



# THE INTERNATIONAL WOMEN PILOTS MAGAZINE

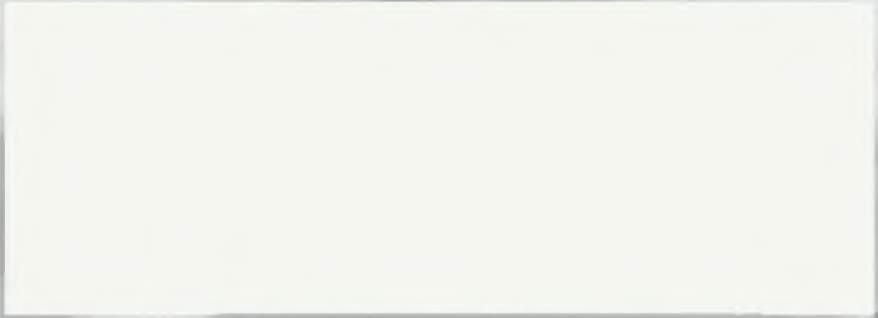
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**Cathy Clothier,  
Major, USAF.**  
Story on page 6.



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THE INTERNATIONAL WOMEN PILOTS  
MAGAZINE/99 NEWS

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# THE INTERNATIONAL WOMEN PILOTS

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OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

November/December 1995

Volume 21, No. 6

Cover: Member of Kansas Chapter, Major Cathy Clothier, Commander of 22nd Squadron at McConnell Air Force Base, Wichita, Kan. Cover photo by SSGT Steve Faulis, USAF. Page 6

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## STATEMENT OF EDITORIAL POLICY

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# 1996

## JANUARY

19-20 — IFR/VFR Safety Seminar & Aviation Expo, Jan. 19—7:00 PM, Jan. 20—9:00 AM, Radisson Hotel, 2875 N. Milwaukee Avenue, Northbrook, IL Chicago Area 99's, Mary Lou Mueller, 708-397-9004

## FEBRUARY

3 — NY/NJ Section, Winter Board Meeting, Albany, N.Y., Harriet Bregman, 518-273-6039

3 — North Central Section, Winter Board Meeting, Cathie Mayr, 414-648-5092

3 — Southwest Section, Winter Board Meeting, San Diego, Calif., Susan Larson, 408-274-9152

10-11 — Northwest Aviation Tradeshow/ Flying Companion Seminar, Tacoma, Wash., Nancy Jensen, 360-825-6777

24 — Mid-Atlantic Section, Winter Board Meeting, Gayl Henze, 215-843-6456

## MARCH

7-9 — Women in Aviation Conference, Minneapolis, Minnesota, Jennifer Roediger, 513-225-9440

9-10 — Rocky Mountain Air Fair, Wings over Rockies, Lowry AFB, Colorado Springs, Colo., Barb Hobson, 303-444-8756

## APRIL

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

14-20 — Sun 'n Fun, Lakeland, Fla., Barbara Sierchio, 813-347-8045

26-28 — NY/NJ Spring Section Meeting, Holiday Inn, Ronkonkoma, Mae Smith, 516-757-7214

TBA — Australian Section Meeting, Longneach, Queensland, Mary O'Brien, Tel: 61-2-713-2404; Home fax 61-2-712-5106

TBA — West Canada Section, Governor in Council Meeting, Sonja Wilford, 604-579-8584

## MAY

1-4 — National SAFECON, Daytona Beach, Fla.

2-5 — Southeast/Mid-Atlantic/Caribbean Sections Joint Meeting, Charleston, S.C., Louise White, 704-684-4878

3-5 — East Canada Section Meeting, Montreal, Quebec, Louise Giacomo, 514-624-4444

17-19 — Southwest Section Meeting, Columbia, Calif., Peggy Ewert, 408-245-4687

17-19 — North Central Section Meeting, Louisville, Ky., Terri Donner, 502-245-9121

19-25 — Great Southern Air Race, Alexis Koehler, 1-800-247-1006.

## JUNE

1 — Garden State 300

20-23 — Air Race Classic, Prescott, Ariz to Daytona Beach, Fla., Pauline Glasson, 512-289-1101

20-23 — South Central Section Meeting, Atchison, Kan., Carole Sutton, 402-324-5285

21-23 — 20th Anniversary Forest of Friendship, Atchison, Kan., Fay Gillis Wells, 703-960-4632

## JULY

7-10 — World Aerospace Education Organization, 9th International Congress, Casablanca, Morocco, Col. Louis B. Cole, Fax 504-340-1145 or Chanda Budhabhatti, Fax 520-326-4597

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 Meeting, Cleveland, Ohio, Meigs Adams, 216-650-4846

12-15 — Reno Air Races

11-15 — American Bonanza Society Convention, Norfolk, Va. Ken Johnson, ABS Headquarters, Wichita, Kans., 316-945-6990.

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

28-10/5 — World Precision Flying Championships, Ft. Worth, Texas (You can volunteer to help and/or lend your plane.), Jody McCarrell, 501-642-2508

TBA — West Canada & Northwest Joint Section Meeting, Sonja Wilford, 604-579-8584

## OCTOBER

18-20 — AOPA '96 Convention

18-20 — Southwest Section, Redding, Calif., Nancy Everett, 916-244-9535

# 1997

## OCTOBER

3-5 — North Central Section Meeting, Rochester, Minn., Elaine Morrow, 612-955-2802

### 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.

## AEBM Matching Fund Request

The Kansas Heritage Trust Grant for \$75,000 was approved for the 99s for the Amelia Earhart Birthplace Museum (80%)

The 99s need to raise our 20% of the Matching Fund for exterior restoration. Contributions of only \$99 from 200 Chapters will make up OUR PART.

Members/Chapter/Sections please send your contributions to:

AEBM  
% Marilyn Copeland  
1308 Kevin Road  
Wichita, KS 67208

Thank you for your help!





