



THE INTERNATIONAL WOMEN PILOTS MAGAZINE

OFFICIAL PUBLICATION OF THE NINETY-NINES[®] INC.



HOMECOMING '96





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EAGLE EQUITY FUND

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President & CEO
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MAGAZINE/99 NEWS

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September/October 1995

Volume 21, No. 5

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STATEMENT OF EDITORIAL POLICY

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Israeli: Rina Levinson-Adler
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1995

SEPTEMBER

- 21-24 US Precision Flight Team
Tryouts
DeQueen, Ark.
Jody McCarrell
501-642-2508
- 22-23 New England Section
Connecticut Chapter
Michelee Cabot
508-464-5443
- 22-24 39th Michigan Small Rally
Mary Anglin
810-750-9749
- 22-24 Southwest Section
Lancaster, Calif.
Peggy Ewert
408-245-4687
- 22-24 West Canada Section
Wetaskewin, Alberta
Marie Oswald
403-469-3547
- 23 Long Island Poker Run
Fund-Raiser
Bozena Syska
516-475-2746
- 28-10/1 Silver Wings
Fraternity Convention
Radisson Hotel
on the Airport
Cincinnati, Ohio
Don Fairbanks
1-800-554-1437
- 28-10/1 South Central Section
Grand Junction, Colo.
Phyllis Kramer
970-856-7293
- 29-10/1 Michigan Air Tour
DeLaney Provencher
810-559-5856
- 30-10/1 NY/NJ Section
Buffalo, N.Y.
Darla Richter
716-652-0715

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

OCTOBER

- 6-8 North Central Section
Cedar Rapids, Iowa
Myrna Stephens
319-338-1911
- 6-8 Southeast Section
(Note change of date)
Fort Lauderdale, Fla.
Jan Carter
407-369-4364
- 19-21 AOPA EXPO '95
Atlantic City Convention
Center
Atlantic City, N.J.
Drew Steketee
301-695-2156
- 21 Flying Companion Seminar
El Monte Airport
Penny Moynihan
San Gabriel Valley Chapter
818-248-4254
- 21-22 Mid-Atlantic Section
Pittsburgh, Pa.
Julie Trischler
412-364-5859
- 27-29 Tucson Treasure Hunt
in the Sky
Tucson Intl. Airport
Tucson, Ariz.
Chris Richard
520-721-0099,
520-296-1251
or 520-297-3729

NOVEMBER

- 1-5 International Board of
Directors Fall Meeting
Ninety-Nines Headquarters
Oklahoma City, Okla.
405-685-7969

1996

TBA Australian Section
Longneach, Queensland
Mary O'Brien
Tel: 61-2-713-2404
Fax: 61-2-712-5106

APRIL

- 10-13 National Congress of
Aviation and Space
Education (NCASE)
Little Rock, Ark.

MAY

- 2-5 Southeast/Mid-Atlantic
Sections
Joint Meeting
Charleston, S.C.
Louise White
704-684-4878
- 17-19 Southwest Section
Columbia, Calif.
Peggy Ewert
408-245-4687
- 17-19 North Central Section
Louisville, Ky.
Terri Donner
502-245-9121

TBA East Canada Section
Montreal, Quebec
Louise Giacomo
514-624-4444

JUNE

- 20-23 Air Race Classic
Prescott, Ariz to
Daytona Beach, Fla.
Pauline Glasson
512-289-1101
- 20-23 South Central Section
Atchison, Kan.
Carole Sutton
402-324-5285
- 21-23 20th Anniversary
Forest of Friendship
Atchison, Kan.
Fay Gillis Wells
703-960-4632

JULY

- 11-13 The Ninety-Nines
International Convention
Oklahoma City, Okla.
Carol Sokatch
405-840-1156

AUGUST

- 1-7 Oshkosh '96
EAA Convention
Catherine Mayr
Oshkosh Coordinator

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

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

Lois Erickson
International Date Coordinator
3577 Bridger Drive
Redding, CA 96002 U.S.A.
Fax 916-221-7870

Please indicate the name and
location of the event and the phone
and fax numbers of the Ninety-Nine
contact. Dates are perpetual until
they expire or until written notice is
received of their cancellation.



You're invited to

OKLAHOMA
HOMECOMING '96
International Convention
July 11-13, 1996
Oklahoma City, USA

Intent to Seek Election

Nominations for President, Vice President, Secretary, Treasurer, and two Directors and five members of the Nominating Committee are now open.

Nominating Committee applicants need not be current pilots. Voting will be held in the spring of 1996 by ballot sent to all members.

To become a candidate, you must file an "Intent to seek election form" which may be found in your Membership Directory. It must be post-marked no later than Nov. 30, 1995, to be eligible.

Send to Shirley Winn, Nominating Committee Chairman, 1622 Meadowview Drive, Medford, OR 97504. Send one copy to Ninety-Nine Headquarters. —*Shirley Winn, International Nominating Chairman*

OKLAHOMA CITY SITE FOR 1996 INTERNATIONAL CONVENTION



AT THE STROKE OF NOON April 22, 1889, a cavalryman fired the cannon that signaled the Great Land Run. Tens of thousands of settlers surged forward to grab their piece of glory and stake their claim on part of the more than two million acres of the Unassigned Lands now open for settlement.

By the end of the day there were towns and homesteads where once stood only lonely depots and train tracks. This was how 10,000 people settled in what is now Oklahoma City, the city born in a single day.

After a few weeks, the tents and bedrolls gave way to small frame houses and stores and soon, to more permanent structures of brick and stone. The city prospered and grew into a center of commerce. In 1911, four years after statehood, Oklahoma City became the state capital.

On December 4, 1928, oil was discovered in Oklahoma City, establishing the petroleum industry as a major part of the city's economic base. Today, many of the nation's energy-related companies have headquarters or branch offices in the city.

Aviation was another industry which had a positive impact on the city's economy in the early 1900s. Oklahoma City's nationally recognized leaders in aviation include Wiley Post, Will Rogers and Tom Allen, the first black aviator to successfully complete a transcontinental flight across the U.S.

Aviation also plays an important role in the city's economy today. Nearly 30,000 people are employed at Tinker Air Force Base, the Federal Aviation Administration's Mike Monroney Aeronautical Center, Will Rogers World Airport, Gulfstream Aerospace Corporation, AAR Oklahoma and other aviation-related corporations.

Oklahoma City is the heart of a thriving metropolitan area of nearly one million people. The state's largest city (the name "Okla Homa" means "Red People") offers a vast selection of activities for visitors to enjoy.

Over 50 quality, family-oriented attractions are waiting for 99s to experience, including the Oklahoma Air & Space Museum, the National Cowboy Hall of Fame and Western Heritage Center, the 45th Infantry Division Museum, the National Photography Hall of Fame, the Oklahoma Firefighters Museum and the Kirkpatrick Center museum complex.

The city's frontier heritage is recognized in the Harn Homestead Museum, the Overholser Mansion and the State Museum of History.

Art galleries, summer musical theater, Remington Park race track, Frontier City Theme Park, the Bricktown renovated warehouse district now home to shopping, galleries, antiques, quality restaurants and clubs—all are just a sampling of the excitement offered by this prairie city in the heartland of the U.S.

Watch for more about Homecoming '96 activities in the next issue.—*Lu Hollander, Past International President*



Oklahoma City Skyline from Myriad Gardens. Oklahoma City's skyline makes a perfect backdrop for the Myriad Gardens Botanical Conservatory, (right foreground), 17 acres of landscaped gardens, outdoor art, paved paths and more, all surrounding a sunken lake.



The Oklahoma State Capitol is the only capitol in the U.S. with a working oil well on the grounds and one of a few without a dome.

SUMMER ACTIVITIES REVIEW

JOYCE WELLS

ANOTHER CONVENTION and Annual Meeting are history and those of us who attended enjoyed the lovely city of Halifax, Nova Scotia, Canada. Many thanks to the East Canada Section. A Special Convention Report appears in this issue.

The Annual Meeting was divided into two morning sessions. It went well and ended on time, thanks to the delegates in attendance.

The Awards Banquet featured the presentation of the Katherine Wright Memorial Award to Audrey Poberezny, wife of EAA founder, Paul Poberezny. Established in 1981 by the Gates-Learjet Corporation to recognize a woman who, behind the scenes, provided encouragement support and inspiration to her husband, the award was first given to Moya Lear. Since Audrey Poberezny was unable to be present at the banquet in Halifax, I had the privilege of re-presenting the award to her at the EAA Convention in Oshkosh on July 30.

Nelda Lee and Rosemary Emhoff represented The Ninety-Nines on the selection committee, along with representatives of the NAA. The large trophy will be on display at EAA Headquarters until November and then will come back to our Oklahoma City Headquarters where it is permanently displayed. A commemorative medallion was given by The Ninety-Nines to the honoree.

Another highlight of the week spent at Oshkosh was the dedi-



Recipient Audrey Poberezny (center) with Jack Cole of NAA and 99s President Joyce Wells at the re-presentation of the Katherine Wright Memorial Award at Oshkosh.

cation of the Women's Exhibit at the EAA Museum. It covers a large wall from top to bottom and uses about 16 TV screens to portray various women in aviation. Viewers just push one of several buttons for a presentation. Some of the information was provided from the Archives at Headquarters and the contribution was recognized when I was introduced. Make a point to visit the EAA museum.

Working in our Oshkosh booth was an experience all of you should have. Meeting and greeting fellow members as well as prospective members is fun and rewarding. Thanks to all of you who signed up to help and especially to Cathie Mayr who has the big responsibility for all the planning and execution that goes on year 'round.

Many of you have asked me about how much time is involved in being president and in looking back over the past year, I've been on the road as your representative to at least 17 different functions, requiring about 75 days away from home. Traveling is the most interesting part of the job because I enjoy being out in the field with all of you, as well as representing you at various other non-99s aviation functions.

The not-so-fun part is keeping up with the phone calls, filing and paperwork. (We do generate lots of that.) Basically, it works out to be about 40 hours a week. Sometimes, I rebel and go work in the garden or even go fly my own plane. And yes, I do get to my own Bay Cities Chapter meetings once in a while.

And then, there's always the magazine deadline...!

CONVENTION '95

A Summary of the International Board of Directors Meeting

THE INTERNATIONAL BOARD of Directors met twice—July 5 and July 9—during the Convention in Halifax, with the Council of Governors in attendance. At the pre-convention Board Meeting, Executive Director Loretta Gragg reported on membership, the *Membership Directory*, sales items and the Resource Center. As of May 30, there were 6,375 members.

