amy was undeterred and fortunate enough to have, for half of her lessons, an exceptional instructor in Captain Valentine Henry Baker, MC, AFC. He had already established a reputation for an ability to teach the unteachable, being himself a "natural" at the controls of an aeroplane, whereas, it turned out, Amy



Amy Johnson, 26 years old, on her second-hand Gypsy Moth.

was not.

It was only her own unwavering stubbornness which brought her through that winter of learning to fly, persevering through periods of bad weather which prevented flying. It delayed her progress on landing practice at the time she most needed it and it was not until June 9, 1929, that she got her chance to fly solo. Amy afterwards said she would advise against learning to fly in the winter, but in her own case, she never regretted it because it familiarized her

with bad weather conditions.

"Her determination, her pride, her tenacity, her thoroughness were the qualities that led to her achievements, not any excellence of flying skill. It is all the more remarkable that she achieved what she did."³ It was also throughout that spring of 1929 that Amy pursued her curiosity about the technical aspects of aviation. She got no help from the time-pressed instructors here, so she found her way into the world of the licensed mechanics and ground engineers.

Every spare hour was given to learning all she could about the ground engineering of an airplane. It meant tolerating much opposition to a woman's presence in "the cheerfully blasphemous men's world of 'the shops'."⁴

Her persistence and hard work won her a permanent friend and supporter in the person of Jack Humphreys, the chief ground engineer who became of significant help in her future.

Sometimes she rose at 5 a.m. to put in a couple of hours before leaving for her job in the city. One day in a chat with Humphreys and her instructor Captain Baker about the subject of women in aviation, Amy lamented to Baker that anti-feminist prejudice seemed an almost insurmountable obstacle for a woman who wanted to become a professional flyer. Baker's response was that for a woman to be accepted, she would have to find some way of "winning her spurs." Amy asked "How?" and with a laugh, Baker replied, "Oh, by flying to Australia, for instance."⁵

The idea is planted. The germ of an idea had been born then which no one could have guessed at. It was also around this time that Humphreys made an approach to Amy's father, specifically to encourage him to do what he could to support Amy's wish for a career in aviation so that she could give up her city job and lessen the pressure on her.

Amy had already taken the necessary tests and obtained her Pilot's A License on July 6, 1929, but she needed to put in 100 hours flying to attain her Pilot's B License which would allow her to take passengers for hire, which at this point in time was her goal.

Every spare evening, as well as weekends, she would be in the air, and she later said it was this solo flying which made her love flying for its own sake.

On the basis of Humphreys' assessment of Amy's potential, her father came through with support so that she could leave her job in the city. Now her earnestness to become not only a flyer but the first woman Ground Engineer took precedence. This was

all aimed at making a career as a qualified pilot.

She passed the Air Ministry examination for the Ground Engineering C License in December 1929, the first woman in the world to do so, except for Lady Heath who owned her own airplane and had obtained an air mechanic certificate in the USA.

Amy was becoming known among the fliers at Stag Lane and to her delight earned her first money for servicing an aircraft there. Then a reporter heard about the "lady engineer" and asked for an interview. As a result of his questioning she became news in the January 9 *Evening News* with a headline "Girl to fly alone to Australia."

Campaigning for funds. With this publicity, she began a conscientious campaign of writing many letters asking for funds to support her venture. It was at a time when "She was cramming for her second engineering examination attending a formidable course of lectures on navigation and kindred subjects, as well as putting in as many flying hours as she could."⁶ In her lodging, her bedroom wall was plastered with maps and charts and every night she studied textbooks and battered out her letters on an old typewriter.

Again, her single-minded persistence eventually reaped her a positive response. It was from Sir Sefton Brackner, the Director of Civil Aviation, who offered his influence to recruit Lord Wakefield, the oil magnate, on Amy's behalf. At the same time, she heard from her father that he would pay for the purchase of a plane up to the value of 800 pounds Sterling.

On March 10, 1930, Amy succeeded in passing her Ground Engineering Certificate A License which qualified her to become an Associate Member of the Aeronautical Society. But the main benefit to Amy was that she now had the knowledge to make preflight airframe inspections of aeroplanes as distinct from their engines which the "C" License had given her.

A recent regulation had been added for professional pilots which meant she also had to study for a 2nd class Navigator's License. These details are given to show the extent to which Amy had to overcome one hurdle after another as she kept her

goal in sight.

Finding the right plane. The search for the right airplane was underway with help from her Stag Lane contacts. She had fixed the date for her flight to Australia as May 5 because any later would mean running into monsoon weather on her planned route.

The right plane was found only three weeks before her projected flight date. It was a Gypsy Moth, two years old and proved in long-distance flying, with an expanded fuel tank capacity. The cost was 600 pounds Sterling and Amy named it *Jason* after the trademark of her father's firm.

These last weeks were hectic happy ones with willing advisors and helpers, particularly from the former owner of her plane, Captain Hope. He prepared Amy for possible emergencies and the tropical conditions with a list of spares, tools and an extra propeller, a helmet and a revolver and helped her fix up her maps on rollers.

On the weekend before the flight, her father joined her in London to help with the numerous final arrangements, and on Sunday afternoon, Amy's friends all came to bid her well and suggested that some of them should give her an aerial send-off on the trip from Stag Lane to Croydon (her takeoff point). Five of them took off and, in formation, escorted *Jason* down to Croydon. Humphreys then supervised the fueling of Amy's aircraft—80 gallons in three tanks, enough for 13 hours of flight and four times the capacity of a normal Moth.

Takeoff at Croydon. The moment arrived: Early morning Croydon, May 5, 1930. Undeterred by a weather report of fog over the Channel which had grounded commercial flights, Amy said, "Fog doesn't worry me; I don't want to see the Channel anyway."⁷

"Amy got away splendidly 7.45," was the cheery message her father Will Johnson telegraphed to his wife—and so the epic journey began.

Muriel Johnson Boyd, cousin of Amy Johnson, resides in Toronto, Canada, having emigrated from Britain to Canada in 1948.

"Part II - The Flight" will appear in the July/August issue.

¹ Smith, Constance Babington, *Amy Johnson* (London, England: Collins, 1967), p.119, ² Ibid. p.127, ³ Ibid. p.135, ⁴ Ibid. p.136, ⁵ Ibid. p.138, ⁶ Ibid. p.163, ⁷ Ibid. p.187

AMY JOHNSON, 1903-1941

Amy Johnson was born July 1, 1903, in Hull Yorkshire and lived there until she went to Sheffield University in 1923 to read for a BA. After graduating, she moved on to work as a secretary to a London solicitor where she also became interested in flying. Amy began to learn to fly at the London Aeroplane Club in the winter of 1928-29 and her hobby soon became an all-consuming determination, not simply to make a career in aviation, but to succeed in some project which would demonstrate to the world that women could be as competent as men in a hitherto male dominated field.

Her first important achieve-

ment, after flying solo, was to qualify as the first British-trained woman ground engineer. For awhile she was the only woman G.E. in the world.

Early in 1930, she chose her objective: to fly solo to Australia and to beat Bert Hinkler's record of 16 days. At first, her efforts to raise financial support failed, but eventually Lord Wakefield agreed his oil company should help. Amy's father and Wakefield shared the 600 pound purchase price of a used DH Gypsy Moth (G-AAAH) and it was named *Jason* after the family business trademark.

Amy set off alone in a single engine Gypsy Moth from Croydon on May 5, 1930, and landed in Darwin on May 24, an epic flight of 11,000 miles. She was the first

woman to fly alone to Australia.

In July 1931, she set an England to Japan record in a Puss Moth with Jack Humphreys. In July 1932, she set a record from England to Capetown, solo, in a Puss Moth. In May 1936, she set a record from England to Capetown, solo, in a Percival Gull, a flight to retrieve her 1932 record.

With her husband, Jim Mollison, she also flew in a DH Dragon nonstop from Pendine Sands, South Wales, to the United States in 1933. They also flew nonstop in record time to India in 1934 in a DH Comet in the England to Australia air race. The Mollisons were divorced in 1938.

After her commercial flying ended with the outbreak of World War II in 1939, Amy joined the Air

Transport Auxiliary, a pool of experienced pilots who were ineligible for RAF service. Her flying duties consisted of ferrying aircraft from factory airstrips to RAF bases.

It was on one of these routine flights on January 5, 1941, that Amy crashed into the Thames estuary and was drowned, a tragic and early end to the life of Britain's most famous woman pilot.

Amy is remembered in many ways, one of which is the British Women Pilots' Association award—an annual Amy Johnson Memorial Trust Scholarship to help outstanding women pilots further their careers.

GIFT: That which is given or bestowed; a present; a donation; a talent.

JOYCE WELLS

BEGINNING WITH the Aircraft Owners and Pilots Association (AOPA) Convention in Palm Springs last October, I have since attended meetings of the National Aeronautic Association (NAA), and Women in Aviation (WIA). Without a doubt, the most pressing issue of each meeting was *how to revitalize general aviation*.

By the time you receive this issue, I will have attended EAA's Sun 'N Fun, National Congress on Aviation and Space Education, and the National Intercollegiate Flying Association competition. I'd be willing to wager that the same subject will be of primary importance at these events, also. By now, you must be muttering "What does that have to do with the word *gift*?"

All of us who have learned to fly realize what a wonderful *present* we have received, whether it was *bestowed* upon us or accomplished by hard work. As members of The Ninety-Nines, we belong to the largest women's aviation group in the world and, as such, we have been *gifted* with, among other things, the opportunity to educate the public about aviation. Many of our members currently participate in the Air Bear program, Young Astronauts, Young Eagles



I am enlisting your *talents* in this critically important endeavor to see that general aviation grows.

(a partnership with EAA), sponsor youth at space camps, *USA Today* program, and as guest speakers in schools and numerous other forums. However, we must work even harder to get the word out about general aviation if we wish to continue to be able to enjoy the *gift* of flight.

I am enlisting your *talents* in this critically important endeavor to see that general aviation grows. Cessna will soon be back in the manufacture of small airplanes. We need to let the public know how much transportation is provided by general aviation. Seventy-five percent of airline service is only at 55 locations. General aviation reaches 5,500 locations. Many corporations operate business aircraft which allows them to have offices in the air and to be more productive.

Let's take the *gift* of aviation that we have and share it with others. Knowing that many Ninety-Nines have already generously given

of their time and *talents* and continue to give, I encourage those of you who have had the opportunity to do so, to make a *gift* of yourself to insure the future of general aviation.

Get the word out to the public, especially the youth. Youth is where the future of aviation lies.

RESOURCE CENTER

THIS COLD, RAINY DAY in California (it is snowing at about 1,500 ft.) has been spent reading fragile copies of the letters and minutes of the first years of the formation of The Ninety-Nines, and then reading, in the 1979 "Blue Book," biographies of some of those pioneer pilots.

In spite of the strong personalities, the com-

mon bond of flight kept the group together long enough to establish a framework that could last.