# Taking a look at ourselves!

JOYCE WELLS

**W**HILE RETURNING from the North Central Section meeting in my own aircraft in October, I had lots of time, thanks to 40 knot head winds, to observe the autumn colors below. Realizing that "the column" deadline had arrived, I hastily pulled out the laptop and looked over my ideas for subject matter. Although I usually have several ideas for subject matter entered, only the word "international" and the numerals "99s" appeared under the heading of "column ideas."

## International Headquarters

The Ninety-Nines, Inc., International Organization of Women Pilots. That's who we are! The world's oldest and largest organized group of women pilots. Our Chapters and Sections are held together and led by a corporate governing body: the Board of Directors. Having been a board member for many years, I am well aware that it is common practice among many of our 99s to use the word "international" in a different context than its intended meaning, "from many nations."

One sees and hears, "Call International," "Ask International," or "Write International" when referring to the governing body of The Ninety-Nines. Yet the word really refers to the scope of our organization and the various nations around the world where our members live.

Am I being overly concerned about semantics, that is, the meaning in language? Probably. But this president has on occasion responded: You, the members are "International." What you really mean when you use the word "International" in this way is: Headquarters or Governing Body or Board of Directors. How about "Call Headquarters," "Call a Board member," "Ask Headquarters?" Don't you think that would be easier for new mem-



Joyce Wells and Stacy Hamm at AOPA Convention.

bers, non-members—or even old members—to understand?

## The Ninety-Nines or The 99s or 99s

Another observation: The apostrophe! Where do you put the apostrophe?

You don't use it at all—unless it is used in a possessive sense, in which case it would follow the "s." One of the lessons I learned when I joined the Bay Cities Chapter back in 1969 was: *Do NOT put an apostrophe mark before the "S" when The Ninety-Nines is spelled out or when it is used numerically.* And DO use a hyphen between Ninety and Nines.

I have seen our name used incorrectly in many newsletters, documents, on T-shirts and posters, for years on end. And some even say "99ers"!

Most of us refrain from using that term.

## Use your Directory

Your new *Membership Directory* will be mailed in about a month. We spend a lot of time and money collecting all the data for this Directory every year following the International Convention. Many times, however, members will call "Headquarters" for information that is in their Directory.

Please look over the Directory when it arrives to see all the information it contains. (It has been suggested that the Directory be featured at a Chapter meeting.) Then keep it handy. Use it often. Be the proponents of the world's oldest and largest organization for women pilots. Participate in your Chapter activities. Get better acquainted with the members of your Chapter. Use the network of women pilots as the valuable resource that it can be to you. And reap the many benefits of belonging to The Ninety-Nines! (The 99s!) (99s!)

A O P A

## AOPA was absolutely FAB!

The 99s booth at the AOPA Convention held in Atlantic City, N.J., October 19-21, was a real hit. It was The 99s' first booth at AOPA in several years. We signed up 11 new members, including a high school student, brought in three renewals, and collected the names of 76 prospects for 99s and 66s.

Our Friday breakfast at Ivana's in the Trump Plaza attracted 27 members and 49 1/2s. Ninety-four 99s signed in at our booth from as far away as Canada, California, Texas and Oregon. We sold quite a lot of merchandise and promoted WPFC, our AE Scholarships and advantages of belonging to The 99s.

There were 8,921 registered attendees at the Convention and three citations in the program. Due largely to the excellent job that Barbara Para did in selecting and scheduling the 17 volunteers, we were able to rotate frequently and the 99s booth was a virtual beehive of lively conversation and activities.

Next year's AOPA Convention will be in San Jose.

—Bev Sharp, Director



The gang is all smiles after the 99s breakfast at the AOPA Convention.





Major Cathy Clothier in cockpit of a KC-135

## Cathy Clothier

Her KC-135 air crews build air bridges.

BY PATRIC ROWLEY

**D**URING THE LAST few years of the Cold War, Cathy Clothier and her KC-135 crew pulled a seven-day Alert every third week. During Alert, they stayed close together in a constant state of readiness to go to war anywhere in the world. And they had scant few minutes to get airborne after the order was given.

It was serious business then, but even so, Cathy can now look back and laugh about the time an order to scramble came while the entire crew was enjoying a swim. "We had just enough time to pull on our flight suits," she chuckles, "or else we would have gone to war in wet swim suits!" (Notwithstanding the fact that they did have uniforms pre-positioned in their aircraft.)

She recalls, too, that her husband Brian (an Air Force Academy classmate and T-37 instructor pilot stationed at the same base) often reported the peculiar changes that the Alerts appeared to make in her be-

havior. According to Brian, several days into each of the semi-sequestered Alerts he could detect a pronounced swagger in Cathy's walk and a distinct barracks-like edge to her voice and her language.

After 2100 hours of flying time, Cathy still loves to occupy the left seat in the huge KC-135s. And lest anyone think otherwise, there is nothing mundane about their mission which Cathy characterizes as "Forming Air Bridges." She is marvelously adept at helping people like this writer pull up a graphic image of war planes spread out across the sky on their way to a mission on the far side of the world. There may be bombers, airlifters or fighters in the group, but whatever its makeup, the omnipresent KC-135 is almost certain to be there to form the moving air bridge. It doesn't matter whether it's a thirsty fighter that needs fuel every hour or so, Cathy ex-

plains, or a bomber with a much larger fuel tank, the job of the KC-135 and its crew is to enable either aircraft to remain engaged in their part of the mission. "No one gets there," she says, "unless they get our gas."

The actual refueling operations of a KC-135 employs all the planning, the coordination, the timing and the discipline of a ballet. There is no wasted motion. Nothing is tentative. The tanker gets to a point in space where it makes a 180 degree turn towards its "customer." The navigator tracks the positions of the tanker and its customer as they fly towards one another. At the precisely calculated rendezvous point, the tanker turns 180 degrees again so that it rolls out just in front of the plane needing fuel. The boom operator, lying on his or her belly in the back of the tanker, flies the boom into the receptacle of the receiver aircraft—and the linked airplanes continue on in the tightest of formations, looking all the world like a great mother bird nourishing its young.