Headquarters is rapidly becoming "high tech" with the On-Line Forum and more computerized information such as donor profiles. Future technology looks exciting, with the possibility of membership directories, updates, and even membership renewals being accomplished "on-line."

A list of specific items needed at 99s Headquarters will be created along with the continuing need for donations toward the completion of the second floor. The air conditioner has recently been replaced.

Sales on the cotton "throw" are going well as are other items sold through Headquarters.

A variety of public relations issues were discussed. Realizing that our public image is always a priority, the Board continually solicits ideas from the membership.

The Board voted to encourage the International Membership Chair to establish contact with Section Membership Chairs in order to form a committee to facilitate communication of ideas and

resources for the recruitment and retention of members.

Susie Sewell reported on insurance matters indicating that the booklet she had distributed to all chapters last year seemed to be a "widely kept secret." She encouraged members to use this booklet along with a Quick Reference Guide to Insurance that has also been developed.

Following a report on Oshkosh by Governor Cathie Mayr, the BOD voted to hold the 1999 International Convention in Oshkosh immediately following the annual EAA event.

The Amelia Earhart Birthplace Museum report was presented by Marilyn Copeland, who also announced the receipt of a \$75,000 grant. Many repair and

restoration projects are underway. Marilyn is promoting a campaign for \$20,000 in matching funds for the AE Birthplace Museum. (See AEBM article elsewhere in this issue for details.)

The Board voted to temporarily suspend the Award of Merit pending further evaluation of the purpose and selection process. A committee was named to study awards granted by The Ninety-Nines, Inc., and will be chaired by Director Carolyn Carpp.

In relation to the Long-Range Planning Committee, Governor Cathie Mayr presented an informative slide presentation of the results of the Long-Range Planning Survey included with the March/April 1995 issue of *The International Women Pilots Magazine/99 News*. Cathie reported that survey results were still coming in weekly, and she will continue to compile and analyze data. (See Survey results on another page.)

Governor Joy Blackwood will be working with consultant Jim Tully on the workshop to be held prior to the November Board meeting. Vice President Lois Erickson will maintain a data base of those attending the presentation at the Halifax Convention as the committee may request further input from these participants.

At the post-convention Board meeting, a

motion was passed to add the words "Organization of" to the name of the Ninety-Nines, Inc., in the Articles of Incorporation. It will read "International Organization of Women Pilots."

Thelma Cull reported on Credentials at convention and suggestions for improving procedures were discussed. A motion was passed to submit a new Bylaw proposal to the effect that all elections be by mailed ballot.

The Board approved the appointment of B.J. Schermerhorn as Permanent Trustee of the Amelia Earhart Scholarship Fund, and the appointment of Dr. Jacqueline Boyd to complete Schermerhorn's term as Trustee.

Past President Lu Hollander joined the Board via telephone and shared plans for next year's convention in Oklahoma City. Every effort will be made to keep expenses down in hopes

members will take this opportunity to visit The Ninety-Nines International Headquarters at HOMECOMING '96 to be held July 11-14 at the Marriott Hotel in Oklahoma City.

*Carolyn C. Carpp
International Director*



Joyce Wells and Oklahoma Chapter member Rita Eaves sport Indian feather headbands to promote the 1996 International Convention.

'95 Convention Overview

Chairman Sue Ehrlander and Canadians presented a lively convention in Halifax, including a ferry ride on Pier 22, a parade of lobster laden waiters, and the Town Crier calling for the "Order of Good Times."

Along the rugged 4,625-mile coast, 99s toured Peggy's Cove, the Atlantic Aviation Museum, Bay of Fundy, Cabot Trail—and more.

In a well stocked hospitality room, they clustered around a world map highlighting 65 years of conventions by date, city and hotel where it was easy to visit with Charter Members Fay Gillis Wells and Achsa Donnels; Past Presidents Lois Feigenbaum, Marilyn Copeland, Ruth Deerman, Alice Roberts and Susie Sewell; and at least nine 1985 to 1995 convention chairmen.

Major Dee Brasseur, one of two female combat jet fighter pilots in the world who "Dared to Go Where No Woman Had Gone Before," was the spirited speaker at the Welcome



Major Dee Brasseur, keynote speaker, and Convention Chairman Sue Ehrlander.

Breakfast.

Seminar speaker Jody McCarrell urged 99s to make floats, march in parades, compete or volunteer to judge the upcoming World Precision Flight Championships (WPFC) next summer.

continued on page 8

Amelia Earhart Memorial Scholarship Winners

A record number of 21 Amelia Earhart Career Scholarships were awarded to 99s at the International Convention. In addition, two jet airline type ratings donated by United Airlines were presented.

—J.H. Pearson, Permanent Trustee, AEMSF



KATHERINE L. ANDERSON, Orange County Chapter, will use her scholarship to obtain a CFII.



ANNEMARIE L. BRAINERD, Bay Cities Chapter, will use her scholarship to obtain a multi-engine rating for her instructor certificate. Ultimate goal: captain of a major airline.



HEATHER ANN BROWN, Delaware Chapter, has already used her scholarship to obtain her airline transport pilot certificate. Ultimate goal: airline or corporate pilot.

**Amelia Earhart Memorial
Scholarship Winners, cont'd**



PATRICIA ANNE COMPTON, Florida Goldcoast Chapter, will use her scholarship to earn a flight instructor certificate.



KIMBERLY SLOAN COONCE, Greater Kansas City Chapter, will use her scholarship for a multiengine instrument rating.



JAN MICHELE CURRIE will use her scholarship for instrument flight instructor rating. Ultimate goal: Part 135 charter pilot.



TERESA M. DeGRAAFF, Greater Seattle Chapter, will use her scholarship for instrument rating. Goal: airline pilot/flight instructor.

CONVENTION '95 continued



AE Scholarship winners—past and present

Roberta Taylor spoke about sexual harassment and its effect on safety and stress; Andy Duinker and Donna Hart shared light plane fly-in vacation experiences; Linda Dale and Victoria Dickenson gave their remarks on Canadian women working in the sky. Mike Doiron's topic concerned the number one pilot killer: human factors.

Pamela O'Brien, founder and SYSOP-systems operator on "GO Ninety-Nines" brought members up to speed on CompuServe forums. The various International Committees held informative and interesting round-table discussions.

The Long-Range Planning Committee presented comprehensive slides of demographics generated from the *Long-Range Planning Survey* responses. The survey gave each 99 a platform to share her viewpoint with the leadership of the organization. (See pages 14-15.)

Several early purpose statements were enlarged for review, and about 10 tables composed and presented their mission statements. Most value camaraderie and flying.

The AE Scholarship Committee presented a record 21 AE Scholarships. Two type ratings were provided by United Airlines. Next year, a perpetual Alice Hammond Scholarship will be offered.

Author Henry Holden composed a special poem for the winners which was published in the program.

A military bomber jacket raffled by NY-NJ Section to cover the cost of hosting the AE luncheon and reception was won by Chairman Sue Erhlander.

At the annual meeting, 270 delegates (232 voting/38 non-voting) representing 14 Sections with 89 guests represented 87.6 percent of 1,301 votes.



Carolyn Carpp



Constance Wilds



Jody McCarrell



Roberta Taylor



Some International attendees.

**Amelia Earhart Memorial
Scholarship Winners, cont'd**



"The International Tattoo on Friday night was the most spectacular event I've ever seen. Almost three hours of military marching bands, music, bagpipes, gymnastics and some of the most remarkable feats of precision in the world." —*Carol Lee, Houston Chapter*



LINDA MAE DRAPER, Reno Area Chapter, will use her scholarship for her multiengine instructor rating.



CHRISTINE A. HETTENBACH, past chairman of the Dallas Chapter, will use her scholarship for an airline transport pilot certificate.



CATHLEEN G. JAMESON, Fullerton Chapter, will use her scholarship for a multiengine instructor rating.



STEPHANIE MARTIN, San Antonio Chapter, will use scholarship for CFII. Long-term goal: fly for airline or air cargo company.



The 99s Convention provided both business... and pleasure



Sigrid Ramelli and Charter Member Fay Gillis Wells



Charter Member Achsa Donnels and Nancy Bird-Walton



Lois Erickson and A. Lee Orr

While 49-and-a-halfers were off fishing, 99s held a one-hour communication session followed by a business meeting Friday morning from 8 to 11:30, and met on Saturday at the same time.

Carolyn Carpp, Northwest Section, and Constance Wilds, Southeast Section, were re-elected to the Board of Directors.

Peggy Doyle was elected to the Amelia Earhart Memorial Scholarship Fund.

All Bylaws passed except No. 4 regarding memberships which was withdrawn. Revised

Standing Rules, distributed in the convention report book, were adopted.

The convention ended with the "Order of Good Times" in force, the spectacular International Tattoo—2000 worldwide competitors in bands, pageantry and comedy, with the IMPS (youngsters) Motorcycle Team stealing the show.

BRAVO! to all the workers who made this convention so great!

Information for Convention Overview was provided by Doris Abbate, Long Island Chapter. Photos by Sigrid Ramelli, Long Beach Chapter.

Jet Airline Type Rating Awards from United Airlines



JENNIFER DAWN McCANN, Greater Kansas City Chapter, will use scholarship for multiengine instructor rating. Goal: airline pilot.



JESSICA A. McMILLAN, Denver Chapter, will use scholarship for CFI. Goal: academic instructor at university or flight school.



DONNA MOORE, Women with Wings Chapter, will use her scholarship for a commercial certificate.



JOELLEN PETERS, Minnesota Chapter, will use scholarship to obtain airline transport pilot rating. Ultimate goal: airline pilot.



PATRICIA A. TURNEY, Santa Paula Chapter, started her aviation career as a naval aviator after attending the U.S. Naval Academy, where she was captain of the women's fencing team.

She was graduated with a BS in mathematics. Her post-flight school assignments included flying ski-equipped C-130s to Antarctica as an aircraft commander.

Consistently receiving the highest marks on aviation training and fitness reports, she was a leader and commanded the highest respect from her superiors, co-workers and friends.

She is a certified flight instructor (airplane, instrument and multiengine) and thoroughly enjoys teaching others to fly. An ATP pilot, she hopes to fly for an airline.