Our time also has its pioneers. Women are flying jumbo jets, making carrier landings, flying combat missions, even piloting the space shuttle, plus the thousands of unique ways Ninety-Nines use their ability to fly.

Now we are participating with Turner Publishing Company to produce a new book. I hope every Ninety-Nine will take the time to add her story, no matter how brief. The total picture will be impressive.

Some of us will be meeting in May to identify *priority* needs for the Resource Center. On the long list: a brochure, carpeting the second floor, a computer for use as we go on-line, a means of copying photos in-house, display cabinets and more. I will keep you advised.

—Verna West, Chairman

REMINDER:

Elections will be held during the 99s Convention in July at Halifax for two members of the International Board of Directors and two AE Trustees.

Those running for the Board are Alexis Koehler, Carolyn Carp and Connie Wilds. Candidates for AE Trustees are: Margaret G. (Peggy) Doyle and Nancy A. Miller.



Mathilde Moissant Collection added to Resource Center. Joyce Wells and John Weyl (nephew of Mathilde) with a mannequin of Mathilde.

Photo by Peggy Ewert

Board, Council of Governors complete Spring Meeting

BY LU HOLLANDER

O KLAHOMA CITY greeted Board and Council of Governors members with blustery cold weather and snow as they gathered for the spring meeting.

Along with budget planning for the coming fiscal year, a plan for payment of dues over a two or three year time frame was developed. Among future funding ideas discussed was a possible dues increase that would also increase the amount of dues collected for Sections. (Currently, Sections receive \$3 per section member.)

Both the International budget and the Amelia Earhart Memorial Scholarship budget were approved. Treasurer Cozzi also reported a new fund-based accounting system has been installed at Headquarters that will help provide easier to understand financial reporting for the organization.

Additional discussions included proposed bylaws and

standing rules, revising and updating of Board and Headquarters operating procedures, progress of *The 99s History Book* (keep your bios and photos coming), ways to expand International Ways and Means, format of the Membership Directory, future conventions, participation on computer networks such as CompuServe and/or America Online, and revisiting the idea of affiliations with other aviation-related groups.

Considerable focus was placed on long-range planning efforts and committee chair Cathie Mayr presented a questionnaire which was included in the March/April magazine.

The Council of Governors appointed Joan Lynam, West Canada Governor, Chair of the Grievance Committee. Committee members include Cathie Mayr, North Central; Gayl Henze, Mid-Atlantic; Michele Cabot, New England; and Jill Hopfenmuller, New York-New Jersey. COG Spokesperson Nancy Wright, Southeast, will step down in Halifax and be succeeded by Joy Blackwood, East Canada.



Photo by Peggy Ewert

Front row: Section Governors Michele Cabot, New England; Joy Blackwood East Canada; Jill Hopfenmuller, New-York-New Jersey; Vice Governor Dottie Wood, South Central; Governor Nancy Wright, Southeast; and Vice Governors Nancy Jensen, Northwest; and Peggy Ewert, Southwest. Middle Row: Secretary A. Lee Orr, Treasurer Diane Cozzi, Mathilde Moissant figure, President Joyce Wells and Vice President Lois Erickson. Back Row: Past President Lu Hollander, General Counsel Cecile Hatfield and Directors Connie Wilds, Carolyn Carpp, Pat Ward and Beverley Sharp.

The COG provided input during each phase of discussion throughout the meeting. In addition, Governor Hopfenmuller volunteered to begin transferring early-day minutes to a computer disk.

Special activities included a "Phone-A-Thon" directed toward fundraising for the 21st Century Fund. Chairman Anita Lewis, Northwest Section Governor, organized Board members and Governors into

telephone teams and by the end of the meeting, more than \$10,000 had been pledged.

A special reception recognized the contribution of the Mathilde Moissant Collection, thanks in great part to Claire Walters and other members of the Palms Chapter.

The next meeting of the Board and Council of Governors will be held prior to the 1995 Convention in Halifax.

AVIATION CAREER SERVICES

UPAS: The Better Pilot Career Job Bank

MARILYN SMITH, INTERNATIONAL MEMBERSHIP CO-CHAIR

Because of the small number of requests from employers seeking candidates for hire from the 99s Job Career Bank, we have decided to replace it with a new discounted member program—Universal Pilot Application Service, Inc. (UPAS).

UPAS is a wholly owned subsidiary of Air Line Pilots Association, International (ALPA), a company that manages a database of pilot qualifications maintained on the CompuServe network.

UPAS is the brainchild of its president, Judy Tarver, whose background includes prior employment with American Airlines where, in her position as manager, pilot recruitment, personnel resources, she was responsible for the selection of over 7,000 pi-

lots. She has also provided consulting services to major aviation companies such as TWA and Northwest in the fields of pilot selection and human resources.

UPAS charges a very reasonable "one-time-in-your-career" fee of \$50 to become part of their pilot candidate database. However, as a special incentive, UPAS is offering all of our members a SPECIAL DOUBLE DISCOUNT of 20% which will be in effect until Aug. 31. After Aug. 31, a 10 percent discount will apply.

All any 99 has to do is call UPAS. No more resumes to write, print up and mail. This is the new direction for pilot hiring by the major airlines, regionals, corporate, charter, commuter, cargo crew leasing, flight instructors, etc.

If you were in the 99s Job Career Bank, your name and profile will not automatically be transferred to UPAS.

You will need to call UPAS at 1-800-745-6827 (or GO UPAS on CompuServe) and

request a UPAS Qualifications Summary Form. When you complete this form, be sure to insert "99s" at the top of page 7 so that we can track the number of 99s in the database.

NOTAM: UPAS is replacing our 99s Career Job Bank. If you call UPAS to get transitioned between now and Aug. 31, you will receive 20% off the regular \$50 fee. Thereafter, a 10 percent discount will apply for 99s.

UPAS is the best way for 99s to be considered for the pilot jobs they are seeking. All future calls received by 99s Headquarters by employers seeking candidates for employment will be referred to UPAS.

If you're looking for a pilot job, this new UPAS database is the place your future employer can find you.

I WANT YOU TO KNOW how helpful our magazine can be. On my commercial flight home from the International Board of Directors meeting in Oklahoma City, a nice flight attendant noticed the magazine and directory that I had out and asked about The Ninety-Nines. She is a commercial pilot and hopes to fly for an airline someday.

I was able to show her the application in the Nov/Dec issue and the listing of Member Benefits in the Jan/Feb issue. She decided to join. It is very helpful to have this kind of information available in

the magazine occasionally.

Thank you for making our magazine into an even better communication tool, reaching both our own members as well as prospective members! —*Gayl Henze, Governor, Mid-Atlantic Section*

I LOVED YOUR air marking issue of The 99 NEWS and so did my Chapter. The cover was most attractive and conveyed the "spirit" very well.

—*Brooks Powell*
Northeast Kansas Chapter



Some more eyewitnesses of Col. Eileen Collins' historic launch of the STS-63 into space: Ninety-Nines Lu Hollander and Norma Vandergriff, Oklahoma Chapter; Carol Rayburn, South Central Section; Bea Steadman, Michigan Chapter and one of the Mercury 13, and Susie Sewell and Jody McCarrell, also of Oklahoma Chapter. —Photo supplied by Norma Vandergriff.



Martha Christy, Evelyn Snow, Sherri Hardin, Dot Lindsay and Ray Hardey, Shreveport Chapter, model compass rose shirts.

THE FRONT COVER of the Jan-Feb issue showing the Arkansas Chapter with their newly painted compass rose brought back many memories to our group. We recalled the pride we felt when our compass rose made the cover page in 1978. We received so many favorable comments that Mary Jo Voss

put the directions in a "how-to" kit which we sold to sister Chapters. Marian Piper had an iron-on decal made which we still proudly display on sweats and tees. Our beautiful rose has held up very well, thanks to the "biennial" we give it.

—*Helen Hewitt*
Shreveport Chapter

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

99s History Book Deadline: June 15

TIME IS RUNNING SHORT for submission of material for our large coffee-table size Ninety-Nines History Book now being prepared by Turner Publishing Company.

Keep the memories alive for your grandchildren. Submit 150 word bio with photo, preferably in your flight gear. Record your impressions of a special event of The 99s (2,000 word limit).

There is no charge for participating. For more information or to reserve a copy of the book, call 502-443-0121.

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99s and friends... You are invited to COME JOIN THE FUN IN ATCHISON Open House and Celebration, June 16, 17, 18 AE Birthplace Museum

Fly in to AE Memorial Airport or Kansas City International

Ride the new community trolley to visit the International Forest of Friendship, the historic Santa Fe Depot, the Eva C. Cray Historic Home Museum, the Muchnic Gallery, the Atchison County Historical Society Museum, the Atchison Rail Museum, and many other historic homes and churches.

Ninety-Nines and their friends will be delighted to see the many improvements to the AE Birthplace Museum.

Some excellent grant proposals have been prepared by the Atchison Museums Administrator with the assistance of the AEBM Trustees.

The Cray Foundation and Cray family have contributed \$20,000 and have a challenge grant proposal for The 99s of more matching funds. Contributions are tax deductible for U.S. 99s. The AEBM funds go directly to the restoration and there are no administration costs.

Your individual, Chapter and Section contributions are needed and much appreciated. Please mail to Marilyn Copeland, 1308 Kevin Road, Wichita, Kans.

For more information, call 1-800-234-1854 or 316-686-0201.

Judges for 1995 Amelia Earhart Career Scholarships announced.



MARTA BOHN-MEYER is the F-16XL Laminar Flow Research Project Manager at NASA's Dryden Flight Research Center, Edwards, Calif. She is one of two flight engineers assigned to fly in the triple-sonic SR-71 being used by NASA to obtain speed, high altitude data (See the September/October 1994 issue of the *99s News*).



PHIL BOYER, president of the 330,000-member Aircraft Owners and Pilots Association, is a lifetime broadcasting executive and general aviation advocate. Boyer is a 4,000-hour instrument and multiengine-rated pilot who has been flying more than 25 years, 13 of those as an aircraft owner. Many pilots know him through his magazine columns in *AOPA Pilot*.



JOHN J. (JACK) KELLEY is senior vice president of Human Resources for UPS. He is responsible for those activities related to benefits, equal employment, safety and training. He has served on the UPS Board of Directors since 1992 and is a member of the UPS management committee, which is responsible for the day-to-day management of the company. Kelley began his career as a delivery driver in Massachusetts in 1962.



HANNAH M. MCCARTHY is president, chief administrative officer, executive officer and trustee of Daniel Webster College, in Nashua, N.H. This private, coeducational institution of higher learning offers Bachelor of Science and Associate in Science degrees in aviation-related curricula, business, engineering and computer science. More than 1,000 students are currently enrolled in its day and evening divisions.

AE Trustee Nominations

I am presenting two nominees for AEMSF Trustees for the upcoming election.

BETTY JANE SCHERMERHORN



MARGARET G. (PEGGY) DOYLE has been a member of the 99s since 1984. She has served the organization as Chapter Chairman, Membership Chairman, AE Scholarship Chairman and current Scholarship Chairman of the Mid-Atlantic Section.