You won't find reckless "top gun" types on tanker crews. The order of the day is cool, sharp professionalism. All crew members understand the seriousness of their jobs. A missed air refueling can mean an endangered mission or endangered lives, so tanker crews are experts at what they do—and proud of it.

In addition to her air bridge work over places like Iceland, England, Germany, Spain and Saudi Arabia, Cathy has important work to do on the ground. Major (Lieutenant Colonel Select) Cathy Clothier now commands the 22nd Operations Support Squadron, Wichita, Kan. As one of the most diverse organizations assigned to McConnell Air Force Base (AFB), her

new command provides operational support to active duty members, as well as Air Force Reserve and Kansas Air National Guard personnel.



The squadron is comprised of weather, intelligence, plans and tactics, current operations and airfield operations. The latter is further divided into airfield management, tower operations and combat crew communications. Likewise, current operations consist of scheduling, a flight simulator, flight records and life support staffs. It's a big job for a 35-year-old Air Force officer in



mid career.

But she is well prepared for the challenges of her new command. From her first days in the Air Force Academy back in 1978 to her present command, she has marked her career track with blue chip awards, appointments and assignments. She earned a Bachelor of Science degree in General Engineering from the Academy in 1982. (Her class was the third to include women in its list of graduates.)

Upon graduation, Cathy married Brian Clothier, an Academy classmate to whom she had been engaged for two and one half years. The next step for both Brian and Cathy was Vance Air Force Base in Oklahoma for undergraduate flight training.

At Vance, they moved on from the Academy's T-41 (a turbocharged military version of the Cessna Model 172) to the legendary T-37 "Tweet" jet trainer. After about 100 hours in the T-37, much of it flying in the same formations, they were ready for the last leg of their undergraduate training in the more sophisticated, higher performance T-38 (the trainer version of the F-5).

After receiving their wings, Cathy went off to KC-135 school at Castle AFB, Calif., while Brian stayed on at Vance as an instructor in the T-37. After completing her KC-135 training, (where she was the top graduate), Cathy reported to the 384th Air Refueling Squadron at McConnell Air Force Base.

During her tour, she upgraded to aircraft commander, instructor pilot and evaluator pilot. While on station, she passed her time during her frequent alert tours earning her Masters of Arts degree in Human Resources Development from Webster University.

In 1989, Cathy moved to Austin to begin her AFIT-sponsored graduate education at the University of Texas. While there, she carried out a study of airline crew interactions for NASA. She graduated two years later with a degree in Social Psychology.

Returning to the Air Force Academy in 1991, Cathy began teaching in the Department of Behavioral Sciences and Leadership. During her time in Colorado



Cathy with pilot husband Brian Clothier at McConnell AFB in 1989.

Springs, she taught myriad psychology courses and served as executive officer for the department head. In addition, she continued her flight crew interaction research and had her findings published twice.

In addition to all this, she was a Distinguished Graduate and an Outstanding Contributor at Squadron Officer School and completed Air Command and Staff College by seminar. She has most recently completed intermediate service school at the Naval War College in Newport, R.I. Her military decorations include the Meritorious Service Medal with one oak leaf cluster, the Air Force Achievement Medal and the Combat Readiness Medal, with one oak leaf cluster.

In the early years of her active duty, one of the downsides to her blossoming career was the sometimes long distance marriage that she and Brian had to learn to cope with. It took some doing. During her first assignment to McConnell, for ex-

ample, Brian was instructing at Vance and the weekend commute time from doorstep to doorstep was two hours and 10 minutes of hard driving, one way. Eventually, they were both stationed at McConnell but not for long. One year after Brian joined Cathy at McConnell, he was transferred to Del Rio, Texas. Their long-distance marriage resumed.

After the birth of their first daughter, Kelsey, while teaching at the Air Force Academy, Brian and Cathy decided that it would be necessary to create a more stable

family life. In the end, it was Brian who chose to leave the Air Force and to follow a home-based career as an entrepreneur inventor, a business that is progressing in many promising ways.

Now Cathy goes off to McConnell, Brian attends to a busy schedule in his home office and a nanny comes to care for Kelsey and her new baby sister, Shelby. It's a happy, harmonious, sometimes hectic household where the thing in shortest supply is time.

Cathy is up long before dawn and at her desk at McConnell by 7:00 a.m. And there are days when she is busy with the requirements of her command far into the night. In the meantime, Brian is frequently absorbed in the creative mechanics of inventing as well as the marketing of his work. Nonetheless, they are able to carve out quality time for each other and their children.

Cathy's career thus far has validated the wisdom of the Congressman who used one of his appointments to get her into the Air Force Academy. It was the same Congressman to whom 14-year-old Cathy had sent a letter protesting the then "Men Only" policy of the Air Force Academy. The letter, as she recalls, began with "How dare you..." The Congressman, as you might guess, remembered the letter.

Without question, the rising young squadron commander must be considered among the brightest and the best officers in the best Air Force in the world. That's heady stuff for someone who had no role models for either a military or an aviation career among her family or friends. Or

*continued on page 18*



Cathy and two-month-old daughter Shelby.



## Planning Committee, International Board and Governors Continue Efforts

**A** DAY-AND-A-HALF WORKSHOP at the recent International Board Meeting in Oklahoma City provided time for the Board and Council of Governors to move forward with work on a long range plan for the organization.

First on the agenda was the development of a mission statement. As input, the group considered: (1) Your responses from the recent Membership Survey; (2) Numerous interviews with Charter Members and former leaders of The Ninety-Nines; and (3) External sociological and demographic trends provided by several leading futurists. The resulting statement follows:

### THE MISSION OF THE NINETY-NINES

- Promote world fellowship through flight.
- Provide networking and scholarship opportunities for women and aviation education in the community.
- Preserve the unique history of women in aviation.