JENNY BEATTY, South Central Section, began flying lessons in 1981 and became the third generation of women in her family to earn a private pilot certificate.

She attended flight school for her commercial and flight instructor ratings and graduated with distinction from the University of Wisconsin with a BS degree.

Her early professional experience included giving flight instruction, flying for aerial photography and flying bank checks and other cargo in single engine planes from Albuquerque throughout the western mountain areas at night. She advanced to large twin engine aircraft and charter passenger flights. Then she earned her ATP with multiengine rating. She is also rated in gliders and seaplanes.

In the 1990s, her horizons extended to passenger airline operations in two-pilot turboprop aircraft for a regional airline. She was hired in late 1993 by a commuter airline based in Tucson to fly a Beech 200-HDC turboprop. In 1994, she was type-rated to fly the 19-seat BE-1900 turboprop. In April she was hired by Reno Air and flies as First Officer on the MD-80 Series jet throughout the West. Of her 6,000 total flight hours, over 3,000 are in turboprops and 3,000 as pilot-in-command.



CAROL L. RENNEISEN, New Orleans Chapter, will use scholarship for multiengine ATP. Goal: captain for a major airline.



LINDA SCULLY, North Jersey Chapter, will use her scholarship to obtain her ATP.



LAURA SMITH, Chairman of Katahdin Wings Chapter, will use scholarship for multiengine rating. Goal: airline transport pilot.



MERAV SCHWARTZ, Israeli Section, will obtain commercial certificate. Goal: masters and doctorate in physics, NASA specialist.



MARGARET M. SHAFFER, Old Dominion Chapter, will use scholarship for instrument rating. Goals: flight instructor, FAA position as examiner or investigator.



ANNELIESE R. STARK, Santa Barbara Chapter, has already used her scholarship to obtain her ATP.

Halifax: An Ocean Playground

The night before the official opening of the convention, the majority of the more than 300 members and 80 guests met for a lobster dinner at the famous Pier 22.

Here, we experienced Canada's Ocean Playground firsthand, thanks to the generous hospitality of our northern neighbors under the direction of our hosts Sue Ehrlander, Aerospace Education Chairman of the Maple Leaf Chapter, and Trudi Lewis, Conference Coordinator.

Pier 22 once served as the "immigration shed" (along with Nabs Island) for newcomers, most of whom had crossed the Atlantic and left the Old World behind.

After debarking from our water taxi, we climbed what seemed to be an endless staircase into the sky. Originally steps existed only inside the storehouse leading to the storage areas where cargo was hoisted from large transport ships.

That night we were welcomed by Peter Cox, the only professional Town Crier in all of Canada. He invited us to enter this Shangri-la of delicious delicacies, including a two-pound lobster served to every guest.

A local band filled the air with maritime music and the Town Crier announced a small surprise: the opportunity to join the oldest social club in North America, *L'Ordre de Bon Temps* (The Order of the Good Time).

The club's idea was introduced by explorer-historian Samuel de Champlain on Nov. 14, 1606. A quote from the Halifax Harbor Authorities describes it well: "Each day, one member of the group was chief steward or Grand Master, assuming responsibility for the menu, which might include such delicacies as moose-meat pie, tender beaver tail, fresh salmon, roast caribou or breast of goose.

"The meal was preceded by a ceremonial procession in which members brought the festive platters to the rough-hewn tables. Thus, the 'Order of the Good Time,' the first social club in the New World, fortified the spirit of the men and women who created a new home in the uncharted wilderness and laid the foundation of a mighty nation."



Fun on the water taxi ride.



Lois Feignbaum, Ruth Deerman and Doris Abbate pose with Town Crier.



Peter Cox, the only professional Town Crier in all of Canada, hands out membership certificates to The Order of the Good Time.

Commemorating that spirit, five 99s and two guests were called "to order" and honored with a membership certificate handed to them by the Town Crier himself. Everyone else present received their official proof of membership during convention proceedings.

—Sigrid Ramelli, Long Beach Chapter



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—Pamela O'Brien,
99s Forum CompuServe
73003.2274

NOTAM

Louis Keefer, author, is beginning research on the 21 Civil Air Patrol anti-submarine bases operated in 1942-43. He seeks to learn of those who may have served at the anti-sub bases and to hear of the duties you performed there.

If you have information to relate—letters, logbooks, diary excerpts, squadron records, photos—please send them to Louis Keefer, P.O. Box 2160, Reston, VA 22090-0160 or telephone 703-742-8260.

Mr. Keefer will feed back to the interviewee/correspondent

what he proposes to use in the book so that you will have a chance to correct any errors, add new material and/or take out anything you might have second thoughts about.

"Rosa One-One"

BY MAJOR D.M. BRASSEUR (RET)

So far, it had been a terrific day. I was flying as a passenger in the back seat of an old American Air Force jet trainer aircraft, the T-Bird. The flight from Duluth, Minn., to Portage La Prairie, Manitoba, had taken only an hour. This was a welcome change from Air Weapons Controller duties.

En route, I'd spent much of the time thinking about the future. My days of sitting in front of a radar scope, inside a windowless concrete bunker, directing fighter aircraft against targets were limited. Just a month ago, I'd received word that I was selected as one of the first four women in the history of the Canadian Armed Forces to undergo pilot training. I was on top of the world!

I'd flown in the old T-Bird several times during daily intercept missions and had experienced the pilot's job firsthand: the constantly changing headings, altitudes and airspeeds; the extreme forces of gravity, both positive and negative; and the rapid changes in cockpit pressurization during high rate climbs and descents.

The ultimate challenge

Flying was physically and mentally the ultimate challenge. Definitely the job for me and I was going to get that chance. Today, the aircraft was running well, there wasn't a cloud in the sky, and the forecast for our night flight was for more of the same.

The time had finally arrived, our very dark moonless night mission was underway. I was very excited and was trying to absorb every minute detail for future use. Major Bob Patrick was at the controls. Back home, he was my boss, a pilot doing one of those much hated ground jobs. Working in the unfamiliar world of controllers, Bob often asked me for advice and assistance. We worked well together. I liked and respected him, both as my supervisor and as a friend.

Here in the aircraft, where he'd spent thousands of hours, he was right at home. He was the expert. Knowing that I was on my way to pilot training, Bob took the time to patiently explain all the unfamiliar things happening around me, from the funny noises on start-up to the flashing cockpit lights and the foreign sounding radio transmissions.

We were comfortably strapped into our

individual little spaces, he in the front and I in the back seat directly behind. Our worlds were separate. The cockpit was at best only three feet wide. In front of me, there was the rear cockpit instrument panel. Ahead of that, Bob's ejection equipped seat. The back of his seat blocked most of my forward view. It extended upwards to within an inch of touching the Plexiglas bubble canopy. I felt like I was sitting in the back seat of a small sports car behind an oversized headrest!

The isolation was not total, however, as we were electronically connected via the aircraft intercom system. The headphones in our helmets and microphones in our oxygen masks enabled us to communicate with each other and the rest of the earthbound world. When neither of us was talking, the silence was broken only by the sound of our breathing. Start-up and taxi had been routine. We were at the hold position waiting to receive our takeoff clearance from Tower.

Cleared for takeoff

The radio crackled, "Rosa One-One, Portage Tower, you're cleared for takeoff Runway 31. Contact Winnipeg Centre Departure Control when airborne."

"Tower, Rosa One-One Roger, Cleared Takeoff."

With that exchange, Bob rolled the aircraft into position on the runway and stopped for his final checks. Over the instrument panel, I could just see the top of his helmet. "You ready?"

"Yep," I replied confidently over the intercom. We were moving. The dials on the instruments sprang to life. Rpm and airspeed winding up. I glanced out the right side of the aircraft for a look at the bright lights of the tower and the line of hangars. The runway distance markers went past at ever-increasing speed.... 3,000...4,000...5,000. Bob was quiet, concentrating on the takeoff, no doubt.

I thought to myself, "Boy, it's taking a



lot of runway to get airborne tonight..." Just then, we were up. Slowly, ever so slowly, the aircraft seemed to reluctantly but gradually pull away from the ground. The end of the runway went past. We were really low! Much, much lower than normal. Bob was breathing very hard.

Emergency!

"Rosa One-One, this is Portage Tower, switch to Winnipeg Centre climbing through three thousand feet." I heard the mike button click open, "Portage, Rosa One-One"...a quick deep breath. "I don't know if we'll make 3,000 feet"...another quick deep breath. "I'm declaring an emergency." The mike clicked off. My heart stopped dead! We were starting to descend. I heard Bob yell. "Dee, get on the stick!"

"What do you want me to do?" I asked.

"Just grab the stick and pull back as hard as you can," came the answer. With both hands I immediately grabbed the control stick and pulled with every ounce of strength I had. Slowly, ever so slowly, we started climbing. My heart was racing. At least it had restarted!

At that instant, I realized that my life was in serious jeopardy! I was breathing hard and fast and starting to sweat. We continued climbing slowly through 3,000 feet and upwards. Bob explained that the elevator trim system had malfunctioned in the full nose down position. It was forcing us to descend. Neither the stick mounted control nor the alternate backup control would change the position of the

trim tab. Only brute force was keeping us airborne.

Passing through 6,000 feet, he said, "I want to try something. Let go of the stick and let's see what happens." I did. Instantly the aircraft snapped nose down and started descending. Bob yelled, "Get back on!" I didn't need to be told twice! "I can't hold it alone" he said, "we're in this together now."

Only five minutes had passed and already my arms were starting to ache. The combined physical effort of both of us pulling back on the control stick was just enough to keep us airborne. We had to land as soon as possible. Easier said than done.

Where to land?

Carrying two wing-tip mounted external fuel tanks, we were too heavy to make a safe landing. Bob asked the tower if there was an area where we could jettison the tanks where they wouldn't pose a threat to anyone or anything on the ground. The controller suggested we drop them over Lake Winnipeg. The lake was too far north and Bob quickly declined that idea.

"If something goes more wrong," he said, "we don't want to be ejecting into the lake at night." I totally agreed with him. "What about on or near the airport?" he asked.

Tower replied, "You could make a pass at 500 feet and drop them in between the parallel runways."

Bob's response was simple and explicit: "Are you nuts?!?!?!"

With that exchange, we had only two options left. We could eject and run the risk of serious injury or we could try to hang on, flying the aircraft together until we'd burned off the excess fuel. Since neither one of us was keen on leaving the

relative comfort of the cockpit, we resolved to stick it out.