Peggy has served on the AE Birthplace Museum Board of Trustees, is an AE Scholarship recipient, and participated in the AE Scholarship video. Professionally, Peggy is a CFII. She has flown Part 135 and currently flies part 91 in her capacity as nurse evaluator for an eye-operated computer for the disabled. Peggy holds a masters degree in psychiatric nursing.



NANCY A. MILLER has been an active Ninety-Nine since earning her license in 1970. She has been a member of four Chapters and has held most Chapter offices, including multiple terms as Chairman of both the Memphis and Alabama Chapters. She was elected to the Southeast Section Nominating Committee and is currently serving her second term as Southeast Membership Chairman.

She served on the Mary Von Mach Scholarship Committee in the Michigan Chapter and is currently coordinating the Minnie Wade Memorial Scholarship for the Alabama Chapter. She has held numerous offices in professional organizations, as well as serving on the Board of Directors for Big Brothers/Big Sisters and Zonta International.

AE Memorial Scholarship Fund FIRST DAY COVER

Jean Batten of New Zealand is the subject of this year's FDC. It commemorates the 60th anniversary of the first woman's round trip solo flight London/Sydney/London.

The cover carries a New Zealand Jean Batten stamp and is postmarked in New Zealand

on April 29, the date of the completion of her flight of 1934-35.

The cover sells for \$20 and is a tax-deductible donation to the AE Scholarship Fund. Make checks to AEMSF and send to Barbara Evans, 4307 Quail Run Lane, Danville, CA 94506.

You did it! We all did it!

CHARLENE FALKENBERG,
Chairman, AEMSF Trustees

The Trustees of the Amelia Earhart Memorial Scholarship Fund met in Oklahoma City at International Headquarters March 29 to April 1. We are happy to be able to make the announcement that we have received the matching funds from the family of Alice Hammond. Due to your generous contributions that totaled \$10,000, we are able to set up a perpetual scholarship in her name which each year will result in a scholarship going to a lucky eligible Ninety-Nine.

A big thank-you to everyone who contributed and/or purchased a part of the quilt that Courtney Bargerhuff worked on so diligently. In fact, she received so many requests that a second quilt had to be started. If you wish to have a chance to re-

ceive this quilt, contact Courtney, Three Rivers Chapter.

In order for a perpetual fund to be set up, the contributions must total at least \$20,000. We now have four perpetual funds: The Jane Zieber Kelley Account of Aeons, the Gerda Ruhnke Flight Instructor Memorial Scholarship, The Geraldine Mickelson Memorial Scholarship, and now the Alice Hammond Memorial Scholarship.

As you consider contributing to your scholarship fund in the future, check if your employer has matching funds for grants such as this. If so, we may be able to double our contributions next year.

For your information, all funds received as contributions are divided with half going into our permanent fund to earn interest and half going toward the present year's scholarships. All memorial funds go directly into the permanent fund. Each year, all interest from the permanent fund goes to that year's scholarship awards. ✨

Lee Wilkerson: Gypsy Moth

BY TRISH DRUM, EDITOR, AUNT CUCKOO'S GAZETTE



Karen Kahn and Lee Wilkerson, Santa Barbara Chapter.

AT FIRST GLANCE, Lee Wilkerson's willowy 6' 2" frame and graceful gait conjure up images of haute couture models garbed in chichi designer creations, gliding down Paris runways. It's easy to envision this doe-eyed beauty among the high fashion jet set. But actually, Lee is more at home talking about flaps, trim tabs and yaw dampers than she is about chic in-vogue apparel. This femme fatale glides down runways all right, but in the cockpit of a jetliner—and she's the pilot!

Just 38, Lee recently landed a coveted pilot position with Southwest Airlines. Quite a feat to be among the elite corps of women jet pilots, as only four percent of the pilots employed by major airlines today are women.

Lee attributes her derring-do approach to life to her individualistic, independent parents, Julia and Barney Wilkerson. "They encouraged us (she and her older brother Greg) to be ourselves, to follow our dreams. They never dictated what we should do." Then she aptly recounted, "I remember Dad would sometimes wear coveralls to church. Once, he even wore them to a formal New Year's Eve party."

Her father was self-employed. Her mother kept the books. "We spent a lot of time doing things together, as a family." Reflecting fondly on family vacations to New England, Canada and Mexico, "I think that was when my love of travel and adventure began," she mused.

Lee pointed out that she was given a lot of responsibility at an early age. "My parents had a motel which they operated during the summer. I was 11 when I was put in charge of the front desk. But I was 5' 8" tall and a very independent 11-year-old. I learned to take charge, to handle things. You can't be a shrinking violet at any age when you're tall. You always end up being the leader."

Lee recalled being "shy, thin, tall and lanky (taller than all of the boys) in high school. I liked school and got good grades." But her eyes really lit up when she talked about her exchange student year in Austria when she was 15. And when, at the conclusion of their term abroad, she and fellow students toured Germany, Italy,

Greece, Israel and Turkey. It was clear that at 15, Lee had the travelin' soul of a gypsy.

"Although engrossed in pre-med courses at Cal Poly, I didn't know what I really wanted to do," Lee lamented. But eventually, armed with a microbiology degree and a med tech license, she took a job. "The job was a way to my means. It provided money for travel." And travel she did. To Asia, South America and the South Pacific. Each time she worked just long enough to get some time off and be able to pay for another ticket to another new adventure.

"My friends accused me of being flighty," she said. (Little did she know that "flighty" would one day have such a different meaning.) "This was the searching period of my life," Lee explained. "I was trying to find myself...my niche in life. I knew that being a med tech wasn't it."

At 25 she decided to join the Peace Corps. But while getting the necessary blood tests at the Santa Barbara Free Clinic, the director convinced her to put her talents to use in her own locale and offered her a job. She accepted.

It wasn't long, just about one year, before this free-spirited gypsy moth needed to spread her wings once more. It was this "ticket to ride" that eventually led her to her passion...her niche in life. "Something was missing in my life. I felt that somewhere 'out there' I'd find an answer. So I quit my job, sold most of my possessions (including my car) and bought an around-the-world ticket. My brother questioned this quest to which I was now committed, but true to their unwavering support, my parents said, 'Great!'

Her around-the-world log began with the Philippines, Singapore, Malaysia, Thailand, Burma, Nepal, India, Sri Lanka, Australia and New Zealand.

Lee revealed, "It was the six months I spent in India that changed my life. There were people living in hovels, in a state of abject poverty, yet they offered me a meal and the light in their eyes. In spite of their despair, their generosity—the goodness of the human spirit—shone through. I believe that there has always been good and bad in the world, it's an eternal struggle. But I'm an optimist. I hang on to all of the good things."

With compassion, she revived the memory of a blind man singing in a cafe in Bali who invited her to sing. Feeling inadequate, she replied, "Oh, I can't." "How dare you say you can't," he countered, "when you can do anything and can go anywhere you want."

After 11 months of gypsying, Lee returned home briefly. She completed a cram-course in French, then left for Paris to study sculpture and more French. But her Parisian venture was interrupted by a knee injury which veered her home again. Once mended, she resumed her global self-discovery quest. Her sojourns took her to Indonesia, Japan and Asia before returning to New Zealand to visit friends she had made there. It was there, in New Zealand, where the free-spirited gypsy moth found her answer.

"During my previous trip I had met aerobatics champion, Bruce Roy. I loved hanging out with Bruce and his pilot buddies, not only because of their zest for life, but because they absolutely loved what they did for a living: fly.

"One day, Bruce took me up in an antique biplane called a Gypsy Moth. It was exhilarating! That day, Bruce saw the spark that flying ignited in me and he challenged me to get a job in aviation. Shortly thereafter, I had a dream. In it I was putting together a jigsaw puzzle. The very last piece was shaped like an airplane. Eureka! It was my answer."

Lee wanted to "start somewhere new, with a whole new identity." She got her commercial ratings in Arizona, after which she became a flight instructor in Santa Barbara. There she met Continental Airlines pilot Captain Karen Kahn, who urged her to pursue a commercial aviation career. "She took me under her wing...encouraged me to 'go for it.' And I did! I've finally found something bigger than I am—a continual challenge." Lee is currently in 737 training.

Submitted by Karen Kahn, Santa Barbara Chapter. *Aunt Cuckoo's Gazette* is a bimonthly publication for women of wit and wisdom, 805-987-2493.

Mary Lamoy: Fire Fighter

BY GENE NORA JESSEN

THE SIXTH CHILD of stereotypical Vermonters—*independent, strong, self-sufficient*—Mary Lamoy has made her way in the world true to her roots. She left her secluded home to fight forest fires in Montana, never discerning that that's not what girls *did*. She joined a trail crew digging trenches, living on the land and staying out in the woods until the job was done. Her attitude and independence were a good fit for the helitack crew and Mary became one of only two women working for the Forest Service in the woods out of Missoula, Montana.

A life-changing event came from a chance helicopter lift out of the woods. Mary suddenly knew that she was destined to fly helicopters. She presented herself to an FBO in Missoula, announcing that she was there to learn to fly a helicopter. When the laughter died down and the facts of life were clarified for Mary (read money), she settled for the private pilot course in a Cessna 150.

Mary continued working seasonally for the Forest Service fighting fires and achieved her commercial and flight in-

structor certificates and instrument rating, then instructed part time and taught vo-tech ground schools. 1988 was a banner year—her 13th season in the woods, the completion of her multi-engine rating and she was hired to fly for the Forest Service. She started out as a copilot in the Merlin and King Air 200, the infrared airplanes.

Mary's been building experience and flight hours ever since. By 1991, Mary had moved over to the left seat as King Air captain. Then she shifted into the DC3 dropping jumpers and by the next year was a smoke jumper captain in the Twin Otter. Along the way, she picked up a single engine seaplane rating on her own, then did the multiengine sea in a Twin Beech. She still smiles a lot about that.

1993 was a low fire season and Mary



Captain Marc Anderson, Forest Service, and Mary Lamoy in front of DC3 converted to turbine engines.

worked into the lead plane program. The lead plane is a P model Baron checking out reported fires, communicating with the ground and aircraft as the fire air traffic controller, leading the tankers and helicopters over the fire and directing the air tanker drops. Lead plane pilots have hairy tales to tell of "tourists" who wander into the smoky fire zone (which is notated off limits to all other aircraft) while they are fully occupied orchestrat-

ing the ballet of aircraft dropping fire retardant and jumpers.

The 1994 fire season was a conflagration never ending until the snow flew. Mary Lamoy, the girl who dug ditches and lived in the woods for 13 seasons, flew lead plane in a P Baron out of McCall, Idaho. She's accumulated 2,800 hours and the respect of the crews on the ground and the elite troops she drops into the fires. She's one of eight female lead plane pilots flying for the Forest Service in the United States.