We believe this mission will lead us to a future where women will have achieved career parity with men; where girls will grow

up believing they can be anything they want to be in aviation; and where we will have broken all barriers. Our vision is a world where every young girl will know she can fly.

A series of objectives was then developed and Board members volunteered to serve as project managers for each objective. One or more Governors have also volunteered to work on each objective. In addition, budget impact and annual evaluations will be completed for each objective.

The Board and the

Governors invite any member who has expertise with any one of these focus areas to contact the accountable Board member.

**CHAPTERS:** Facilitate Chapter operations by providing Public Relations, new member package/brochure, "How To" guidance manuals for 99s projects and programs, upgraded monthly Section/Chapter mailings, and networking between members. (*Accountable Board Member: Lu Hollander. Governors: Gayl Henze, Mid-Atlantic, and Michele Cabot, New England*)

**MEMBERSHIP:** Increase our market by 10 percent in three years by: (a) Recruiting new members; (b) Expanding the international (outside the U.S.) member base by 10 percent in three years; Increasing renewal retention to 90 percent annually. (*Accountable Board Member: Carolyn Carpp. Governors: Vicki Sherman, Southeast, and Sonja Wilford, West Canada*).

**MARKETING:** Complete market research (first pass) by March 1996. This includes member demographics, competitive research and identification of the complete global market potential of women pilots. (*Accountable Board Member: Lois Erickson. Governor: Cathie Mayr, North Central.*) **Note.** This committee particularly needs the services of a Ninety-Nine with significant expertise in the Marketing field. Please contact Lois Erickson.

**HISTORY:** Develop a plan for the preservation of our unique history. Included in this plan are determining what we will acquire, retain and maintain and developing a funding plan for Ninety-Nines special projects such as the Headquarters historical resource center and second floor completion and the Amelia Earhart Birthplace Museum. (*Accountable Board Member: Pat Ward*)

**FINANCE:** Develop and execute an organizational financing strategy. Objectives include reviewing current investments, doubling non-dues revenues by May 1997, coordinating funding requirements for historical and preservation projects, pursuing grants and developing merchandising and bequest programs. (*Accountable Board Member: Bev Sharp. Governors: Susan Larson, Southwest, and Michele Cabot*)

**ORGANIZATIONAL STRUCTURE:** Review and revise The Ninety-Nines organizational structure, including simplifying Headquarters operations, standardization of operational procedures (International Headquarters, Sections and Chapters) and reducing or realigning committees by one-half to one-third by the Spring 1996 Board Meeting. (*Accountable Board Member:*

*Joyce Wells. Governors: Joy Parker Blackwood, East Canada, and Nancy Jensen, Northwest*)

You've told us what you want. Now we need your help to get there. Additional articles to keep each of you informed about our progress will appear in future issues of the magazine. ✨



At the conclusion of the Long Range Planning workshop, Joy Parker Blackwood and Cathie Mayr review a list of duties and responsibilities.

### THE BOARD HAS TAKEN THESE IMMEDIATE ACTIONS:

1. Expanded presence at EAA-Oshkosh to improve visibility and image
2. Adoption of overseas Sections by North American Sections to enhance global communications.
3. Establishing a "Home Page" on the World Wide Web.
4. Provide a \$2 discount in annual dues for automatic credit card renewal.
5. Instituted financial review of Ninety-Nines investments to improve return on our investments.





## Oklahoma City offers variety of activities

**B**ETTER PLAN TO SPEND SOME EXTRA TIME in Oklahoma City when you come to the 1996 Convention, for there is much to see and do!

The Kirkpatrick Center Museum Complex is a great place to start. Located in northeast Oklahoma City near the zoo and Remington Park racetrack, the Center offers 10 acres of enchantment under one roof.

Of particular interest to pilots is the Oklahoma Air Space Museum where you can soar with Wiley Post, relive NASA moon landings, fly a mission in the AWACs control center, or enjoy the challenge of a state-of-the-art F-16 simulated flight. The Museum encompasses 80,000 sq. ft. and houses everything from vintage aircraft to a lunar lander, and much more. Adjacent is the Navy Gallery, commemorating Oklahoma's contributions to the U.S. Navy.

Also in the Kirkpatrick Center are Omniplex Science Museum with over 300 hands-on exhibits, the International Photography Hall of Fame, Red Earth Indian Center, Kirkpatrick Planetarium with the largest telescope for public use in the state, the Conservatory and Botanical Gardens, an enormous segment of the Berlin Wall and the Garden Cafe and Museum Shop.

Adjacent to the Center is the Oklahoma Zoo, the oldest in the Southwest and ranked one of the 10 best in the U.S. Established in 1904 and encompassing more than 110 acres, the zoo excels in the captive breeding of endangered species like the lowland gorilla, spectacled bear, African cheetah and Galapagos turtle.

Not far away is the National Cowboy Hall of Fame and Western Heritage Center. Recently more than doubling its original size, the sprawling complex houses one of the finest collections of western art in the United States, as well as the Rodeo Hall of Fame, the Western Performers Hall of Fame and the Hall of Great Westerners.

In the same area of the city, the world-class Remington Park



*One of the most recognized symbols of the early West, the End of the Trail sculpture is just one of the magnificent works on display at the National Cowboy Hall of Fame and Western Heritage Center.*

racetrack offers thoroughbred racing in spring and fall, and top quarter horse action in the summer, including racing days during the first half of July.

Restaurants, bars and antique and gift shops now sparkle in Bricktown, the renovated warehouse district near downtown, rapidly becoming one of the city's favorite entertainment areas.

Your home away from home is the Marriott Hotel, situated on a hilltop northwest of downtown. From the bright Oklahoma sunlight warming its elegant atrium lobby to comfortable guest rooms and outstanding food service, you'll be surrounded with comfort and warm Oklahoma hospitality.