Burning off fuel

Circle after circle after circle we flew, looking down at the illusive comfort of the ground and the airport below us. Thirty minutes had passed. My arms were numb. Pulling on the control stick so hard for so long, they were screaming at me to let go. As if to make their point, they started to shake. I was afraid I would lose control of them. If only I could get some leverage I thought, like putting my feet up on the instrument panel. Impossible, of course. There simply was not enough room. If only by the hand of God, maybe we could get a break, a change in direction, like having to push instead of pull!

As time passed, the agony became excruciating. It was a constant struggle of mind over matter. My arms kept saying, "We hurt, we're tired, let go of that stick." My mind's will to survive was my only defense.

Bob kept saying, "If you weren't with me, I'd have to eject. I can't hold it alone."

We were flying the aircraft together, almost as one pilot. I assured him, "I'm hanging on, Bob. I'm not giving up." Somehow, hearing myself speak those words helped. I became even more determined to see this through. After all, Bob had a family—his wife and five children whom he loved dearly. I couldn't let him down.

Emergency landing

Forty-five minutes had seemed like an eternity, but the tanks were finally empty. We were ready to attempt an emergency landing. Bob explained the 360 degree circular descending turn we would start,

once overhead the runway. He added, "If at any point things aren't going well, I'll say, 'Eject...eject...eject.' and you go. Any questions?"

"Just one: If you go, do I go?"

"Yes," came the answer. I had no doubt that I could pull those ejection handles if need be. The assurance of knowing that I wouldn't be left behind was momentarily comforting.

The gear was selected and started coming down. The indicators changed from up and locked to intransit and finally to down. The red warning lights changed to green.

The gear was safely down and locked for landing. From 6,000 feet, we started the left descending 360 toward the runway.

Halfway around and everything looked normal. Flaps selected half. Only our breathing broke the deathly silence....

Ninety degrees to go. Flaps full down. Over the end of the runway. Descending. Descending. Descending....

Time passed in slow motion. Bump, bump, bump. Three wheels on the ground. We were down!

Bob slowed the aircraft with the brakes. The canopy opened. The rush of cool night air was a God-sent welcome relief.

On the ground

My hands were still wrapped tightly around the stick grip, my arms frozen in their place. "You still want to be a pilot?" Bob asked.

I heard a strange new confident voice say, "Sure do." ✨

Major Brasseur was the keynote speaker at the Convention in Halifax. This article was previously published in the quarterly magazine of the Royal Canadian Air Force Association.

BOOKS

Achieve It!

By Dee Brasseur, Maj (CAF Ret'd), Denis L. Cauvier and Diane G. King.

ISBN 0-6999941-0-9.

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Envision the furthest thing from the traditional woman and you have Dee Brasseur. Dee is one of the first two women pilots in the world trained and qualified to fly Canada's sophisticated CF 18 jet fighter aircraft. Throughout a 21-year military career, she rose in the ranks from Private "Desk Jockey" secretary to Major "Jet Jockey" pilot, accumulating 2,500 hours of flying experience and a wealth of

unique life experiences. She is fast becoming one of Canada's premier motivational speakers.

Denis L. Cauvier is Canada's top speaker on the topics of finding and keeping great staff. President of Denis L. Cauvier Seminars, he has over 10 years of practical experience as a senior corporate executive and business owner.

Diane G. King, owner of Making Things Happen, holds a BA in Communications from the University of Ottawa. She is a trainer, motivator and training broker who has presented at conferences across Canada.

Through a combination of over 50 years of professional and personal life experiences, Dee, Denis and Diane have teamed up to present their collective success habits in a brief, clear,

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Dee Brasseur

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Due to an error in the Super Poker Run ad that appeared in the July-August 1995 issue, the prize eligibility of the Long Island 99s was incorrectly described. In fact, the Long Island 99s were eligible to win the top prizes; the picking of cards for hands bought before Sept. 23 was done by an independent company. The Super Poker Run committee apologizes to anyone who was inconvenienced by the error in the ad.

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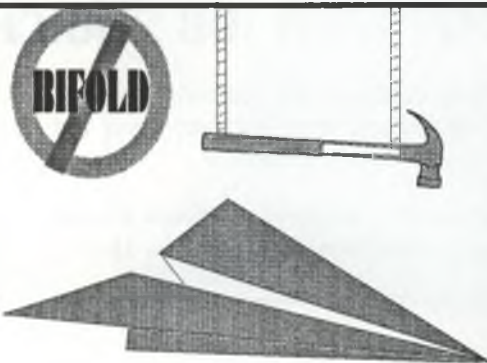
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Long-Range Planning Survey

BY CATHIE MAYR
Long-Range Planning Committee

AS A WELL KNOWN MARKETING TAG line says, "We've come a long way, baby." Our organization has reached an historic intersection: The year 2000 looms on the horizon—and our rich 70-year-old history gives us a firm foundation on which to chart our course for the future.

It's time for us—and that means all of us—to decide what our next destination will be. And how best to get there.

The International Board of Directors wanted all members to have an opportunity to contribute and to share their thoughts, opinions, frustrations, hopes and dreams with them. A Long-Range Planning Survey was prepared and included with the March/April issue of *The International Women Pilots Magazine/The 99 NEWS*. A statistically valid 10 percent of our membership, over 600 of you, returned the survey.

A preliminary version of the results was presented to members during a seminar at the International Convention in Halifax. Those in attendance were able to share their ideas with Board members and many participated in round table discussions on the purpose of the organization—past, present and future.

The results of the Survey will be used as the basis of a long-range planning effort by the International Board and the Council of Governors, beginning with their meeting in November.

The challenge at that meeting will be three-fold. (1) To take your input and construct a clear, concise statement of purpose (separately from our 501(c)3 required purpose statement); (2) to build a strategy and identify specific, actionable tasks to fulfill that purpose; and (3) to articulate the implications of the course we chart.

For those of you who were not at Halifax, here is a summary of what we learned from the 600 responses you returned.

SURVEY RESPONSES

By Age Group

21-30	4%
31-40	15%
41-50	24%
51-60	24%
61-70	21%
71 and over	12%

Age when joined 99s

Under 21	5%
21-30	21%
31-40	32%
41-50	30%
51-60	9%
61-70	2%
71 and over	1%

Thirty percent of our members consider themselves as aviation industry career professionals. This includes pilots, mechanics, air traffic controllers

and the like.

*Average flight hours per month

None	13%
1 - 10	65%
11 - 20	12%
21 - 30	4%
Over 30	6%

*Education level

High School Grad	9%
Attended College	27%
College Grad	31%
Attended Grad School	5%
Graduate Degree	28%

*Occupation

Professional/Tech	20%
Pilot	17%
Retired	14%
Secretarial/Admin	10%
Medical Field	10%
Homemaker	8%
Teacher	8%

Self-employed	6%
Sales	4%
Military	2%
Other	1%

*The source for these figures comes from the green Readership Survey cards enclosed with *The International Women Pilots Magazine/The 99 NEWS* last year.

Response rates were proportional to membership numbers in all Sections. *Example:* The North Central Section represents 16% of our total membership and 16% of the survey responses came from that Section (as indicated by postmarks).

WHY ARE YOU A 99?

Here's what you told us.

- The reason we belong to The 99s and the thing we like best about being a member is, overwhelmingly, the camaraderie, fellowship and friendships. The 99s gives us a reason to keep flying, provides education to keep us flying safely, and is a forum for us to share our experiences.

- Our favorite activities as 99s are, in order of importance:

1. Fly-Outs
2. Fly-Ins
3. Flying
4. Flying to meetings
5. Flying activities
6. Flying trips, air tours and races

- What 42% of us liked the least about The 99s is the politics. Almost 20% rated Chapter problems as the No. 1 problem.

- We see our fundamental purpose as having eight facets:

1. **Promote women** in aviation to youth, to women, to the aviation industry and to the general public.
2. **Educate ourselves** on aviation safety and youth on opportunities for girls in aviation.
3. **Support women** in reaching their goals in aviation, whether professional or personal, via fellowship, mentoring, networking and a job bank.

4. **Scholarships** to help women reach their aviation goals, primarily for career professionals, but also for personal flying.

5. **Preserve the history** of women in aviation.

6. **Protect** our general aviation rights; have an active voice in Congress and with the FAA (U.S.).

7. **Coordinate** with other aviation and women in aviation organizations.

8. **Global focus**, rather than just U.S.

Other comments received concerning the purpose of the organization included:

- "Acknowledge and value our rich heritage and history, but move on and stop living in the past. Focus on *today* and on our *future*." (From a member in the 71 and over age category.)

- "Be a force to be reckoned with in the aviation industry."

- "Focus on a few things and do them well." Many believe The 99s try to be too many things to too many people; try to support too many special projects and special interest groups. You say you want to see significantly more focus—meaning we must choose a few things and do them well. This *also* means there are activities and programs which may no longer be supported unless *you* are able to find a donor, a grant, a bequest, or the like to fund it.

- Most important thing we should be doing at each level:

Chapter level: MORE FLYING. Less business. Organize flying activities.

Section level: Information "conduit" and idea exchange among Chapters and between Chapters and International.

International level: Public relations, publicity, media coverage, legislative activism, development of materials and programs for use by Chapters, career data base and job network.

HOW SHOULD WE SPEND OUR MONEY?

The final section of the survey asked you to rank 12 programs with the priority each should receive for funding. We analyzed this data by age group, by length of membership, by age at joining, and whether you are a career professional or not, etc. Your priorities came up the same.

No matter how old you are, or how long you've been a member, or where you live, members of all Sections agreed on one thing: Amelia Earhart Scholarships were either your highest or next to highest priority on funding.

You also told us you believe your dues should support the organization's top three to five well-focused programs that clearly support our purpose and goals. Further, you expect funding for all of the special programs will need to come from special grants, donations and bequests—and you recognize that some of the programs you personally support today may fall into this category.