And what about the helicopter dream? Visions of flying a helicopter for a living have been tempered somewhat by reality, but acquiring the rating remains high on Mary's agenda. Mary achieved a Marion Barnick Scholarship in 1992 which gave her six and one-half hours in an R22. She predicts she'll be rated before 1995 is finished.

With that Vermont heritage of tenacity, combined with Idaho resolve and Lamoy spirit, the Whirley Girls will doubtless have a new colleague soon. ✱



Bell Knob Fire near Hettinger Ranch in Payette National Forest, Idaho, 1994. The fire jumped canyon against 30 to 40 knot winds.

NOTAM

Please remember to support those advertisers who choose *The 99 News* to display their products and list their services. Without their help, your organization could not afford to publish this magazine.

"If you obey all the rules, you miss all the fun!"

Katharine Hepburn



Lucille Stone: Circa 1930's

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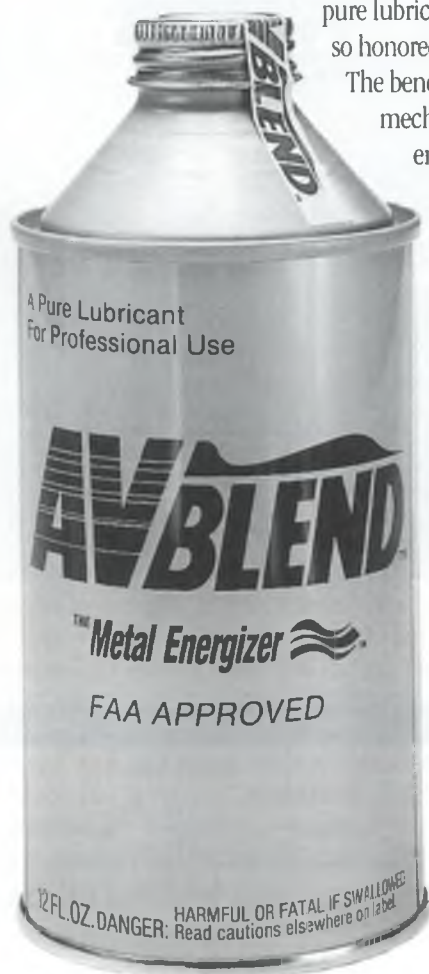
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If you are a licensed woman pilot, you are invited to become a part of our legacy as the *first and only* international organization of women pilots! Ninety-nine licensed women pilots founded and became the Charter Members of THE NINETY-NINES® in 1929. Amelia Earhart served as their first president. Today, thousands of licensed women pilots in 35 countries comprise its membership—which continues to include some of the original members. For a packet of information on the many benefits of membership in The Ninety-Nines®, call 1-800-994-1929 in the U.S. or 405-685-7969 outside U.S.

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Can women pilots save general aviation?

BY PHILIP GOLD

Reprinted with permission of the Seattle Times, Feb. 23, 1995.

Aerospace is a continuum: an array of technologies and activities, from space shuttles and stealth bombers to puddle jumpers and small working planes. Predictably and properly, high-tech megaprojects attract the most public attention. However, some of the more interesting challenges of the 1990s may lie at the low end of the continuum, in a catchall category known as general aviation.

And how (or whether) these challenges are met will say as much about America as it will about U.S. aerospace.

General aviation includes nearly everything aloft that isn't military, commercial, or purely experimental. Its two largest components are private (individual pilots and planes) and business (the corporate fleet). Both components have significant potential for expansion. But both also face serious economic and cultural obstacles. Still, success could generate several hundred thousand new jobs, a few billion in sales, and—maybe—help give this country something to get a little excited about.

In the 1970s and 1980s, the private-aircraft industry was virtually destroyed by predatory product liability lawsuits. Piper went into bankruptcy, Cessna closed its single engine piston line entirely. The 1994 General Aviation Revitalization Act finally provided some relief.

Playing catch-up. But catch-up will be hard. For decades, money that should have gone into research and development went into lawsuits and insurance. Manufacturers grew ever more reluctant to innovate. True, some new technologies, such as GPS (satellite) navigation systems, have been finding their way into cockpits. But airframes, propulsion systems and avionics remain, in many models, much as they were 20 years ago.

However, it is now becoming possible to build an entirely new generation of small private aircraft by adapting technologies and materials originally intended for military and commercial aviation, especially "fly-by-wire" computer systems. A number of experimental and kit companies are involved in such work; so is NASA. But the creation of new, affordable, user-friendly, genuinely practical "advanced personal transportation systems" must remain the task of the manufacturers.

Revival may be possible, provided general aviation taps into its largest potential, and potentially most enthusiastic, remaining market segment. Women.

Just one problem: who's going to buy these miracle machines? Until a definite potential market can be

proven, manufacturers still reeling from a quarter century of nonstop lawsuits will be understandably reluctant to invest heavily, or risk more legal predation.

As an industry, business aviation is in far better shape. The new corporate jets are technologically advanced and capable of transoceanic flight at, in some cases, higher-than-commercial speeds. The market is good. Still, business aviation suffers from an image problem: a widespread and stubborn perception of corporate planes as executive toys, not productive assets or parts of the national transportation system. The abstract advantages of

business planes are obvious: freedom from airline schedules, greatly enhanced mobility and reach, the personnel efficiencies accruent to travel in an airborne office. Further, when doing business in many parts of the world (Russia comes to mind), it's sometimes wise to take your transportation with you.

In certain businesses, especially those that require supervision of far-flung activities or immediate response to customer needs, the advantages of corporate aviation have long been obvious. Manufacturers and trade associations are attempting to persuade other enterprises (regional banking, for example) of these advantages. But if they succeed, another problem would remain.

Who's going to fly them? At first glance, the question seems absurd. But, in the matter of human beings, the future of general aviation becomes as much a cultural as a technical or economic affair.

Throughout this century, America has had a love affair with flight. Part found expression in the worship of enduring heroes: Lindbergh, Earhart, Neil Armstrong, Sally Ride. But the affair was also based upon accessibility. Americans could see themselves in the cockpit. Today, this is no longer true. Although most Americans, when asked if they would like to fly answer yes, in reality aviation has become the province of two elites: the very skilled and the very affluent. The affair seems to be ending at the very moment when new aircraft and new opportunities should revive it. Still, revival may be possible, provided general aviation taps into its largest potential, and potentially most enthusiastic, remaining market segment. Women.

The typical pilot. The private pilot population is aging and shrinking. The typical pilot has always been a male, thirtysomething and older, and with ample discretionary income. Today, millions of women possess the same characteristics. Further, the professional pilot population is about to undergo a fundamental change. Since World War II, the vast majority of business and commercial pilots has come out of the military; few women could compete with guys who'd gotten several million dollars training and flight time at government expense. But the military-to-civilian pipeline is starting to slacken. Women coming through the civilian flight schools and aviation colleges may well make up the difference.

Sociological studies suggest that the entry of women into any field reaches a kind of "critical mass" at about 20 percent. After that, the field begins to change, often in the direction of greater openness and expansion. The percentage of women pilots is currently far lower (perhaps about five percent) and rising only slowly. But women are advancing to higher certification levels. Careers impossible 10 years ago are now becoming, if not commonplace, certainly visible and acceptable.

Can women, as private pilot/owners and professional pilots, save general aviation? Economically, probably. And also, probably, in spirit. Anyone who's been around these ladies can't help but be impressed by their joy at the newness and adventure of what they're doing.

Impressed and, perhaps, also infected.

Philip Gold is director of the Aerospace 2010 Project at the Discovery Institute in Seattle.

Submitted by Penelope Amabile, Greater New York Chapter, who received it from Phyllis Sproul, Western Washington Chapter.

How to contact your U.S. Senators and Congressmen about legislation in your area of interest

Step 1 - Call the bill Status Office of either the House of Representatives, 202-225-1772, or the Senate, 202-224-2971. Make certain you write down the bill number. This office can also direct you to the Congressional committee responsible for considering the bill and presenting it to the House or Senate floor for a vote.

Step 2 - Call the Congressional committee and attempt to solicit the cooperation of the staffer who works directly with the legislation. Direct committee numbers can also be found through the Capitol switchboard, 202-224-3121.

Determine who sponsored the bill. Talk to the staffer. Remember that the staffer has considerable expertise in this area (he or she may have even drafted the legislation) and will be more responsive if your questions are to-the-point.

A cooperative committee staffer can provide you with a copy of the bill, hearing transcripts (if any), where it will go when it leaves committee, an analysis of how likely it is to get committee approval and when a committee vote might come.

Avoid wasting staffer's time.

Take notes. It is best to identify yourself as a member of an organization.

Step 3 - If the bill you're interested in is scheduled for action on the floor of the House or Senate, you can monitor its course hourly by calling a special number intended for Members of Congress and their aides (but not legally closed to the public). The recorded message will provide you with an up-to-the-minute bulletin of ongoing and scheduled floor action.

Senate Cloakroom
(Republican) 202-224-8601

Senate Cloakroom
(Democrat) 202-224-8541

House of Representatives
(Republican) 202-225-7430

House of Representatives
(Democrat) 202-225-7400

The Honorable _____
U.S. Senate
Washington, DC 20510
Phone: 202-224-3121

The Honorable _____
U.S. House of Representatives
Washington, DC 20515
Phone: 202-225-3121

—Reprinted from the
Houston Chapter Newsletter



Young people around the world will again have the opportunity to "take to the air" on Saturday, June 10, as the EAA Aviation Foundation hosts its second annual International Young Eagles Day. The event, the most ambitious, internationally coordinated effort held in conjunction with the Foundation's "Young Eagles Program" each year, seeks to introduce thousands of kids to the world of flight in a single day. **Contact your Chapter Chairman for information on how your Chapter will support the EAA in this educational program.**

NOTAM

Dr. Jacque Boyd has found it necessary to resign her position as co-chair of the Membership Committee due to an increasing workload in other endeavors. She will continue as a member of the Committee for the Ninety-Nines Networking Resource Directory and Pilot Career Mentoring, as is reflected on the revised Member Benefits, Services & Resources listing on this page.

We are pleased to announce that Margaret Rappaport will be assuming the vacancy and will handle the "administrative" co-chair work of the Committee. Marilyn Smith will continue as advisory co-chair. Please note Margaret Rappaport has a *new address and phone* which appear on the reverse side of the revised Member Benefits, Services & Resources Listing.