Next issue, we'll review some Oklahoma airports to visit as you fly in to our city in the heart of the state.—*Lu Hollander, past International President*



*From vintage aircraft to the space shuttle, the Oklahoma Air Space Museum offers a fascinating look at the past and present of aviation.*



*Aquaticus is one of over 2,000 exotic animal exhibits featured at the Oklahoma City Zoo.*



## United States Precision Flying Championship

JODY McCARRELL, EVENT CHAIRMAN



PHOTO BY POOCHIE ROTZINGER

*Carolyn Pilaar, Marvin Ellis, Jason Sprowl, Sam Girardeau and Richard Drake.*

**T**HE UNITED STATES Precision Flying Championship was held September 20 through 24. Between a giant adult slumber party for the judges—majority were 99s from all over—and the serious business of flying and running the event, all came together for a great time in DeQueen, Ark.

Everyone enjoyed breakfast on the riverbank each day: Nancy Wright, Jim Pappas, Barbara Sierchio, all of Florida; Beth Christian, Bay Cities Chapter of California, Chief of Flight Planning; Pat Roberts of Bend, Ore., Chief of Jury; Carole Sue Wheeler; Jerry Anne Jurenka, Chief Navigation Judge; Wally Funk, Safety Judge; Kelli Hughes; Charli Lamb, Chief Quartermaster; Pat Ward, Executive Assistant; Stephenie Roberts, Texas Dogwood Chapter; Dan Shields and John Jarchow, FAA, both from Texas; Gary Wheeler, Foothills Chapter, South Carolina; Poochie Rotzinger, Chief Photographer and Wyvema Startz both from Oklahoma Chapter; Jimmy Olson, Mississippi Chapter, now living in Minnesota.

There were also several local people and if you had any contact with me, you were put to work, including my family. Everyone explored doing various jobs to take a lead role in the upcoming next year's WPFC.

The contestants came from all parts of the United States, including Pat Forbes who played double duty, not only flying in the event, but attending the meeting working on finances for the coming year.

Rain delayed the first day's events, but the welcome party went on as planned with all having a good time. Friday morning brought clear skies and the first navigation event consisting of a 90 nm course through the lowlands of forest and farmland of southern Arkansas and Oklahoma.

Spot landing events went well with two people scoring a perfect zero: Richard Drake of Oklahoma State University and Sam Girardeau of Greenville, S.C.

Saturday, the second navigation event got underway and things went much smoother. With a little experience behind

them, the contestants did very well, with the navigation course going through the hills of Arkansas and Oklahoma this time around.

Carolyn Pilaar from the Foothills Chapter and Greenville, S.C. was again the winner of both navigation events and the Top Pilot in the country.

The event was topped off with a banquet and trophies and awards to the top five pilots. The USA Team for 1996 will consist of Carolyn Pilaar, Greenville, S.C.; Marvin Ellis, San Mateo, Calif.; Jason Sprowls, Stillwater, Okla.; Sam Girardeau, Greenville, S.C.; and Richard Drake, Tulsa, Okla. Alternates are 99s Pat Forbes, Golden West Chapter; Shannon Small, Tulsa Chapter; and Ben Harang.

Also placing in the top 10 of the country were Ben Harang of Tibodaux, La.; Shannon Small, Tulsa, Okla., and a member of the Tulsa Chapter; Pat Forbes, Atherton, Calif., and a member of the Golden West Chapter; and Ray Heyde and Matt Heyde, both of Manvel, N.D. ✨

### WPFC ADVANCE ROOM REGISTRATION

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## The nitty-gritty on WPFC

BY NORMA VANDERGRIF  
Oklahoma Chapter

**W** PFC EVENT CHAIRMAN Jody McCarrell has given me details on the operation of this major event and I am passing them along to you.

### Where do I stay?

All reservations will be made through **Pat Mlady**, our meeting planner. (See room reservation form.) There will be a limited amount of rooms available at the Marriott Hotel. We must guarantee rooms to be available for our international guests and their families. Reservations are now being accepted to get a feel for how many there will be.

### When should I arrive?

Teams will start coming on or about Sept. 17 to get the feel of the land and area. If you are going to work as a greeter at DFW or be on the transportation committee, you will need to be in Ft. Worth from Sept. 17 to 25. If you plan to work during the week of practice for the international teams—such as team liaison, hospitality and general office help—at least part of the volunteers will need to plan on Sept. 17 through the 27th.

If you want to help on the actual events such as navigation, etc., plan on Sept. 27 through Oct. 5. We will need general competition assistants during that time. You need to plan what your personal schedule and finances will bear.

The parade date is Sept. 28. If you are going to work on your Section's float or the parade, you probably need to plan on Sept. 25 through whatever you feel like. They will have a work group set and you need to let them know your pleasure.

### Who is in charge of what?

**Nancy Wright**, Southeast Section, will be in charge of ground personnel. She has the enormous task of organizing all of the volunteers and volunteer placement. Her right hand will be **Barbara Sierchio**, Southeast Section. These two ladies need all the help they can get.

If you have a job preference or will take any job, be sure to fill out one of the volunteer slips and get it to Nancy or Jody. They are busy passing them out to any-

one who indicates the slightest interest.

**Meigs Adams**, North Central Section, will be working with the Team Managers from each country, filling their needs and providing them the best of care.

**Jody McCarrell** has served as Team Manager for the USA on several events. She has promised that our overseas guests will get the "best ever" treatment in 1996. Meigs is looking for people who speak different languages.

"Ask Me" personnel are the top people who have general knowledge of the competition, workloads, schedules and have helped put it together in the planning stage. They will have a special identification of some kind (shirts, staff tag, etc.).

**Lu Hollander** and **Anna Taylor** of the South Central Section will be working with me on daily news publications, etc.

**Jerry Anne Jurenka**, South Central Section, FAI judge, will be Chief Navigation Judge. She will be needing personnel to stuff navigation envelopes and various other duties. She is looking for people who have had experience in working navigation route gates during NIFA Competitions.