- | | |
|--|--|
| 1. A.E. Scholarships | 3. Flying Activities |
| 2. Aerospace Education | 4. Public Relations |
| 50 percent meant education for themselves to stay safe and proficient; | 5. Collection & Preservation of Historical Artifacts |
| 50 percent meant education for children | 6. Magazine |
| | 7. Membership Drive |
| | 8. Membership Directory (Roster) |

9. International Convention
One-third preferred an annual convention; one-third preferred a biennial convention (every two years); one-third had no preference
10. Headquarters Resource Center
11. A.E. Birthplace
12. 21st Century Fund

Finally, we constructed a profile of the "typical" 99. The following represents the "mode" or most frequent response group from each question:

- 41 to 50 years old
- Joined 99s at age 31 - 40
- Member for five years or less
- Flies one to 10 hours per month
- Not employed in aviation industry
- If married, spouse is a pilot
- Fifty-seven percent own their own aircraft

- Annual household income: \$51,000 - \$75,000
- College graduate
- Employed full time: Professional/Technical

You may view the complete Long-Range Planning Survey results, including the charts, graphs and slides, by accessing the 99s Forum on CompuServe. Call 1-800-846-6199 for information.

On behalf of the Long-Range Planning Committee and the International Board, you have my sincere thanks for taking time to share your thoughts with us. As we chart a course into the next century of aviation, we want it to be one you'll want to follow.

—Cathie Mayr



99s Exhibit tent at Oshkosh

Oshkosh '95: a SIZZLER!

BY CATHIE MAYR
EAA Oshkosh Coordinator

MIX 835,000 PEOPLE, 12,000 aircraft, 115 F heat indexes, and what do you have? A sizzler—the world's largest aviation event—the Experimental Aircraft Association's 43rd annual Fly-In Convention known the world over as simply "OSHKOSH."

1995 marks the 99s' 15th year as one of 739 exhibitors at Oshkosh. During the week-long event, 550 members, prospectives and student pilots visited our tent. President Joyce Wells and Vice President Lois Erickson spent the week with 21 other 99 volunteers to staff the exhibit.

A warm welcome to the 25 women pilots from Canada, England, Germany, Australia and

OSHKOSH '95

the U.S. who signed up for membership during the week. Sixty-eight licensed women pilots and 92 student pilots were provided with information on our organization and given local Chapter contacts. Although traffic through our exhibit reflected the Convention-wide numbers—down somewhat from 1994 due to the extreme heat over the weekend—a total of 333 members signed in.

Aside from the fun we had in our tent exhibit talking with women pilots from around the world, The 99s were involved in several other events. Our members gave *Flying Companion* and *IFR for VFR Pilots* seminars, parked aircraft, helped coordinate Warbird aircraft movements, registered campers and made sandwiches for hungry volunteers.

EAA's new *Women With Wings* museum display was dedicated Saturday morning. Joyce Wells was on hand when The 99s were acknowledged for assistance in providing historical information from our Resource Center at 99s Headquarters in Oklahoma City. On Saturday evening, the Wisconsin Chapter hosted a refreshing and relaxing picnic-style dinner for 99s at EAA's Nature Center on the convention grounds.

During the Sunday evening Theater in the Woods program, Jack Cole, Verne Jobst and Joyce Wells—all representing the National Aeronautics Association—again presented the Katherine Wright Memorial Award, along with the medallion provided by The 99s, to Audrey

Poberezny (wife of EAA founder Paul Poberezny) in front of thousands of her friends and admirers. EAA has asked to display the large trophy in their museum until their fall board meeting.

Past International President Marilyn Copeland joined us for several days and was able to speak with members personally about the A.E. Birthplace Museum. Joyce and Marilyn were also able to discuss future opportunities for joint aviation education activities with a representative from Cessna Aircraft.

Our exhibit at EAA provides us with an unparalleled opportunity to publicize our organization to the aviation industry worldwide, to welcome women pilots as new members and to encourage young girls to learn to fly.

Our grateful thanks to all of the volunteer 99s who gave of their time and energy, and gave new members their welcoming smiles. There is absolutely no way we could have done it without these people: Rita Adams, Bonita Ades, Gail Allinson, Margaret Biedron, Linda Blodgett, Ruth Bock (66), Judy Bolkema, Pat Budy (66), Shirley Bundy, Marilyn Copeland, Diana Dade, Lois Erickson, Norma Freier, Kathryn Gunther, Kris Hinterberg, Pat Kelly, Jeannie Kent, Pam Knolinski, Sandra Leder, Ernestine Lynfoot, Marcia Nellans, Mary Panczysyn, Marilyn Patiemo, Diane Reichel, Ellen Reuter (66), Fran Schmidt, Loretta Sincora, Liz Wall, Joyce Wells and Penny Werner.

Women's Aviation Survival Kit

BY KAREN KAHN

I think it's safe to say that if you're a woman in aviation, you've probably experienced some type of discrimination—subtle or otherwise—at one time or another. In the early stages, unless you were actively encouraged by another woman pilot, you probably found few other women flying and often-times wondered if you were the only one.

When it came to flying opportunities, you had to work a little harder to be taken seriously. Too many men figured you were learning to fly just so you could hang around the airport—and them. You eventually proved yourself to be a serious pilot with legitimate ambitions and desires, but not without a fight.

How many of us encountered the current equivalent of "But you're a girl!" or "That's no place for a woman" or "My wife wouldn't approve" when it came to flying jobs for which you were fully qualified?

Needless to say, this isn't a new scenario, but I am happy to report that it is getting to be a bit less prevalent—or so I'd hoped. But last week I received a letter from a 99 who was eagerly resuming work on her instrument rating after finally finding a good instructor. Now she was dismayed to learn her search was in vain. Her new instructor claimed his wife didn't want him to have any attractive women students—and she qualified!

This reminds me of the DC-3 copilot job I wanted so badly years ago. "Oh, you'd have to check the oil and you might get dirty," lamented the macho captain. Looking back on it now, I suspect he had no intention of ever hiring a woman copilot and only made the statement as a teaser—to make him look good and perhaps allow me to think he might have considered me qualified had I *not* been a woman.

Then you have the other side of the coin which is almost worse for serious women in aviation: the Token Female Copilot Syndrome which trades competence for cosmetics and is of equal affront to all of us who value our pilot skills and feel we should be recognized for abilities. Or as my husband once told me, "You got your job because of your T&A: talent and ability!"



None of these problems is going to disappear in the near future, but hopefully, they'll become a bit less frustrating if we take appropriate counter measures.

First, don't lower your standards for anyone. This is 1995 and there are many sources of support—the 99s being just one of them!

Others include mentors (both male and female), local and national women's groups, on-line aviation forums, as well as your own family and friends. So aim high and realize it's not an easy road, but one well worth everything you put into it.

Second, be sure you're well qualified and maintain your professionalism by striving to improve your skills with ongoing practice and education. One of the most impressive comments I received several years ago at a Women In Aviation Conference came from our current 99s president, Joyce Wells.

We both flew out of the same airport (Gross Field, Novato, Calif.,) during the early and mid-1970s and Joyce told me how she remembered me as being a "very serious and dedicated pilot." Funny, I never thought of myself that way, but I'm glad to hear others did. I didn't spend much time thinking

about myself in that way, but perhaps the old "looks like, walks like, talks like, must be a (fill in the blank)" became a self-fulfilling prophesy.

Third, continue to demonstrate that you don't expect any favors be extended to you just because you're a woman. (Now that doesn't mean you can't enjoy and appreciate the actions of a gentleman. Courtesy and consideration are valuable tools in everyone's kitbag.) You can be both professional and feminine.

Finally, learn to take the comments you hear with a grain of salt. Many of them will be aimed at eliciting a reaction from you. Others will be a lame attempt to talk to you when someone just doesn't know how to react to, or approach, a female aviator. I find that if I allow 90 percent of the comments I hear to go in my left ear and then out my right, that tends to place them in the proper perspective. ✱

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

BOOKS

GPS/Loran - A Guide to Modern Navigation

has just been released by the AOPA Air Safety Foundation. It is the first generic "how-to" publication on GPS and Loran navigation.

The guide explains how they work and the advantages and limitations of each system. The authors note that while GPS will be the major navigation system of the future, Loran is still a viable system and worth keeping in the panel. Until the GPS Wide Area Augmentation system is in place, pilots will need to have an alternate system to GPS available for en route and terminal navigation.

This publication has tips and strategies for successful filing. It explains the ins-and-outs of certifying for IFR and details why handhelds cannot be certified and shouldn't be used for IFR.

This is a companion piece to the new GPS education seminar. For a free copy, write *GPS/Loran - A Guide to Modern Navigation*, AOPA Air Safety Foundation, 421 Aviation Way, Frederick, MD 21701. Enclose a large 6" x 9" self-addressed envelope with 55 cents postage affixed.—Illini-Area Chapter Newsletter, Illinois Pilots Association.



"Welcome to Malaysia!" Jetta Schantz, Florida Firstcoast Chapter, surrounded by local population after landing in her balloon in Malaysia.

Jetta Schantz, our cover balloonist last year, submitted a five-page narrative on her adventures while participating in a balloon race in Malaysia. Six other Americans and 19 other pilots from around the world competed for \$20,000 in prize money. Space does not permit coverage of this interesting event in the magazine, but if you would like a copy, send a stamped self-addressed envelope to me and I will be happy to send it to you.

—The editor

'96 WPFC Sept. 28 to Oct. 5 Fort Worth, Texas

WHAT CAN YOU EXPECT TO SEE? Intelligent, adventurous, free-spirited souls who have worked hard to make this dream come true for themselves. Those kinds of people are always fun and interesting to be around. Even more important, perhaps, is the fact that—like us—aviation is an important part of their lives.

So that this event will be more meaningful to everyone, we want *participation*, not just observation.

What can I be? What can I do? You can volunteer today for assignment as—a team liaison, a team's transportation, a welcoming person, a judge, a runner, or a translator.

Who do I call? Jody McCarrell, the gal with "the right stuff," is in charge of this project and she's waiting for your call at 501-642-2508.

Right now, people are already working on an unusual program for the Awards Banquet night. When plans are finalized, I'll give you the word on this.

Next issue we'll talk about how you can be a part of the big *opening day parade*. Make your plans to be in Texas a year from now. You won't want to miss being involved with this exciting world event sponsored by The Ninety-Nines, Inc.! More later....