THE NINETY-NINES INC. Member Benefits, Services & Resources

\$\$ = ORGANIZATION RECEIVES REBATE INCOME
99 = MEMBER-OWNED/OPERATED BUSINESS
Effective: April 15, 1995

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- \$\$ AVIS (Worldwide) - Plan #B668200
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- \$\$ BUDGET (Worldwide) **NEW!**
Plan #8220026978 — 1-800-527-0700
- \$\$ HERTZ (Worldwide)
Plan #CDP163708 — 1-800-654-2200
- \$\$ NATIONAL (Worldwide)
Plan #5504240
1-800-CAR-RENT (1-800-227-7368)

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- \$\$ NINETY-NINES "Women Who Fly" MASTERCARD
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- 99 AVIATION CAREER COUNSELING
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(25% discount)
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Revised 4-15-95

THE NINETY-NINES® INC. INTERNATIONAL MEMBERSHIP COMMITTEE

Margaret Rappaport
Administrative Co-Chair
P.O. Box 1845, Orleans, MA 02653-1845
Home: 508-255-0357

Marilyn Smith, Advisory Co-Chair
424 Medici Court, Punta Gorda, FL 33950
Home: 813-637-0355 — Fax: 813-637-8577

COMMITTEE ACTIVITIES

Networking Resource Directory
Aviation Career Services
International Relations
Benefit Programs
Recruitment & Orientation
Retention/Non-Renewal Follow-up
Membership Surveys & Statistics
Promotional Literature & Materials
Resource File of Chapter Programs,
Projects, Activities and Events
Student Pilot Program & Activities

SERVICES PROVIDED BY HEADQUARTERS STAFF

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Magazine Mailing List
Members' Biographies
Application Forms
Membership Brochures
Membership Card & Directory
Membership Records
Renewal, Reinstatement, Transfer
Requirements for Membership
New Member Processing
Research Assistance

NINETY-NINES HEADQUARTERS

Box 965, 7100 Terminal Drive
Oklahoma City, OK 73159
Phone: 405-685-7969 — Fax: 405-685-7985

Loretta Gragg, Executive Director
Cindy Rusher, Administrative Assistant

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

Revised 4-15-95

The 6th Annual International Conference of Women in Aviation

BY ERICA SCURR, All-Ohio Chapter

THE 1995 INTERNATIONAL CONFERENCE of Women in Aviation drew over 1,000 women from 50 states and seven foreign countries to the Adam's Mark Hotel in Saint Louis, March 16-18. Many of them—participants, speakers and exhibitors—were from the ranks of The Ninety-Nines.

The 1995 conference theme, "Each One - Reach One," promoted development of communication and outreach programs to increase these numbers still further. The continuing growth and success of this annual event was recognized by a number of prominent industry sponsors and speakers who also acknowledged that women are the largest untapped market segment for aviation.

Communication and outreach. Patricia Ball, president of Corporate Communications and vice president of the National Speakers Association, offered convincing techniques for "Winning with Powerful Communications." Ms. Ball acknowledged that women listen and read nonverbal messages better than men, but men are direct and use humor more effectively than women. "The most powerful communication," she emphasized, "is communication that combines the best of these female and male skills."

In a panel which echoed the conference theme, AOPA president Phil Boyer presented discouraging statistics on the declining population of U.S. pilots. The greatest growth of student pilots, he revealed, is in the over-60 age group and only 14 percent of students go on to achieve a private certificate. AOPA surveys indicate that time and money are the biggest obstacles to learning to fly. "Project Pilot," in which 13 percent of new pilots are women, is starting to turn these statistics around.

Bonnie Poberezny has been part of the EAA family for over 30 years. She described how her organization is continuing to share the dream of flight through the Young Eagles program. The goal of this program is to fly one million children between 8 and 17 years of age and produce 10,000 new certificated pilots.

Jim Coyne, president of the National Air Transportation Association (NATA), was encouraged by a national poll in which 19 percent of women answered "Yes" when asked, "Do you have the dream of becoming a pilot?"

Flying, he observed, has progressed through four generations. First, it was a new science; then it became a tool for discovery; the third generation produced a war machine; and the fourth a practical, everyday activity for everyone. Women and men in the fifth generation, with more disposable income and leisure time, are flying more, owning more airplanes, and carrying the flame into space.

Sponsors and Speakers. Northwest Airlines, sponsor of the opening reception, proudly introduced five women executives to the conference. Other major sponsors recognized during the two-day event and represented by women from their management ranks included the Federal Aviation Administration, *Flying* magazine, Jeppesen and McDonnell Douglas Corporation.

Linda Daschle, deputy administrator of the FAA, regretted that "Still, women are on the plane but not often on the flight deck." She promised during her term of office to "Open the door a little wider for the next generation of women." Toward this

goal, Daschle recognized a team of FAA staff striving to make the language of FAA publications gender-neutral. As part of this effort the AIM will be renamed the *Aeronautical Information Manual*.

John W. Olcott, president of the National Business Aircraft Association (NBAA), began by observing, "This conference is alive with enthusiasm and confidence. The energy level is contagious." He went on to urge opposition to the proposed takeover of air traffic control functions by a U.S. Air Traffic Service Corporation. Such a move, Olcott believes, will compromise the world's safest and most efficient air transportation system. Using the U.S. Postal Service as a model, he suggested labor costs will rise and efficiency decline. The NBAA believes reform of the FAA is essential.

Program featured many 99s. In the ongoing interest of safety, the opening reception was followed by an FAA Wings Program Safety Seminar. Guest Speaker 99 Wally Funk promoted a zero tolerance attitude to unsafe practices and a captain's briefing before each flight. Drawing on her long experience as an NTSB investigator, she illustrated with graphic slides the devastating effects of flight into box canyons, taking a look in less than minimum conditions, and trying to fly with insufficient or contaminated fuel.

Attendees could pick from a smorgasbord of topics in concurrent sessions. Panels discussed career opportunities for women in non-traditional maintenance roles, as airline pilots and in the management and executive ranks of the FAA and major manufacturing companies.

Numerous 99s presented papers: Dr. Jacque Boyd reviewed maternity and family leave policies for professional women pilots; Becky Lutte, Margaret Klemm, Maryann Turney, Hope Thornberg and Lauren Nicholson addressed various aspects of aviation education programs; Betty Strohfus talked about her experience as a WASP and Sheri Coin Marshall revealed how she overcame a disability to become a flight instructor; Shirley Render and Chanda Budhabatti presented information on women pilots in Canada and India; Cynthia Brown spoke on aviation insurance and Linda Hamer on aerobatics and the IAC; Margaret Rappaport taught improved pilot performance through visualization; Lesley Stewart introduced "Women in Aviation Online;" and Carolyn Kloth described the publications and services of the National Weather Service.

Exhibitors. About 25 percent of the 53 exhibitors were from universities and flight schools around the country offering training



Photo provided by Wally Funk

The Ninety-Nines' booth was among many active exciting displays in the Exhibit Hall. Wally Funk, Long Beach Chapter, presents a 99s pin to new member, Vicki Knight of Arlington, Texas, while Alexis Koehler, Florida Spaceport Chapter, looks on.

for pilot and administrative careers to serve the needs of a large contingent of young and exuberant students.

Closing ceremonies. Lt. Col. Eileen Collins, USAF, and a 99, the first woman space shuttle pilot, received a standing ovation at the closing banquet. She described her February 1995 flight at the controls of *Discovery* and the rendezvous with the Russian Mir space station.

Five women whose accomplishments span the history of flight were inducted into the Women In Aviation Pioneer Hall of Fame. In 1921, Bessie Coleman, a representative of the barnstorming era, was the first African American woman to receive her pilot's license. Her achievements are also commemorated in a new Black Heritage U.S. postage stamp unveiled at the conference.

Nadine Liscomb Jeppesen established an innovative flight chart business with her husband, Capt. Jeppesen, in 1936. Ninety-Nine, Jean Ross Howard, the 13th woman in the world to receive a helicopter rating (1954), went on to found the Whirly Girls, Inc.

Ninety-Nine, Wally Funk, one of 25 women who underwent preliminary astronaut training in the '60s, became the first female FAA inspector (1971) and an air safety investigator with the NTSB.

Only eight percent?

Could it be that of nearly 700,000 pilots in the U.S., women comprise only eight percent of licensed pilots and two percent of student pilots?

Throughout the conference, speakers showed a concerted effort to increase all pilot starts, mentor more students and reach out to enlighten youngsters.

—Doris Abbate
Long Island Chapter



PLACE YOUR ORDER TODAY for this beautiful 100 percent cotton throw complete with many symbols relating to The 99s. Navy/Natural, \$59.95, includes postage and handling.

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Deadline for filing an application to compete in the World Precision Flying Championships in Ft. Worth, Texas, is July 1, 1995.

For filing or volunteering, write Jody McCarrell, Rt. 1, Box 487B, DeQueen, Ark., or Fax 501-642-4829.

SUN 'N FUN

Spring Celebration of Flight

BY BARBARA SIERCHIO
SUN 'N FUN COORDINATOR

SUN 'N FUN 1995 in Lakeland, Fla., began long before opening day, April 9. There were many planning meetings to attend; repairs and cleaning

to be done to The 99s Building; merchandise to be ordered by Nancy Wright; volunteers to be contacted and the building to be set up for the business of selling The 99s.

Nancy Wright and I started setting up and inside cleaning on Friday. We were delighted to have our International Officers, President Joyce Wells, Vice President Lois Erickson and Secretary Lee Orr as well as our South-

east Section Governor Nancy Wright, in attendance. They all worked very hard, helping with the daily housekeeping chores in addition to answering questions about The 99s. Nancy arranged housing for our visiting dignitaries.

There were many volunteers from Florida Suncoast and other Chapters as well. Florida Gulfstream and Florida Suncoast Chapters held their meetings at The 99s Building. We had 150 guests and 265 Ninety-Nines sign our guest book, representing many states, several provinces of Canada and Brazil, Germany, Spain, Saudi Arabia, Finland, Korea, Thailand, France and England.

We signed up 13 new members and handed out information and applications to 21. There were 17 Sixty-Sixes, two transfers and one reinstatement. All

names were referred to the appropriate Chapters or Sections.

We participated in the annual Volunteer Parade early Thursday morning. This is to honor the volunteer workers at Sun 'n Fun. The Air Traffic Controllers are the noisiest bunch participating. Joyce Wells rode on the golf cart with Pat Quinn, one of the founders of Sun 'n Fun; and Nancy and I hitched a ride with the "Homebuilt" cart. We went through the campground with whistles and sirens and blinking lights. This was the largest and best parade ever! Joyce, Lois and Nancy were interviewed on the radio. Joyce and Lois each received a VIP tour of the Sun 'N Fun grounds. The weather was beautiful and balmy most of the week.

Now it's time to start all over again and plan for next year: April 14-20, 1996. Mark your calendars!

Our grateful thanks to the many volunteers and for donated items. This building and its operation are made possible strictly through donations.



Bertha Podwys, Florida Suncoast Chapter, at 99s Exhibit. Notice the large throw hanging in the background. See how to order on page 17.



Joyce Wells and Pat Quinn in the Volunteer Workers' parade at Sun 'n Fun in Lakeland, Fla.



SE Section Governor Nancy Wright and Florida Suncoast Chapter Chairman Judy Lester at 99s' meeting.