**Pat Ward**, South Central Section, will be handling the rental aircraft and will need help the first week until every team has arrived and is flying. Pat will also be helping with local fundraising and she will be one of the key "Ask Me" personnel during the actual competition.

**Kelli Hughs**, Ft. Worth Chapter, will be working on airport preparations, getting preflight rooms, scoring rooms, information booth, communications, as well as helping with local fundraising.

**Carole Sue Wheeler**, South Central Section, FAI judge, is Chief Local Representative, working on local fundraising and will be an "Ask Me" personnel during competition.

**Stacy Hamm**, Southwest Section, will be working in Welcome, Registration and the Hospitality sections. She will be needing lots of general helpers.

The 1996 World Precision Flying Championship is sanctioned by Federation Aeronautique Internationale (FAI)



and the National Aeronautic Association (NAA)



**Anita Lewis**, Northwest Section, will be Chief Production Manager of the Saturday Night Awards Banquet entertainment. She is in need of professional or semi-professional photographers who will need to be there from Sept. 17 throughout the competition until Oct. 5. She also needs general work personnel.

**Stephenie Roberts**, South Central Section, will be doing local public relations contacts. **Pat Roberts**, Northwest Section, FAI judge, will be Jody McCarrell's assistant, as well as an "Ask Me" personnel.

**Jan Maxwell**, South Central Section, FAI judge, will be an "Ask Me" personnel. **Pat Forbes**, Southwest Section will be doing fundraising and be an "Ask Me" personnel during competition.

**Pat Mlady**, South Central/Southwest Section, will be meeting planner and in charge of entertainment, food, rooms and all the things that meeting planners do. She will need some help in general assistance personnel.

**Thelma Cull**, Southwest Section, will be working as Jody's Staff Sergeant and will be an "Ask Me" personnel.

**Wally Funk**, Southwest Section, will be helping out all around at the airport and will be in charge of working with the FAA and other safety operations.

**Susie Sewell**, South Central Section International Insurance Chairperson, will be working on Competition Insurance.

**The Ninety-Nines Board of Directors** will work on membership, welcoming and "Glad you are here" contacts.

As you can see, Jody has enlisted a host of competent helpers. She said there would be more but I am impressed at how much she has already gotten accomplished. And it all has to be done NOW! At this writing, you can tell what her life has been about for quite some time.

Please look over this list of workers, then contact Jody or Nancy Wright to let them know how you would like to help. If you do it right now, your first choice of jobs may still be available. ✨

# AE Birthplace Museum Report

BY MARILYN COPELAND, CHAIRMAN, AEBM TRUSTEE

**W**E HAVE ONLY 45 MORE SPACES TO FILL on our framed sketch of Contributors of \$99 for the 99s Matching Fund which will hang in the Amelia Earhart Birthplace Museum. We need to raise \$4,500 more to complete our 99s Matching Fund for the Kansas Heritage Trust Grant of \$75,000.

The 99s Matching Fund is a reasonable goal. It could be completed quite easily if each Chapter and Section, as well as some individual 99s, would get their checks and pledges into the mail.

**Mail your contribution to: AEBM, c/o Marilyn Copeland, 1308 Kevin Road, Wichita, KS 67208.**

Thank you to all the members, Chapters and Sections that have already contributed.

## ADDITIONS TO LIST OF CONTRIBUTORS

Barbara Feader	South Central Section 99s
Lindy Boyes	Central Illinois Chapter 99s
Chanda Budhabhatti	Wyoming Chapter 99s
Paulie Perry	Indiana Dunes Chapter 99s
Major Cathy Clothier	New York Capital District Chapter 99s in memory of Jane Bowlander
Alexis Koehler	Idaho Chapter 99s
Janice Raymond	Dallas Redbird Chapter 99s
Carol Deinath	Intermountain Chapter 99s
Dorothy Haupt	Greater Seattle Chapter 99s
Maryland Chapter 99s	North Dakota Chapter 99s
Greater Detroit Chapter 99s	Santa Maria Chapter 99s
Virginia Showers	Colorado Chapter 99s
Houston Chapter 99s	Lynn Ringer
Jerry Anne Jurenka	Marion Andrews
Indiana Chapter 99s	Michele Stauffer]
Alice Roberts	Nell Sellers Magouyrk
Tucson Chapter 99s	Bertah Siegl Podwys
Helen Holbird	Loretta Sicora
Kansas Chapter 99s	Georgia Lambert
Poochie Rotzinger	Virginia Woodrich
Brooks Powell	Vonne Henninger
Lenore Kensett	Lois Hailey
Dorothy Maloney	Lucy Goodman
Dorothy Dickerhoof	Marci Hurley
Bonita Ades	Terri Donner
Jody McCarrell	Betty DeBaun
Joyce Hilchie	Sara Sleeper
Christina Borzelleca	
Marilyn Copeland	



*Left to right, front row: Lou Foudray, AEBM Caretaker; Joan Adam, AEBM Trustee; Marilyn Copeland, AEBM Trustee; Ramon Powers, Executive Director, Kansas State Historical Society. Back row: Carl Magnuson, Grant Manager, Kansas Heritage Trust; Courtney Swann, Coordinator, Kansas Heritage Trust; Jim Taylor, AEBM Trustee.*

## OTHER RECENT GIFTS TO THE AE BIRTHPLACE MUSEUM

**Mr. Leland Chamberlain** of Walnut Creek, California, has donated a "Lockheed ElectraSpecial" — a wooden model of Amelia Earhart's plane and a very large photograph of AE's plane after takeoff over the Oakland Bridge, on her first attempt for a round the world flight on March 17, 1937. Mr. Chamberlain donated these items after he enthusiastically visited the AEBM this year. Marilyn Copeland gifted the framing of the photo, per Museum standards.

**Beatrice Currier Siemon**, Chicago Area 99 now living in California, has contributed a lovely blue and white needlepoint compass rose pillow. Beatrice is an award winning needlepoint expert who has given the AEBM one of her finest pieces of work.