—Norma Vandergriff, Oklahoma Chapter

'96 WORLD PRECISION FLYING CHAMPIONSHIP

It's a wrap! U.S. team in place

Tryouts for positions on the U.S. Precision Flight Team were held September 21-23 in DeQueen, Ark. While poor weather created initial delays, the competition was successfully completed and the following team members were named:

Carolyn Pilaar, Greenville, South Carolina

Sam Girardeau, Greenville, South Carolina

Marvin Ellis, San Mateo, California

Richard Drake, Oklahoma State U., Tulsa, Oklahoma

Jason Sprowls, Oklahoma State U., Stillwater, Oklahoma

Here's how you can help support the 1996 World Precision Flying Competition:

You or your chapter can purchase a "Welcome to the World" business card size ad to be placed in the 1996 Event Program. Just send a check for \$50 and the name(s) you'd like included to Event Chairman Jody McCarrell, Rt. 1, Box 487B, DeQueen, AR 71832

We welcome these 94 women pilots who joined The Ninety-Nines in July and August

Vicki M. Angell
Elisabeth Mary Apps
Kathleen Marie Ayers
Debra Lynn Barbeau
Cassandra Ann Barnes
Deborah F. Baugh
Margarete Cora Birmingham
Carla Jeanette Bishop
Stephanie Rene Blake
Chantal C. Boom'La
Sarah Lynn Boothby
Linda Katalin Borbas
Sarah Ann Borgerding
Laura Lynn Burkig
Jeanette Marie Burklund
Joy Ann Cawley
Micheline Cholette
Eloise E. Compardo
Marsha E. Copeland
Edie E. Cox
Patricia Marie Cuddie
Elizabeth Anna Deener
Martha Puryear Delles
Rosanne DeLuca

Beatrice S. Desper
Christine Margaret Dickinson
Pamela Anne Distaso
Shirley Margaret Dixon
Ann Marie Donaca
Connie Jean Dubbe
Leslie Jo Duffey
Gabriele Dunn
Christine Phillips Engel
Christine M. Fitting
Jennifer Elaine Good
Jeanette Goodrum
Elisha Spence Hall
Caryn J. Hanson
Kimberly Anne Harper
Bonnie Jean Harrell
Trudy M. Hastings
Laura Eveliina Heinonen
Barbara Jean Hendricks
JoAnn H. Hiebel
Kelly Elizabeth Isenhoff
Susan M. Johnson
Sonya Lin Junkins
Ann Kramer Kothawala

Amy Sue Krueger
Lisa Kay Krzykowski
Marcy S. Lange
Jeanne E. Batson Lesnik
Anne Glynn Mackoul
Ruth L.E. Maestre
Cynthia Sue Martin
Kelly M. Martin
Valeri Ann Mathews
Nancy Ann McCall
Bonnie S. McClintock
Jill E. McDermot
Mary Catherine McGuinness
Cilla Elizabeth Meachem
Estelle Metayer
Bonnie S. Naas
Nicola J. Orchard-Armitage
Barbara E. Paulus
Sharon Lynn Peck
Ramona Pletcher
Nora Jean Price
Emmy Louise Price
Diana Ursula Pugh
Diane L. Rahn

Sheryl Fleming Rogers
Linda Sue Roose
Shellie L. Russell
Karen Elizabeth Scallan
Kimberly J. Simonson
Lillie Irene Smith
Ellen Jean Staley
Joan Gail Stuart
Carmen Leigh Stumme
Nancy L. Suta
Martha S. Taylor
Laura Fahy Taylor
Sara Charlotte Tebo
Jean Marie Thibodeau-Thorp
Elaine Susan Tobias
Eileen F. Tonkinson
Nancy Earlene Van Howd
Christina Visconti-Smale
Suzanne V. Ward
Nancy Louise Westaway
Candace S. Williams
Chong Hui Yi

AE Birthplace Museum Report

BY MARILYN COPELAND, Chairman, AEBM Trustees



WOW! Are we good! Already, The 99s have contributed half of our \$20,000 Matching Fund! We still need to raise \$10,000 more by Dec. 31, 1995.

This \$20,000 Matching Fund represents approximately 20 percent needed to match the Kansas Heritage Grant of \$75,000 (80 percent). Seldom are such generous grants given. WOW! Are we lucky!

Individual members, Chapters, Sec-

tions—or anyone who contributes to this Matching Fund with \$99 or more—will be honored with their names on a framed sketch which will be displayed in the Amelia Earhart Birthplace Museum.

In order for contributions to receive this recognition, they must be received by Dec. 31, 1995.

The wonderful support that all of you have given to this project will span generations and is greatly appreciated today.

Note: The names on this list have been printed as received by the magazine. Anyone who has corrections or additions to this list should contact Marilyn Copeland at the above address. Please do not contact the editor.

Contributions of various amounts have been received from the following since the Matching Fund Drive began:

Carol Sokatch	Pat Ward	Linda Mae Draper	Golden Triangle	Gayle Henze
Nebraska Chapter in	Eastern New England	Friend of 99s	Chapter 99s	Marion Anderson
memory of Helen Moore	Chapter 99s	Marilyn Copeland	Bonita Ades	Barbara Fender
Delle Hightower	Thelma Cull	Phyllis Kramer	Bud and Sally Cray	Betty Rowley
North Central Section	Beverley Sharp	Vonne Henninger	Cloud Cray Trust	Marion P. Jayne
El Paso Chapter	Joyce Wells	Lois Feigenbaum	Columbia Cascade	Tiana Lumry
Mary Welpton	Cecile Hatfield	Nancy Miller	Chapter 99s	Mary Wheelock
Lucile Bledsoe	Michelee Cabot	Betty Sue Basham	Kansas 99s	Florida Suncoast
Cash donations at AEBM	Susan Larson	Sue Critz	Janet Yoder	Chapter 99s
Open House	A. Lee Orr	Nancy Sliwa	Lisa Cothan	Greater St. Louis 99s
Kathryn Hach	Carolyn Carpp	Patricia Ohlsson	Ray P. Hardey	Jeanne Peters in
Marilyn Dickson	Nancy Wright	Claire Ojala	Peg Davidson	memory of mother
Dr. Jacque Boyd	Joy Blackwood	Barbara Mead	Connecticut Chapter 99s	Edith Kutilek
Constance Wilds	Anita Lewis	Hilda Devereux	Edith Copeland Fischer	Sondra Ridgeway
Women with Wings	Doris Abbate	Billie Downing	Evelyn Kropp	Lynn Ringer
Chapter 99s	Barbara Sierchio	Elaine Morrow	Long Island	Ester Berkley
Charlene Falkenberg	Mary Rutherford	Jaye Hudgins	Chapter 99s	Jackie Sander
Illiana Cardinals	Jean Pearson	Northeast Kansas	Eva Parks	Florence Taylor
Lu Hollander	British Section	Chapter 99s	Marilyn Trupin	Austin Chapter 99s
Susie Sewell	Louise White	Dr. John and Marilyn	Paulie Perry	
Kay Alley	Jenny Beatty	Copeland		

The following sent contributions directly to Ninety-Nines Headquarters with their dues and have not received individual thank you notes. They are gratefully thanked in this publication:

Betty Basham	Loftia Elnade	Victoria Wingett	Elizabeth Patton	Michelee Cabot
Shari Romero	Judith Stiles	Donna Taylor	Darlene Hagen	Anne Ash
Barbara Wilder	Dorothy Jenkins	Mary Welpton	Alexis Koehler	Lois Erickson
M. Cleveland Alexander	Audrey Kennett	Evelyn Lundstrom	DeAnne Schiappocasse	E. Cramer
Doris Abbate	June McCormick	Kathleen Hilbrandt	Ruth Deerman	Majorie Anderson
Joan Lynum	Penny Moynihan	Phyllis Tate	Gale Browntee	Linda Pirman
Bay Cities Chapter in	Greta Gibson	Jo Jordon	Elsie Bascomb	Edith Fischer
honor of Ruth Rueckert				

Please send contributions to:

AEBM (Amelia Earhart Birthplace Museum), Marilyn Copeland, 1308 Kevin Road, Wichita, KS 67208

GRASS ROOTS



Maple Leaf Chapter

The May 6 Pelee Island Fly-in was blessed with sunny skies. Seven aircraft with 20 99s, spouses and friends attended.

First Canadian Chapter

Some 57 young people flew on Young Eagles Day at Brampton Airport. Anne Starret took on the challenge of organizing and arranging this worthwhile event, hopefully the first of many to come. Mary Norman, Anna

Pangrazzi and Kelly Cole flew several of the kids for their flights. Members of the Recreational Aircraft Association (RAA) also volunteered their time to help fly in the event.

The June 10 Poker Run was a success with some 760 hands sold, some 45 airplanes participating and \$2,000 amassed. Paula Quon and her gang organized the event and made it both a fun and good learning experience.

Alaska Chapter

The Alaska Chapter held their annual Short Field Take-off and Landing Clinic at the new Wasilla Airport in June, drawing a record attendance of 32 airplanes and about 50 people. A wide variety of aircraft was present—from a 90 horse Taylorcraft to a Helio Courier.

A fun fly-in to McCarthy

attracted nine planes and 19 people. The trip included a raft trip on the Kennicott River, tours of the old Kennicott mine and a breakfast fly-in to the Collins' grass strip at Long Lake.

Judith Foster and Judy Lanning gave a presentation on the Flying Companion Seminar at a safety meeting at British Petroleum.



A "first" in airmarking in Alaska took place in Anchorage when a bright yellow theater which had been a reporting point for years was converted to a school and painted grey, making it a tough one to spot.

With support from the FAA and local aviation businesses, we were able to educate the school district on why we wanted to paint a name on their roof! The roof surface required \$1,600 worth of special paint which was funded by Merrill Field businesses. We received some wonderful coverage from two local TV stations. —Judy Lanning, Alaska Chapter



India Section

India Airlines operated an all-women flight crew on the Fly-by-Wire Glass Cockpit Airbus A320 aircraft on the Bombay-Madras-

Bombay sector on June 9, 1995, with myself as Captain. It is the first all-women crew flight on the A320 in India and Asia—and perhaps in the whole world.

—Saudamini Deshmukh

99s fly in Peace Flight

An opportunity for 99s to participate with others in general aviation in an international peace mission doesn't come along very often. In May, 120 people—Americans, Israelis and Jordanians in 30 planes—took part in a "First Flight" between Israel and Jordan. The flight made headlines in virtually every news media in both countries and via CNN in America.

The flight took place at the invitation of Jordan's King Hussein, after months of negotiation between Israeli and Jordanian officials.

The idea originated with TWA Captain Barry Schiff who led the second annual "Pilots' Tour of Israel," of which this Peace Flight was the centerpiece.

For a description of the flight, contact Linda Regan, 1330 Kansas Circle, Concord, CA 94521.

To receive detailed information about a third Pilots' Tour of Israel planned for April 1996, contact AMI Travel, 1-800-821-8947 or FAX 1-312-267-5052.