THE ANNUAL SUN 'N FUN FLY-IN was apparently a gold mine for some of the Kansas companies that displayed their wares to the more than 600,000 people who attended this year's event. The top product, according to a report by Dave Higdon of *The Wichita Eagle*, was the world's first handheld, satellite navigation receiver/two-way radio which came from AlliedSignal General Aviation Avionics in Olathe, Kans. The

radio serves as both a global positioning system (GPS) receiver for navigating and as a 760-channel communications radio—simultaneously, if you wish. The walkie-talkie-size device also sports a slick moving map display and a unique emergency locator that can automatically transmit a voice message describing the plane, its registration number and accurate position data from the GPS receiver. The company's display at the show was mobbed by pilots

wanting to see the KLX-100 work. Many also visited Bendix/King dealers at the show to order one of the nifty little radios. By the end of the show, the company had advance orders for more than 2,000, over \$2 million in business.

The second top product, according to Higdon, came from Garmin Industries, also of Olathe, for what has to be the world's smallest GPS receiver with a moving map—about the size of a TV remote control. Rans Inc. from

Hays, Kans., unveiled its S-12XL Airaile kitplane at the show—a two-seat airplane kit priced at about \$10,700. That includes everything, including the engine and propeller.

Cessna Aircraft Co. gathered a bunch of prospective customers for their CitationJet. Raytheon Aircraft Co. also attracted its share of prospective customers for the two Bonanza models on display—the Baron and King Air C90SE.

Learning to adapt to life at an airline

BY KAREN KAHN

OCCASIONALLY, WE ENCOUNTER PILOTS who have recently entered the world of commercial flying and realize that they are totally unprepared for the regimentation and control imposed upon them by their company.

Their expectations seem to vary 180 degrees from reality. When they are asked, "What did you expect?" the answer is usually, "Gee—a little freedom and control over my life."

You must keep in mind as you move into any commercial operation that the key words will be *safety* and *scheduling*. Your vision of each one can vary markedly from that of your superiors. Your job is to learn their interpretation and blend it into your workday.

Let's start with training. Remember, you're now being paid to learn. You are expected to produce results by scheduling yourself to cram the maximum amount of technical information into your head in the minimum amount of time. You are expected to review material before it's presented in class, take good notes and absorb voluminous amounts of data.

Ground school will seem like a huge overload until you proceed on to the cockpit procedures trainer (CPT) and the simulator. Then you'll wish you were back in ground school where expectations were black and white: study the material, take a test on it, and move on. Up to this point, you're focused on *input*.

Once your systems knowledge is theoretically complete, you're off to the cockpit (either a paper mockup, a non moving simulator, or maybe even the real airplane) for a chance to apply your newly acquired learning.

Each of those systems you studied in ground school now takes on a new frame of reference as you begin your pre-start checklist, testing and checking all the items you studied so hard. You'll learn a "flow" or the organized manner in which you can pre-flight the cockpit. There's one for each phase of flight: preflight or "receiving," before start, after start, taxi, before takeoff, climb, cruise, descent, approach, landing, after landing, parking and termination. Learning the flow for each phase of flight allows you to complete the necessary items first—and then return with the checklist to double-check each item.

As you move on to the simulator portion of your training, your scheduling will become more and more critical. You are expected to be well prepared for each session, studying the upcoming maneuvers and doing a lot of "armchair flying." To make

your "cockpit" more realistic, you can tape the diagram of the panel layout onto the wall above your desk and make your "simulated flight session" even more realistic.

You'll be busier than you ever expected. Not enough time in a day to sleep, eat, study and attend your scheduled training sessions. Your assignments may range from early one morning (show up at 0500) to late the next evening (fly the 8 p.m. to 2 a.m. slot). There may be little or no consideration for how your body is taking all these odd hours. You will have to schedule yourself to assure you are getting enough sleep and have adequate nourishment to be able to think clearly during your training sessions.

Once you've completed training (sorry, no graduation ceremonies or wings pinnings), it's hurry up and wait. As a new line pilot, you'll be given some Initial Operating Experience (IOE), probably some 15-25 hours flying with an experienced captain. Then comes the shock of getting tossed into the Reserve Pool where you'll be back to waiting—waiting for the phone to ring—and when it does, it's then hurry, hurry to get to the airport to take a flight that needed to leave yesterday.

Your days off may be your own, but keep your plans tentative as too often your three-day trip may turn into a four-day, spilling over, for instance, to the Tuesday you had planned to go somewhere and do something—and it must be canceled.

Depending on how fast your airline is growing, or other pilots are leaving, you'll be "on reserve" or "on call" for two months to a year or more. You can request certain days off, but don't be surprised when they change your schedule or re-route your flight—and there go your plans for some R&R.

The bottom line is flexibility. Learn to take changes in stride. Remember that most of our business is sitting around waiting for something to happen—either the phone to ring, the aircraft to arrive, the VOR checkpoint to pass, or your seniority to improve so you can move up to a *real* schedule of flying for each month.

Actually, you've probably experienced all of these sensations on your road to the top. We've all done our share of waiting. My best advice is to fill your empty hours with something productive and beneficial. I've found it's a great time to learn a new skill, brush up on a rusty one, start a sideline business, or study for your next proficiency check.

Whatever your choice, enjoy your "free" time. You'll never have enough of it!



Key words will be *safety* and *scheduling*

NOTAM

SCS needs HELP!

The fall SCS meeting will be held in Grand Junction, Colo., Sept. 28 through Oct. 1. Phyllis Kramer, General Chairman, needs your help. She says this is a fun way to meet fellow pilots from the Mile High Chapter, as well as the surrounding states. Inexpensive lodging can be arranged. If you can volunteer your services, call Phyllis at 970-835-8102.

NOTAM

Photos wanted

The Powder Puff Derby Winners Wing Wall is being moved from Riverside Airport to McCarren Airport Aviation Museum at Las Vegas, Nev. The Inland California Chapter would like to hang a picture of each winner with their wings.

We have been unable to locate a picture of Carolyn West-1947, Frances Nolde-1948, Sue Kindred-1949 and Boots Seymour-1950.

If anyone knows of a picture or has information on their family or history that would help us, please contact me at 702-394-4130, P.O. Box 1551, Overton, NV. 89040. Several people are looking for a picture of Gini Richardson and Judy Wagner. If they are not located, we may need their photos also. —Mardell Haskins, Inland California Chapter

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

GRASS ROOTS



Greater Kansas City

The Chapter had a unique opportunity to publicize our very active Chapter when we were invited to enter a float in the Brookside community St. Patrick's Day Parade. Parade Chairmen, Kimberlie Sloan and Beth Hardison, borrowed a replica airplane, had a painting party and decorated it with St. Pat colors and 99 N number. Donna Burrows, assisted by husband Jerry, provided the gaily decorated trailer on which to transport the plane. The plane was piloted by Beth's 6-year-old daughter Erin in full pilot gear, including helmet, goggles and scarf, ac-

companied by 10 other enthusiastic Ninety-Nines. Although it was a cold, brisk day, a warm camaraderie was enjoyed as we answered the most often asked question by parade watchers: What is the 99s? The experience was invaluable for our busy group of women and the publicity reached a lot of people who had never heard of The Ninety-Nines.—*Helen Hamilton*

Pikes Peak

The Pikes Peak Chapter has a Recurrency Scholarship Program available for Colorado women pilots in the amount of \$1,000.

North Jersey

The Chapter sponsored a successful Student Pilot Forum in March chaired by Chapter Secretary Lynda Scully in the Lincoln Park (NJ) Aviation hangar. About 100 students listened to representatives speak on nine different topics regarding aviation.—*Aileen Trotter*



Panelists at North Jersey Chapter's Student Pilot Forum were (l. to r.) Charlotte Happle, control tower supervisor; Marci LaShells, aviation insurance; Angela Kovacs, ground school instructor; Dr. Geraldine Nelson, medical examiner; Susan Ward, FSDO assistant manager; Laura Knipmeyer, new private pilot; Margaret Lucy, FSS weather briefer; Clare Gesualdo, CFII; and Tim McSwain, designated examiner.



5th Annual Lasagna Feed at Hangar 134 Livermore Airport, CA. (L-R) Barbara Evans, Kay Alyson, Barbara Blissert, Vicki Miller, Sylvette Phillips, Carmen Mullenhoff, Lynn Jorgensen and Kim Sloan.

Livermore Valley

We celebrated our fifth anniversary in April. Our small Chapter has left its mark at Livermore, Calif., airport. We have painted and repainted the compass rose; established an Annual Lasagna Feed fundraiser for the AE Scholarship Fund; and made and donated a "Welcome to Livermore" sign which is now mounted on the terminal building, facing the runways.

Members have made presentations to school groups and the Girl Scouts to promote aviation to future pilots. Weather permitting, we have had fly-ins with fun activities such as rollerblading and kayaking in Monterey; hiking to "ice cream" at Columbia; camping at Pismo Beach; or just flying out to lunch at any of a wide variety of airports.—*Barbara Blissert*

Shreveport

It is a well known fact that pilots are more likely to get lost navigating on the ground than in the air. Shreveport Chapter has taken steps to prevent this from happening. Since our monthly meetings are held in the evening at each other's homes which can cover many miles, we could conceivably go astray. Martha Christy has come to our rescue. She designed individual charts for each home which give specific highway and street instructions, plus a phone number, all bound up in a book the exact size of IFR Approach Plates. She presented one to each member! —*Helen Hewitt*

Orange County

Two of our CFIs, Linda Eldridge and Pam Hengsteler, along with Orange County Flight Center's CFI, Neil Lundt, put our Chapter

members through their paces enabling them to become night current on March 8 at Martin Aviation at John Wayne Airport. A great turnout was there, including Lt. Col. (Ret.) Pat Pateman, former WASP, who brought photos of the *Discovery* night launch piloted by 99 Lt. Col. Eileen Collins. What a treat it was to hear about the launching firsthand!

Forty Orange County members and friends participated in a highly successful fundraiser for our Chapter by attending the taping of the Jay Leno Show in Burbank, Calif. We all took much pride when we were introduced as "Members of the Women's Pilots' Association called The Ninety-Nines." —*Mary L. Van Velzer*

Yavapai

We may be small, but we make up for our lack of size (8 members) by our hard work and determination. In March, the Prescott Public Library invited us to celebrate Women's History Month by putting up a display on Prescott Women in Aviation. They made available to us a large glass display case which we managed to fill to overflowing with aviation related memorabilia. The display was so well received that at the end of the month, Embry-Riddle Aeronautical University invited us to move it to the campus library.

In April, Chairman Joyce Hilchie was instrumental in coordinating the efforts of our Chapter in sponsoring a very successful two-day FAA Wings Safety Seminar with co-sponsors Scottsdale FSDO, the Prescott control tower and flight service station, Embry-Riddle, Northair, Magnum Aero, Arizona Flight

School, Custom Pilot Service, Mile-Hi Avionics and Nancy's Skyway Restaurant. We registered over 15 pilots. After a full day of seminars and other activities, we ended with an enjoyable happy hour and lasagna dinner.