## THE SPIRIT IS CATCHING...

It is exciting to see cars line the streets near the AEBM where citizens of Atchison have held several meetings to form committees to assist in the success of the Museum.

What fun it is to be a part of a Museum where visitors are excited to visit, and send gifts or offer other special services.

You, too, can CATCH THE SPIRIT! ✨

## NOTAM

### Bylaws Proposals

Bylaws proposals to be presented at the 1996 International Convention in Oklahoma City should be sent to Liz Lundin, Bylaws Chairman, 17628 SE 292nd Place, Kent, WA 98042, no later than Dec. 15, 1995.—*Liz Lundin*



# Unusual bird: A gyroplane!

BY DORIS LOCKNESS, Mt. Shasta Chapter

**I**N EARLY 1989, I flew my plane to the Palo Alto airport where I saw an Air & Space 18A gyroplane, manufactured by Farrington Aircraft Corporation, Paducah, Ky., tied down. I decided I would love to fly this unusual bird, so I arranged for flight instruction. On March 31, 1989, I received an add-on Rotorcraft-Gyroplane commercial rating.

I have been a pilot since 1939 and have flown many different aircraft, having commercial ratings in all categories. This unusual bird was without a doubt one of my most interesting challenges. Having received my initial rotorcraft rating in helicopters in 1963 flying a Brantly B-2 and becoming Whirly-Girl #55, I thought I should try for the gyroplane add-on. After receiving this gyroplane rating, I was informed that I had become the second female pilot in the USA at that time to receive the rating in a gyroplane equipped with a constant speed propeller. The first female pilot to earn this unusual rating was Jean Tinsley, a Ninety-Nine of the Bay Cities Chapter and Whirly-Girl #118.

Some of the characteristics of this unusual aircraft are quite different since it is not an airplane or a helicopter. In flight, it has some of the characteristics of both.

First, the Air & Space 18A is a two place tandem-seated gyroplane but sounds like a helicopter and looks like a helicopter due to its rotor blades. Similarity to the helicopter ends here since its rotor blades are unpowered during flight and perform the function of a wing by producing lift from air passing up through its blades from below. Power for thrust is furnished by a 180-HP Lycoming O-360 AID mounted aft of the cabin and equipped with a three-bladed constant speed pusher propeller.

To initiate flight, the rotor blades are activated by means of a hydraulic clutch that transmits engine power to the rotor head. With the blades set at flat pitch, it takes only a minute to spin up the rotors to 320 rpm for a normal rolling takeoff or to 370-max rpm for a spectacular "jump takeoff" with zero ground roll.

The PIC occupies the front seat that is equipped with all the controls needed for flight, including the toe brakes which must be used during taxi operations to maintain directional control since the nose wheel is unsteerable.

After preflight and taxi to the active runway, the aircraft is readied for flight by releasing the rotor brake (if engaged); depitching the blades and engaging the clutch button to spin up the rotors to 370



*Examiner Joseph Reinhard presenting add-on Rotorcraft-Gyroplane commercial rating to Doris Lockness.*

max rpm. The hydraulic pump is activated during the spin-up to maintain pressure on the clutch. A no roll "jump takeoff" can be accomplished by simultaneously releasing the wheel brakes, advancing the throttle to full bore and pushing the takeoff button on the throttle. The plane will jump vertically into the air and will commence flying forward almost immediately. At that point, it flies similar to an airplane utilizing stick and rudder controls and throttle to maintain forward thrust. Cruise speed is 92 mph with Vne 110 mph; minimum airspeed 27 mph in level flight.

Gross weight is 1,800 pounds. Empty weight is 1,330 with useful load of 470 pounds. This aircraft is weight and balance sensitive (placards require solo flying from the front seat only). There is a minimum solo pilot weight of 150 pounds unless utilizing a ballast.

Approach and landing are usually accomplished by flying the pattern at normal airspeeds allowing mixture with other aircraft. The gyroplane can be slowed to a minimum of 27 mph for pattern, then forward stick to establish and maintain 50-mph approach speed. A flare can be established as close as six feet above the runway which reduces groundspeed to almost zero at touchdown and ground roll is reduced to about 30 feet.

In summary, the big difference between the gyroplane and the helicopter is that the gyroplane is not capable of hovering in flight and is not quite suited for all the operations that can be accomplished by the helicopter. But it serves many other flight operations and is fun to fly.

*Doris Lockness has been active with the Ninety-Nines for several years, first with the Long Beach Chapter, then the San Fernando Valley Chapter and the Cameron Park Chapter and now the Mt. Shasta Chapter. She is still flying at age 85 and has a Piper Warrior P-28 151. She flies about 100 to 110 hours a year, all for pleasure. In 1994, she earned her Phase X FAA Flight Proficiency Wings and Certificate flying the R-22 helicopter. Her commercial ratings are SEL, SES, MEL, Glider Aero tow, LTA free balloon, rotorcraft, helicopter and gyroplane, CFI airplane and balloons.*

## ROTATING-WING AIRCRAFT

Reprinted from *G.A. News & Flyer*

The first successful gyroplane, called the "Autogiro," was built by Spanish inventor Juan de la Cierva. The "giro" spelling was deliberate because the whole purpose of this invention was to overcome the gyroscopic forces that had heretofore rendered this form of flight uncontrollable. Cierva's first flight took place near Madrid in 1923. The first flight of the gyroplane in the U.S. took place on Dec. 28, 1928, at Willow Grove, Pa. The plane was a Cierva C-8 brought ashore by Harold F. Pitcairn, who bought the American rights from Cierva.