—Linda Regan
Mt. Diablo Chapter



Six of the participants in "First Flight" were members of The Ninety-Nines. Shown here with Linda Regan are Phyllis Zimmerman and safety pilot Itzhak Yavne after their arrival at Marka Airport, Amman.



Kyle Patton dances with his bride Janet (Anderson), past AE scholarship winner, following their aviation theme wedding at Yankee Air Museum, Willow Run Airport, Detroit Mich. B-17 Yankee Lady in background.

North Jersey Chapter

Two planes entered and finished the Air Race Classic—Judy Bolkema and Linda Scully in Judy's Cessna 172, Debbie Cox and Cindy Wilson in Debbie's Cherokee 140. Ten of us attended the NY/NJ Section meeting at Fishkill, N.Y. Two participated in the local EAA Chapter Young Eagles event; five planes with

seven 99s, one 66 and three 49 1/2's flew to the convention in Halifax and had a grand time, six attended the Oshkosh Air Show.

—Aileen Trotter

San Fernando Valley

We co-hosted the Van Nuys Aviation Expo July 15 and 16. Besides doing administrative work, we had an information display that was well attended and a beer and soft drink booth that was very popular in the July heat. The Stealth and the Harrier were among the many attractions.

We had five airplanes in the Palms to Pines race. Mary Rawlings placed 4th; Paula Sandling and Mary Glassman placed 7th. —Amy Conner

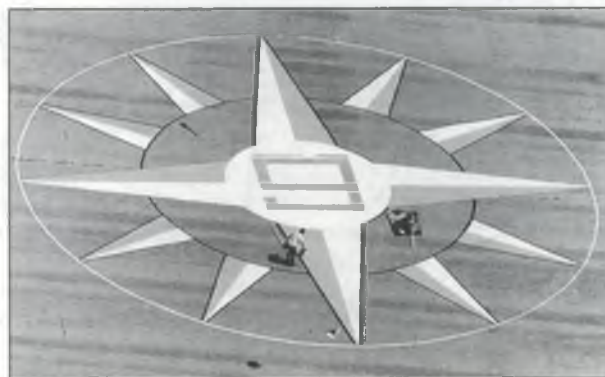
Pikes Peak Chapter

Clancey Maloney participated as an instructor in the Mountain Flying Workshop held by the Bonanza/Baron Pilot Proficiency Program, Inc., in Colorado Springs, Colo., June 9 and 10.

A Companion Flying Seminar was held on June 24 to educate non-aviators as to the safety and joy of flying. Nine right-seaters participated, including two men.

We celebrated our 11th birthday with a pizza party.

—Patsy M. Buchwald



Bernita Mickell in circle pouring reflection beads on compass rose at Allen County Airport at Lima, Ohio.

Photo courtesy of The Lima News

All-Ohio Chapter

Two airmarkings have been completed this summer by members of the All-Ohio Chapter. Kay Johnson and Rachel Nelson (Rachel's mom and OU airport helpers) laid out the letters for the airmarking at the Ohio University Airport in Athens. Linda Blodgett and Chris Creamer completed the painting of the letters. The project was signed by "All-Ohio" and a photo will be in the *Ohio Aviation* magazine.

The compass rose at the Allen County Airport at Lima

was outlined by Sandy Gordley, Bernita Nickell and Kenny Stimmel. The painting crew included Diane Reichel, Marge and Ernie Hazlett, Jean Allen, Bernita Nickell, Kathleen Sheeks, Cyd Sellers and daughter Jessy, Cathy Clark, Roger Nickell and Doug Jones. The airmarking was on Lima TV. Photos were taken for *The Lima News* by Dave Poboy from Marge Hazlett's Cessna 172 and published on July 12.

—Connie McConnell

Mt. Shasta Chapter

Our fly-in June 10 to Corning (Calif) Airport was a huge success. Our special guest was Carolyn Russo from the National Air & Space Museum, Smithsonian Institution, Washington, D.C., who

photographed us with the ultralight that was used for the rides. The flight in the ultralight is so different from our fixed wing aircraft, but it is really a lot of fun.

—Doris Lockness



(L. to R.) Diane Schneeweis, Barbara Crooker, Diana Ward, Mary Quinn, Donna Taylor, Barbara Boot, Doris Lockness, Stacey Teisseire, Shirley Leatherwood, Sue Hurber, Charli Nugent, Edna McClellan and Shelly Carpenter.

Kitty Hawk Chapter

Gayle Plaia accepted a plaque on behalf of the Chapter for "professionalism and commitment to service in support of the NCDOT Aviation Safety Programs." The plaque was presented at the Spring Wings Weekend sponsored by the NCDOT Aviation Division and the FAA in Greensboro, N.C. —Patricia Greenwell

Oklahoma Chapter

Lt. Michelle Marceau spoke on "Staying Alive in the Drink—Surviving the Ditching" at the Flying Physicians Association 41st Annual Meeting held at St. Simons Island, Ga. Her talk covered methods of hypothermia prevention and signalling equipment recommended by Navy Search & Rescue.

—Pamela Fishman

Colorado Chapter

In July Maria Myshatyn organized a "You, Too, Can Fly" Girl Scout program at the Fort Collins/Loveland Airport. A panel of 99s including Sandra Reagan, Sue Osborne, Bonita Ades, Jennie Esterbrook, Jennifer Caine, Nancy Aldrich and Donna-Marie Irwin answered questions. Others who flew their aircraft in for inspection were Lynn Ringer, Jessica McMillan, Anita Hessin, Eddie

Whistle and Linda Horn.

Members cooked hamburgers at the EAA Fly-in at the Longmont Airport. Those who helped included Nancy Reinhardt, Lucia Waltz, Lu and Charles Purdy, Gail and Bob Mock, Bonita and Jon Ades, Linda Horn, Stephanie Gross-Anderson, Ken Hoffman, Heather Tilly, Sylvia Harper, Jane Nettleblad, Sandra Reagan and Anna Fuentes.



Sharing good times at the annual picnic in June are (rear) Alene Park, Dana Reed, Sylvia Harper, Marylou Pohl, Babette Andre, Pat Knox's mother, Donna Miller, Lucia Weltz, Neva Jones, Mari Murayama; (front) Chris Bentley, Gretchen Jahn, Charlene Lawrence, Linda Horn, Pat Knox and Lu Purdy.

—Jessica McMillan

**Lake Erie Chapter**

Members took time out to have brunch with Nancy Bird-Walton from Australia when she visited them in Ohio en route to Halifax. Seated (l. to r.) Nadine Bluhm, Dorothy Sturman, Clarice Bergemann, Bernice Barris, hostess Meigs Adams, Joan Hrubec (All-Ohio) and Nancy Bird. Standing: Dodie Jewett and Helen Sammon. —Marg Juhasz

Kansas Chapter

The Paris Air Show, Oshkosh and the future of general aviation airplanes manufactured by Cessna Aircraft Company were reviewed for members of the Kansas Chapter by David Copeland. A tour of Cessna's very impressive Customer Service Center followed.



Shown here are David, Kay Alley, Mary Van Scyoc, Karen Tucker, Jo Hansen, Marilyn Copeland, Janet Yoder, Mickey Axton, Jackie Sauder, Maureen McMaster, Carol and John Lanning.

**North Georgia Chapter**

"Happy Birthday, Amelia!" A party to celebrate Amelia's birthday was held at the home of chairman Barbara Young. Following dinner, tapes about Earhart—the recent PBS documentary and the Smithsonian panel discussion which featured Doris Rich, Susan Ware, Amy Fraher and Deborah Douglas—were viewed. As always, Amelia continues to fascinate and inspire us! —Carol Brown

Jackson Gold Dust Chapter

On July 13, members Betty Brandson, Jo Dieser, Joyce Farrell, Diane Little and Gigi DeBerry airmarked Westover Field in Jackson, Calif. The next day a photo of our handiwork was featured on the front page of the *Amador Ledger Dispatch*. Members of The 99s have been painting airport IDs since the 1930s. —Jo Dieser

NOTAM

The International Women Pilots Magazine/99News welcomes letters, comments or corrections from members in response to recently published articles. Letters may be edited due to space limitations or in the interests of clarity.

Write to Betty Rowley, 807 N. Waco, Suite 22, Wichita, KS 67203 or fax 316-263-7350.

Editor's goof: I listed the wrong fax number for my office in the last issue. Correct one appears above.



Winning the race in a 1978 Cessna 182 RG were Marjorie Thayer, Arizona Sundance Chapter, and Ruby Sheldon, Phoenix Chapter.



Racers Bonnie Johnson and Janet Yoder of Kansas Chapter with Moya Lear, a speaker at the Air Race Classic in Reno.



Second Place: Gretchen Jahn and Christina Bentley of Colorado Chapter.

Air Race Classic

The Board of Directors of the Air Race Classic, Ltd., announces the winners of the 1995 all-women's speed race, the 19th Annual Air Race Classic.

Winning the race in a 1978 Cessna 182 RG were Marjorie Thayer, Arizona Sundance Chapter, and Ruby Sheldon, Phoenix Chapter. Marjorie is a charter and corporate pilot in Arizona. Ruby holds her CFII single/multi airplane, seaplane and helicopter

ratings.

In second place were Chris Bentley and Gretchen Jahn of Colorado Chapter; third, Martie Pearce of Phoenix Chapter and Shirley Rogers; fourth Nancy Toon, North Georgia Chapter and Susan Collier; and fifth, Dene Chabot-Fence, Southwest Section and Gloria May, Fresno Chapter; sixth, Margaret Ringenberg, Indiana Chapter and Lois Feigenbaum, Cape Girardeau Area Chapter; seventh, Dottie Anderson and Jean Sloan, All-Ohio Chapter; eighth, Lorrie Blech, San Fernando Valley and Ilse DeVries; ninth, Lauren Nicholson, Indiana Chapter, and Krystal Lewis; and tenth, Joan Steinberger, Santa Barbara Chapter and Jenny Wright.

Forty-two planes and 85 pilots were flagged away from Reno, Nev., on schedule, reported H. Glenn Buffington. They flew a cross-country course to Huntington, W.Va. There were no withdrawals or disqualifications and all planes finished the race, most arriving in Huntington on June 25.

"There were a few penalties, but they were for improper flybys, wheel-on landings, etc.," reported one ARC official.