Virginia

In observance of March as Women's History Month, members interpreted aviation history for a group of children March 11 at Virginia Aviation Museum. Following a reading from the book *Ruth Law Thrills the Nation*, Maryrose Leder dressed in costume as AE. Other members distributed several children's projects featuring aviation and some Future Pilot's Wings donated by AOPA. Members assisting were Genevieve Krimm Orange, Virginia Riley and Betty Vinson. After the event, members were treated to a special showing of the film *Come On, Geese*, made by William Lishman showing him training the geese to fly with his ultralight.—*Betty Vinson*

Kansas

Janet Yoder and Karen Tucker "flew" Janet's Lincoln from Wichita, Kans. to Wichita Falls, Texas, on Valentines' Day to accept an invitation from the Wichita Falls Chapter to talk about their experiences in flying the Air Race Classic.

Janet Yoder met Pat Eby of the Wichita Falls Chapter at Oshkosh last summer when their beautiful show planes were parked next to each other. At that time, Pat extended the invitation to visit the Wichita Falls Chapter. Janet has competed 14 times in the Air Race Classic and Karen four times. Both love to talk about air racing to anyone



(L. to R) Front: Pat Eby, Debbie O'Neil, Dawn Bagnetto; Rear: Sue Stilley, Betty Nicks, Janet Yoder, Karen Tucker, Carolyn Sanders and Betty Kidd.

who is willing to listen, and this was their chance to have a captive audience. The enthusiasm with which the Wichita Falls members greeted Janet and Karen was worth the long drive. Their hospitality was wonderful...and maybe some will decide to race in the future.

—*Karen Tucker*

NOTAM

An updated copy of the FAA Standards for Airport Marking (AC150/5340-1G) which shows the current standards for all runway and taxiway markings can be ordered free from DOT, M-443.2, General Services Section, Washington, DC 20590. An order form is included in the Mid-Atlantic Section Airmarking Manual.

CORRECTION:

The photo in the upper right hand corner on page 17 of the March/April issue should have read: Airmarking in progress at Millville, N.J., with Garden State Chapter joined by the Delaware, Keystone and Eastern Pennsylvania Chapters.

—Received from *Ellen Nobles-Harris, International Airmarking Chairman*

ACHIEVERS



Gulf Stream Chapter Chairman Maria Petritsis with WASP Selma Cronan

SELMA CRONAN was honored by the Gulf Stream Chapter for being a member of The 99s for 50 years. Also, in 1994, as a retired WASP, Selma received a personal invitation to the White House by President and Mrs. Clinton for a reunion of the WASPS. Selma has truly been an inspiration to the Gulf Stream Chapter who puts her right up there with the greats like Amelia Earhart, Jacqueline Cochran, Sally Ride and Jeana Yeager.—*Judy A. Maxwell, Gulf Stream Chapter*

PATSY BUCHWALD, reporter for the Pikes Peak 99s, was elected by the Colorado Springs City Council as a Commissioner on the Colorado Springs Airport Advisory Board, the second largest airport in the state. Patsy is the first and only woman to serve on this board.

MARY ANN SENFT, Colorado Chapter, is the first woman pilot to build her own Lancair IV pressurized airplane and is planning to fly it to Halifax for the International Convention this summer. The Lancair is a four-place composite-built aircraft capable of 350 miles per hour flight having a TSIO 550 Continental twin-turbocharged engine, thus allowing it to go up to 29,000 feet with a cabin altitude of 12,000 feet. She completed it with about 3,500 hours build time. It will be at the FBO at Halifax International Airport from about July 3 to 7. It will be one of the prettiest airplanes around... you can't miss it!

—*Otto E. Senft*
United Airlines, retired.

LUCILE BLEDSOE, Colorado Chapter, has been chosen for induction in the Forest of Friendship at Atchison, Kans.

JETTA SCHANTZ, Florida Firstcoast Chapter, was honored by the National Air and Space Museum on March 13 for establishing the world record for altitude in a hot air balloon, 32,572 feet. She also received the highest honor that can be bestowed in the sport of ballooning, the Montgolfiere Diplome Award by the Federation Aeronautique Internationale and the International Ballooning Commission of Paris, France. Only the seventh woman to win the award, she was also honored by the National Aeronautic Association for taking part in one of the 10 most memorable flights in 1994. No one had ever reached that height on a stock balloon with no modifications.

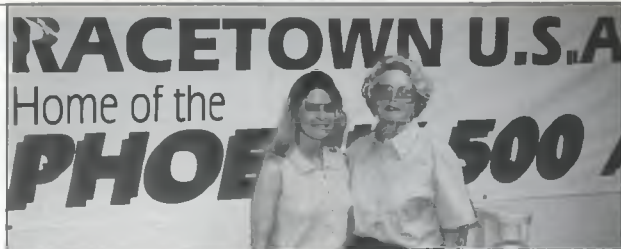
"All my life I wanted to accomplish something," said Jetta in an interview with *USA Today*. "but I was never an athlete. These awards show that no dream is too big."

FIRST LT. SARAH M. DEAL will receive her Wings of Gold and be designated a Naval Aviator in the U.S. Marine Corps. A ceremony was held at the base theater at Naval Air Station Whiting Field in Milton, Fla.

—*Jeane Wolcott*
Women With Wings Chapter.

First Canadian Chapter: **NAT McHAFFIE** placed in the Aerobatics Competition with her Pitts Special in Collingwood, Ontario. **GILLIAN WATT** placed second at the Webster Memorial Trophy Competition in Victoria. **DENISE EGGLESTONE** received an International Society of Women Airline Pilots Scholarship. **ADELE FOGLE** was featured on the TV show, *Time of Your Life*.

Eastern Ontario Chapter: **KAY JAMES** won the Ottawa Flying Club's Philip Pantook Memorial Trophy at the OFC Wings dinner. **LORNA DE BLICQUY** has a chapter devoted to her in Shirlee Smith Matheson's book, *Flying the Frontier*.



99s volunteers Karen Harker, Phoenix Chapter, and Lucy Enos, Sundance Chapter, at the Incredible Universe Phoenix 500 Air Races, Williams Gateway Airport.

Phoenix 500 Air Races. The second annual Incredible Universe Phoenix 500 Air Races were held March 24-26 at the Williams Gateway airport. Formerly Williams Air Force Base, this beautiful airport facility is the perfect southwest backdrop for such an exciting event. Approximately 150,000 people attended.

The Ninety-Nines played a vital role at the air races with several volunteers working long hours throughout the week. As the liaison between the Phoenix Chapter and the Phoenix 500 operations, 99 Stacy Hamm did a remarkable job of coordinating volunteers to keep everything running smoothly. —Karen Harker, Phoenix Chapter

Mile High Air Derby (MHAD) will be held September 8, 9 and 10. The Derby will begin in Longmont and include a flyover at the Air Force Academy field, with stops at LaJunta and Alamosa. The destination is Taos where the awards banquet will be held Saturday night, Sept. 9. Race packet information is available for \$5. Send your check to the Colorado 99s, Attn: Linda Horn, Treasurer, 14437 W. 32nd Ave., Golden, CO 80401-1475. Lots of help is needed to continue making this annual event a great success. For more details, call or Fax Carol Leyner, 303-442-5002.

U.S. Air Race & Rally will be held June 10-15. The route is from the wine country of Napa, Calif., to cowboy country in Fort Worth, Texas, via Laughlin, Nev., Gallup and Clovis, N.M. There will be at least \$10,000 in prize money awarded. Entry kits are \$15. Call 817-491-4055.

Palms to Pines Air Race from Santa Monica, Calif., to Bend, Ore., for women will be held Aug. 4-6. Entry blanks may be obtained from Claire Walters, Coordinator, 13026 Psomas Way, Los Angeles, CA 90066.

World Aerobatic Championships. normally held in Europe, will be coming to Clarence E. Page Airport in Oklahoma City, August 18-30. The 1996 U.S. team will be composed of five men and five

women, each of whom will win spots by virtue of their performance at the 1995 U.S. National Aerobatic Championships scheduled for September in Denison, Texas. For further information and tickets, call the All Sports Association at 405-236-5000.

Rocky Mountain Regional Fly-in will be held June 24-25 at Vance Brand Airport in Longmont. Sponsors of this event are the Colorado 99s, the Experimental Aircraft Association, the Antique Aircraft Association and the Vance Brand Airport. Aircraft manufacturers exhibit their hottest aircraft kits and planes. Numerous aircraft prototypes and aviation businesses will be on site. In honor of the 25th anniversary of the Aerobatic Club, they will sponsor the First Invitational Aerobatic Cup. To help, call Bonita Ades, 303-795-6564.

Winston-Salem Airshow. Kansas Chapter member Janet Rine from North Carolina—better known as “The Dragon Lady”—is involved in putting on an airshow in Winston-Salem Sept. 9-10. She will be flying the T-28. Y’all are invited to see the large collection of warbirds and airshow acts.

FREE CALENDAR for air shows is available by sending a stamped, self-addressed envelope to ICAS, 1931 Horton Rd., Ste 5, Jackson, MI 49203.

Members of the Kansas Chapter met at Wellington Airport hangar to hold a ground school meeting with almost 60 Home School students and their parents. Two hangars, each with an airplane parked in it, were made available.

Tables and chairs were set up classroom style and the youngsters were divided into two groups: Grades 1 to 4 and grades 5 and up. The FBO lobby was literally humming with excitement. All students were given an opportunity to sit in the cockpit where they could handle the control column and press the rudder pedals while the basic instruments were being explained.

Upon completion of the “ground school,” students were awarded a certificate with their name on it, and then all shared cake and lemonade to celebrate the Chapter’s 44th birthday.

Through the EAA Young Eagles Program, students were to have received an airplane ride after the ground school instruction, but winds in excess of 40 knots delayed that por-

tion of the activity until the following Saturday when they received rides with Jana Jadeborg in her Champ, Janet Yoder in the Cub, Marilyn and Tommy George in the Cessna 172 and Denise and Rex Sageser in the Cherokee 140.



Kansas Ninety-Nines shared their 44th birthday cake with approximately 60 Young Eagles. (l to r) Front: Bonnie Johnson, Marilyn George; Middle: Carol Lanning, Janet Yoder, Karen Tucker. Back: Maureen McMaster, Denise Sageser. Not pictured: Marguerite Lawrence.