Covering 2,573.45 sm and crossing 11 states, racers flew timing lines (with optional fuel stops) at Burns, Ore.; Coeur d'Alene, Idaho; Havre, Mont.; Gillette, Wyo.; Aberdeen, S.D.; Fort Dodge, Iowa; and Danville, Ill.

Each plane was handicapped based primarily on horsepower and design. The winners were de-

termined by how well the planes exceeded their handicaps in groundspeed (mph). Altitude, wind, pilot skill, weather and aircraft condition are among the factors which influence the final score.

Wally Earhart of Carson City, Nev., a fourth cousin of Amelia, served as honorary starter, assisting Mike Muzyczyn, official starter.

Three area Ninety-Nines Chapters—Reno, High Sierra and Lake Tahoe—under the superb direction of Lynn Meadows of the Lake Tahoe Chapter, coordinated the race. "Everyone enjoyed talking to the participants and hearing about their racing experiences," reported new Reno Chapter member Sonya Dugan.

—H. Glenn Buffington contributed information for this article.

WOMEN PILOTS SWEEP AIR RACE

Meyers 200 Proficiency Run was held in Beatrice, Neb., during the annual Meyers Aircraft Owners Association Fly-in and Convention. The top

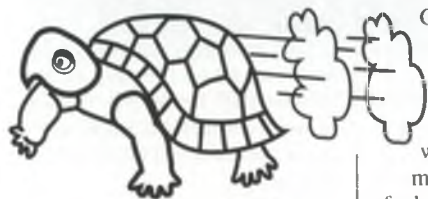
three places went to women pilots, two of them 99s. There are only about 67 Meyers aircraft still in existence; 26 came to the fly-in. —Donna L. Cheney, Mt. Shasta Chapter



Winners (l.to r.) whoaced out their men competitors were: 3rd, 99 Donna Cheney, Mt. Shasta Chapter; 1st, Alice Young; and 2nd, 99 Vickey Paluzzi, Las Vegas Valley Chapter.

The 1996 AIR RACE CLASSIC will begin June 20 in Prescott, Ariz., and finish June 23 in Daytona Beach, Fla.

For more information, contact Pauline Glasson, ARC, Ltd., 318 Glasson Drive, International Airport, Corpus Christi, TX 78410. Phone 512-289-1101.



First Annual SLO Derby will be held Oct. 28-29. It is being sponsored by the Santa Maria Valley and San Luis Obispo County 99s.

The 300-350 mile journey will begin and end at the strategically located Santa Maria Airport. The race is open to all pilots and offers two different classes: speed and proficiency.

Registration closes on Oct. 23. Send \$5 for entry kit to Esther Grupenhagen, 255-D Spruce St., Arroyo Grande, CA 93420. Phone 805-489-6667. —*Tracy Leonard*

1996 World Aerobic Championships are coming to Oklahoma City's Page Airport next August. The "Super Bowl" of aerobics is normally held in Europe. The city was selected by the Commission Internationale de Voltige Aerienne (CIVA) during a meeting in Orlando, Fla.

The response has been very good," said Carl Whittle, director of the 18th World Aerobic

Championships. "There is a lot of excitement, particularly among the aviation organizations."

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 Aerobic Championships in September in Denison, Texas.

Oklahoma City was selected based on its easy international access through Will Rogers World Airport, availability of hotels in close proximity to both Will Rogers and Page Airports and Oklahoma's good flying weather, according to Whittle.

The event is sponsored by the Oklahoma City All Sports Association. Further information can be obtained by calling them at 405-236-5000.

Valley Air Derby will be held Oct. 7. The course will be from Van Nuys, Calif., to Quail Lake, then various checkpoints to Mesquite, Nev. For Derby kits, send \$5 to Betty Irwin, 7540 Belmar, Reseda, CA 91335. For other information, call 818-888-5360 or 818-704-7917. —*Amy Conner, San Fernando Valley*

JENNIFER BESSLER, Long Island Chapter, competed in the National Intercollegiate Flying Association (NIFA) competition as part of the Dowling College team (NY). Joyce Wells presented her with the Women's Achievement Award at the meet. Jen also received AOPA's Top Pilot Award for the Northeast Region.

—*Jill Hopfenmuller*

JEANE WOLCOTT, Women With Wings Chapter, was selected by the Portage County Commissioners for a position on the Portage County Regional Airport Authority.



BETTY PFISTER, Aspen Chapter, will receive the FAI Rotorcraft Gold Medal Award in October. For more than 50 years, Betty has been an outstanding aviatrix and contributor to aviation locally, nationally and internationally.

She holds qualifications in more than 25 airplanes and helicopters ranging from the Piper Cub through the four-engine B-24. She qualified in helicopters in 1963, the 52nd woman to do so. She is also a qualified glider pilot and balloonist. She was one of America's top air race pilots, having won international air races in 1950 and 1952.

During WWII she was a pilot for the U.S. Army Air Corps Ferry Command. She was a pilot with the U.S. Helicopter Team and competed in World Championships in England in 1973 and Russia in 1978.

Along with Senators Barry Goldwater and the late Peter Dominick, Betty played a major role in the enactment of Public Law 91596 which requires all aircraft registered in the USA to have an emergency transmitter

Betty is an active member of many other aviation and helicopter oriented organizations. In 1992, she received the Katharine Wright Memorial Award and in 1994 the Elder Statesman of Aviation Award and in 1995 the Livingston Award.

DORIE RICHTER, Kitty Hawk Chapter, has been appointed to the 13 member North Carolina Aeronautics Council. The council, appointed by the Governor, reviews grant requests from North Carolina public-use airports and sends their recommendations to the North Carolina Department of Transportation. —*Patricia Greenwell*

JANEEN KOCHAN, All-Ohio Chapter, recently became the first female DC-8 Captain for Airborne Express. Airborne, an all-cargo airline based in Ohio, is expanding rapidly and just added its 100th aircraft to a fleet of DC-8s, DC-9s and YS-11s. She has been with Airborne for seven years.

"Janeen went through the three-month training program without any problems and completed the training in the prescribed amount of time," said Bob Boja, System Chief Pilot for Airborne in their company newsletter. "She is very competent and all of us in the Flight Department are very proud of her."

RATINGS AND WINGS

RATINGS

Patricia Pearson	San Joaquin Valley	Instrument
Helen Kerscher	San Joaquin Valley	Instrument
Gigi DeBerry	Jackson Gold Dust	Instrument
Maggie Wagner	San Fernando Valley	Multiengine commercial
Celeste Mayer	Kitty Hawk	Singleengine commercial
Celeste Mayer	Kitty Hawk	Multiengine commercial
Denise Hixon	Southwest Section	ATP
Bettina Jenkins	First Canadian	Multi-IFR
Christa Waehler	Oklahoma	Instrument
Charla Runkle	Oklahoma	CFII, MEI, Comm/Instrument
Lynn Ringer	Colorado	Instrument
Cynthia A. Kelly	Florida Firstcoast	Citation Type rating

WINGS

Wally Funk	Long Beach	Phase XIII
Dorothy Lee	Long Island	Phase V
Margaret Llamido	Long Island	Phase III
Bozena Syska	Long Island	Phase III
Lou Anne Gibson	Dallas	Phase IX
Carol Sokatch	Oklahoma	Phase V
Poochie Rotzinger	Oklahoma	Phase XI
Judy Bergman	Old Dominion	Phase II

SCHOLARSHIPS

The Whirly-Girls are offering a scholarship for helicopter training to a licensed woman pilot holding a private license. They also have two scholarships available to helicopter pilots for additional helicopter training. Call Marge Shaffer at 703-361-7062 for more info.

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

HELEN L. MOORE, Nebraska Chapter, died at her home in Beatrice, Neb., last February. A lifetime member of the 99s, her pride and joy was her 1946 Piper Super Cruiser she purchased at the factory and owned until her death.

She was the secretary of the Flying Conestogas Flying Club for 16 years and an active member of the Gage County Historical Society. In 1993 she arranged to donate the land for a permanent site marker where the Oregon Trail entered Nebraska.

Whenever 99s had questions of an historical nature concerning flying, Helen usually had the original newspaper clipping of the event.—*Sally Van Zandt*

KAY MENGES BRICK, Coyote Country Chapter, past International President of 99s, 1950-51, NY-NJ Governor 1946-48, departed for higher skies on July 30. Kay was born in 1910. With a BA



Kay Menges Brick

degree from Boston University and an MA in Psychology from New York University, she "entered the future" in 1941 by obtaining her pilot's license in an Aeronca Chief at Teterboro, N.J.

Following Pearl Harbor, the Civil Air Patrol was created and Kay became an Intelligence Officer in the 1st Bendix Squadron participating in military training missions. With over 200 hours flying time, she was recruited by

Jacqueline Cochran for the Women's Airforce Service Pilots (WASP).

She graduated as an advanced Ferry Command pilot and flew in 1943 and 1944 logging over 1000 hours flying high and low Tow Target missions, Searchlights, Smoke Laying, Tracking, Chaff and Radio Control Missions and Ferrying.

She held SMEL Instrument and Instructor ratings with over 6,000 hours and flew in every state as well as Canada and Cuba. She ferried planes to Alaska, Hawaii and Australia. She was a member of the United Flying Octogenarians (UFO)—those who hold a current pilot's license after 80 years of age.

She held many offices in the 99s, including that of International President. She was a member of the Aviation Space Writers Assn. and active in many other aviation related organizations. She edited the 99s *Thirty Sky Blue Years*, *Twenty Transcontinental Sky Trails*, *Powder Puff Derby-The Record* and *Powder Puff Derby-*

Update.

She was instrumental in the development and history of the Powder Puff Derby All Women Transcontinental Air Race, serving on the Board of Directors for 25 years.

She flew many air races in the U.S., Canada and Mexico and won the Nolde Derby flying a Vega BT-13 New York to Miami in 1948. Among her many awards is the Federation Aeronautique Internationale Paul Tissandier Diploma in 1973 and Silver Wings Paul Fromhagen Award in 1993.

A memorial tribute was held at the windsock at Fallbrook Air Park.

The family requests that memorial donations be made to Kay Brick Scholarship Fund, c/o Coyote Country 99s, Nancy McSheehy, 919 Hillpark Lane, Fallbrook, CA 92028—*Bunny Brick, Barbara Evans, Doris Abbate and Thon Griffith*

SANDY SPARKMAN, Oklahoma Chapter, died on April 1, 1995.

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