RATINGS AND WINGS

RATINGS

Nancy Russell Rota	Western Washington	Instrument
Annabelle Brack	San Joaquin Valley	CFII
Tacy Hahn	San Joaquin Valley	Instrument
Helen Kerscher	San Joaquin Valley	Multiengine
Donna Cooper	Renaissance	Private Pilot
Kathleen Newhouse	Renaissance	Multiengine
Becky Luther	Virginia	CFII & Instrument
		Ground Instructor
Kate Anderson	Orange County	CFI
Christine Hoffman	Orange County	CFI
Patty Murray	Orange County	Multi-Engine ATP
Pat Noyes	Orange County	ATP & Type Rating in Citation
III (CE-650)		
Linda Eldridge	Orange County	Mission Pilot Status
Patricia Mickey Zimmer	Orange County	Learjet Type Rating
Linda Lindgren	Connecticut	Commercial
Debra Dolan	Connecticut	Commercial
Donna-Marie Irwin	Colorado	First Officer in ATR 42

WINGS

Jennifer Russell	San Joaquin Valley	Phase I
Helen Kerscher	San Joaquin Valley	Phase I
Ann Leininger	Oklahoma	Phase I
Sara Parmenter	Virginia	Phase VIII
Betty Vinson	Virginia	Phase III
Dot Strate	Utah	Phase I

NOTAM

Long-Range Plan Survey

Have you returned it? If not, please don't delay. Do it today. We need your wisdom to guide us as we chart a course for the 99s into the 21st century.—Cathie Mayr

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

HAZLE NEALY, one of our Chapter's charter members, died recently. Hazle was very active as long as she had her health and we shall miss her. —*Helen Hewitt, Shreveport Chapter*

VIRGINIA (GINNY) PACEY of Greater Kansas City Chapter passed away on Feb. 27 after a lengthy illness. She lived in Leavenworth, Kans., most of her adult life where she and her husband, Bert, raised a family of two sons, owned and managed two businesses. Ginny learned to fly in 1972 and went on to get her multiengine rating. She served in many ways—on committees, Section meetings and international conventions—and received the annual Chapter Achievement Award, the Blue Maxine, in 1977. Both Ginny's and her husband Bert's names are in Memory Lane in the Forest of Friendship at Atchison, Kans. —*Marj Engelman and JoAnn Reindl, Greater Kansas City Chapter*

MARY ANN WILES NOAH HAMILTON, Greater Kansas City Chapter, died March 28 at St. Luke's Hospital in Kansas City. She was born in Kansas City, Mo., and lived in the area most of her life. She obtained her pilot's license in 1959 and went on to receive her commercial, instrument and multiengine ratings. She was the 69th woman in the free world to receive her helicopter license. She was a two-time winner of the Powder Puff Derby and participated and placed in other races. Mary Ann was widely known throughout the aviation community, both locally and nationwide. She was especially supportive of new pilots and provided several young pilots the opportunity to experience the excitement of racing by inviting them to be her copilot. Her true love was flying, racing and The Ninety-Nines, a truly beautiful person. —*Helen Hamilton, Kansas City Chapter*

MARION A. POWELL ORR was killed in a car accident April 4. Marion was born in Toronto in 1920 and learned to fly in 1940.

She became one of Canada's first female bush pilots. By 1942 she was manager and CFI at St. Catherine's Flying Club. She joined the Air Transport Auxiliary during the war and ferried many types of military aircraft for the RAF in England from 1943 to 1945. Her favorite aircraft of all the 73 different kinds she flew was the Spitfire. She was the first Canadian woman licensed to fly a helicopter. In 1981 she was named a member of Canada's Aviation Hall of Fame and was inducted into the Forest of Friendship. Marion was obsessed with flying; she had flown over 21,000 hours. Her citation reads: "Her firm dedication to aviation from use, her ability to impart knowledge and encouragement to students and her determination to succeed, have all been of benefit to Canadian aviation."

—*Shirley Allen and Bev Batki, First Canadian Chapter*

MARY THELMA BROWN, Mid-Atlantic Section, passed away Sept. 25, 1994. "She was always proud of her membership in the 99s. I miss her."

—*49 1/2 W. Paul Brown*

HARRIET DAVIDSON NYE, a pioneer woman pilot in New Mexico, died in February in Albuquerque at age 88. She earned her license in 1935, was the first woman to fly and to own her own plane in New Mexico which she used for barnstorming over New Mexico, Texas and Oklahoma. In 1938, wearing a pretty light blue dress and a favorite hat, she flew the first air mail delivery to Socorro in her four-seat Fairchild 125 as part of a U.S. Post Office promotion called National Air Mail Week. —*Janice M. Rice, Albuquerque Chapter*

MAJOR MURIEL "MEG" GUGGOLZ, Ottsville, Pa., died Feb. 9 at Leader Nursing and Rehabilitation Center in Pottstown from complications from a stroke she suffered last October. She was a 1926 graduate of Cornell University, a fencer in the 1932 Olympics in Los Angeles, and held a nursing degree from Johns Hopkins University. She was a registered nurse in the Army Nurse Corps, serving in the South Pacific, Germany, Japan and Korea.

She served during World War II and the Korean War and retired from the Army in 1964 after 20 years of service. She moved to Ottsville in 1985 from Santa Fe, N.M. Her interest and enthusiasm for all phases of aviation will be missed. —*Harriet Brin, Monterey Bay Chapter*

JUANITA HALSTEAD died at her home in Montgomery, Ala., on Feb. 27. She was born in 1917 and was married to C. Foy Halstead for 62 years. He taught her to fly and she earned her license in 1954. She helped found the Alabama Chapter and served as Chapter Chairman several times and as Southeast Section Governor. In 1966 she flew in her first Powder Puff Derby and competed in 15 air races, logging more than 5,000 hours. Her last major aviation activity was as judge for the 1993 Air Race Classic. She was sponsored by the Alabama Chapter into the Forest of Friendship in 1994. Ten 99s and former 99s from Alabama and Georgia served as honorary pallbearers at her funeral.

—*Nancy A. Miller, Alabama Chapter*

Gordon Eddy Hansen, 49 1/2, died recently. "In 1971, for our 20th wedding anniversary, he said, 'Come fly with me!' He purchased a new Piper Cherokee 180 and we both learned to fly. And fly we did! Two trips to Alaska, six trips to the Northwest Territories, Mexico and all through the U.S. He absolutely was crazy about flying! It was wonderful flying with him for all those years and it was great that we were both pilots because that made it more fun!" —*Dr. JoAnn Brown Hansen, Tucson Chapter*

Loy E. "Speck" Morgan, 49 1/2 of Vel Morgan, passed away on April 7 at age 79. Speck and Vel were married in 1974 and became active participants in the activities of the Coastal Bend Chapter until it disbanded in 1991 when they moved their membership to the San Antonio Chapter. Speck devoted much of his time and effort to the 99s and to other aviation activities as well, cohosting many FAA safety seminars with Vel, helping with airmarkings and sectionals and by spreading the message of women in aviation at every opportunity.

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The next issue of *The 99 NEWS - International Women Pilots* will contain an article explaining the concept, the benefits and the means to access the new Ninety-Nines Private Forum.

Watch for it!

BOOKS

Checklist for Success, a Pilot's Guide to the Successful Airline Interview

by Cheryl A. Cage

This 104-page spiral bound workbook is chock-full of information. It covers gathering materials and preparing your resume, setting up an interview, what to do before you go to an interview, what to wear, how to prepare yourself mentally and physically. Sample interview questions are provided for practice, recommendations for addressing any problem areas, sample checklists to follow both before, during and after an interview, and a discussion of common applicant questions and concerns. Published by Cage Consulting. For information on ordering, call 303-693-8910.

We welcome these 116 pilots who joined The 99s in Mar./Apr.

Carla McCormack Adams
Cheryl A. Adkins
Mary Beth Alexander
Jody Beth Anderson
Mar Marid Ariza-Quinonero
Anne Constance Armstrong
Barbara B. Baer
Ann M. Barbieri
Nicole Robyn Barker
Constance J. Bay
Jeanine M. Bertrand
Pamela S. Blackman
Michelle Ann Boeding
Fran Bohrer
Stacy M. Bonadio
Francine Sue Botton
Deborah Ann Bow
Anna Gretchen Brand
Janis M. Brown
Patsy M. Buchwald
Cheryl Lorraine Casillas
Angela Densie Chandler
Rhonda Lynn Davis
Jane Frances Decker
Iris Dewhurst
Heidi Martina Dietz
Linda Gibbs Dittmer
Mary Elizabeth Ducey
Lynne E. Dunn
Carol Leslie Durkin
Lynda Sue Feldstein
Norma Gene Fish
Marcia GERALYN Fleck
Melissa S. Fouts
Elisabeth Anne France
Lauren Mary Franciosi
Nell Wolfe Fuller
Charlotte Alexander Gentry
Renee E. Williamson Godbey

Mary Lou R. Hagan
Melissa Courtright Haley
Valli M. Hansen
Carol Anne Harris
Mary-Kathryn Harrison
Colleen K. Hawkins
Janice R. Hebden
Heidi Hernandez
Deborah Lee Herzog
Sherrie L. Hill
Susan L. Hofer
Lezlie Jean Hood
Joan Lee Hornbeck
Lauren Kathleen Huffman
Elvor Ivarsson
Lisa Nicole Johnson
Cynthia Marie Kariolich
Phyllis J. King
Sylvia Lee Kirkendoll
Vicki Lynne Knight
Patrice C. Koen
Julianne Kathleen Kovalchuk
Danie Lachance
Jan Wilson Lehman
Patricia Leon
Parwin Lehard, M.D.
Jeannine S. Leriche
Patricia M. Levesque
Nicole Maureen Lewis
Lisa Colleen Lippert
Jamie S. Lund
Alessandra Lundberg
June E. MacDonald
Barbara MacLeod
Paula Rose Martin
Debra Sue Masching
Patricia E. McDuffee
Bernadette Rinn Meagher

Michelle Marie Miller
Kathy L. Mital
Bonnie M. Morehead
Jill Ellen Nickelsen
Angela Marie Niles
Connie Marie O'Connor
Sharon Lee Ortega
Theresa Mary Palmer
Zoann Palmer
Gillian E. Parker
Karen Marie Parrow
Karen Bonnie Person
Elizabeth Jean Pippen
Shelia Rae Ralph
Jennifer Belle Reep
Ruth Rice
Shirley G. Roberts
Susan M. Santa Cruz
Rhonda M. Sarkison
Michaele Sharlene Sastini
Renate Schmidt
Sally Keck Shapiro
Miel Elaine Silbernagel
Katherine Elizabeth Smith
Anne M. Stearns
Cherie Marie Szetela
Lynn Theresa Tasker
Helen Taylor
Darla Jill Thompson
Kazuko Uramatsu
Diana Lynn Vermeulen
Judith M. Vredenburg
Judith Anne White
Terrie Hearn Wilkey
Victoria Cromwell Wiltsie
Maureen M. Young
Antoinette Selena Zabala
Jennifer Ida Zuckerman

NOTAM

New York-New Jersey requests material

New York-New Jersey Section is updating their history. If you are now or have ever been a member of NY-NJ Section, please let us know. We gratefully accept your thoughts and ideas and want to accumulate material from as many sources as possible. We will highlight history in two major parts: *Each member*, past and present, the year joined, offices held, special activities and awards; and *each year*, especially member recollections of special events.

A copy of your biography and photo for the Turner History Book would be a welcome addition to our New York-New Jersey Book, unlimited words and pages, of course. We plan to show our progress at the NY-NJ Spring Section meeting in June. Whatever help you can give us toward this project will be a tremendous contribution. Ditto for the Long Island Chapter history. Thanks for your help. *Send info to Doris Abbate, NY-NJ Historian, Long Island Chapter Historian, 2 Exeter Place, Glen Head, NY 11545, 516-676-7852, Fax 516-676-7971*

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