The first American design was the Pitcairn PCA-1, which flew from Pitcairn field near Willow Grove in the spring of 1929. Pitcairn developed more than 12 different models between 1929-41, most of which were issued type certificates by the Department of Commerce long before the FAA was formed.—*Carl R. Gunther, archivist-historian, Pitcairn Aircraft Association, Bryn Athyn, Pa.*



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Lucille Stone: Circa 1930's

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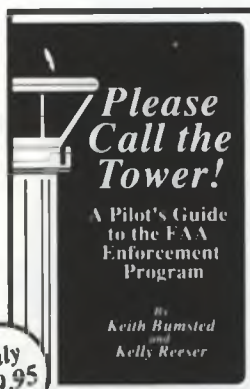
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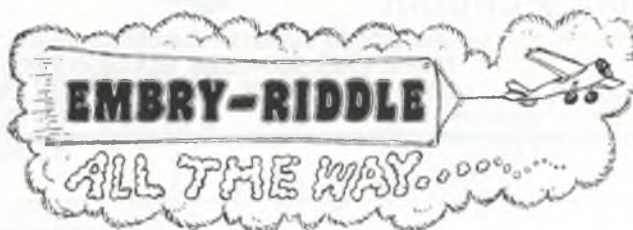
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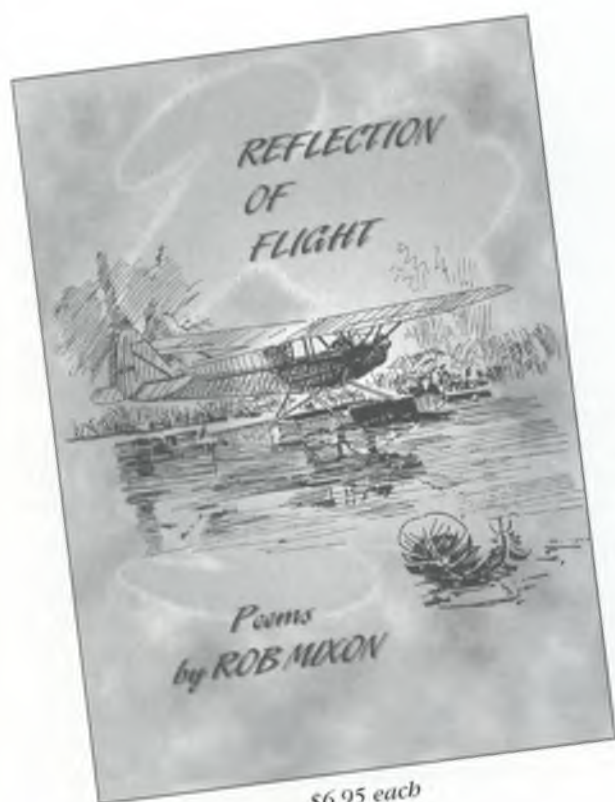
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# Teresa James: Pioneer pilot

BY BETTY ROWLEY

**T**HE MOOD OF THE CROWD gathered to witness the space shuttle launch at Cape Canaveral last February was electric. Even though all space launches are characteristically tense and expectant, this one seemed to have added a distinct edge to the normal level of excitement.

While it—and all of the great, roaring launches from that empty coastal plain—are metaphors of humankind's spirit in an expanding universe, this one was to be truly different than all the others before it. It was to be the first time in the history of space flight that one of these great birds would be flown with a woman pilot at the controls.

The significance of the event was not lost on Teresa James, a 99 and an aviation pioneer who had soloed more than 60 years before this far different kind of takeoff that she was about to witness. She sat in a section reserved for relatives and friends of astronauts. Her VIP status was a product of a friendship with Eileen Collins, the woman who would pilot the space shuttle. The two met at a Women Military Aviators Association (WMAA) meeting while Eileen was a pilot instructor at the U.S. Air Force Academy in Colorado Springs, Colorado.

Teresa had flown fighter planes between manufacturing sites and military bases during WWII. When the telephone call came from Eileen inviting her to the Cape for the historic launch, Teresa told her, "I wish I were in your shoes. My God! you're going to see that great big grapefruit we live on. I'll say a lot of prayers for you, kid." On her drive to the launch site from her home in Lake Worth, Florida, Teresa had time to reflect on the great sweeping changes in aviation since her solo flight back in 1933.

While the advance in aviation seemed to have been fast and furious, the progress of women pilots, by comparison, seemed to have been slow and difficult. But she consoled herself with the thought that the gap in the flying opportunities for men and women pilots is closing.

Teresa's start in aviation was not auspicious. She was terrified of flying when she was young. Part



Teresa James - 1935

of the reason for her fright was that her older brother, Francis, had been seriously injured in a plane crash. While recovering, Francis persuaded her to drive him to the Wilkesburg (Pennsylvania) Airport. There she developed a crush on a handsome pilot. And eventually, she accepted his invitation for a ride in his biplane. Then, when the pilot left for a job in Chicago, a flight instructor suggested that she learn how to fly to surprise him when he got back.

The pilot married someone else. But Teresa learned to fly. To earn money, she performed stunts in air shows, usually wearing a white helmet and flying a blue plane. Her specialty was a 26-turn spin from two miles up, coming as close as 1,000 feet to the ground. She also hauled parachute jumpers, flew the mail and worked at her family's flower shop.

In the 1940s, she earned her commercial license. She also fell in love with another pilot, George "Dink" Martin and they were married in 1942. Martin enlisted in the Army Air Corps. He died when he was shot down during a mission over France in 1944.

In 1942, Teresa became part of a select group of 25 experienced woman pilots who ferried military planes between the manufacturer and military bases.

She recounted one of her experiences during those years when she visited with Eileen a few weeks ago. In 1944, Teresa had to be tested in the P-47 Thunderbolt, a 2,800-HP fighter-bomber. "The male pilots told me that it was a hard airplane to fly... never having flown a plane with that kind of horsepower in a single-seat pursuit aircraft, that it would be hard to handle. I don't know what they meant by that. I think that half of Washington, D.C., was up there to see if I was going to splatter myself all over the runway. To me, it flew like a little old Cub."

Teresa and the other women in the ferry service lost their jobs in 1945 when men returned from the war. "I was heartbroken. I'll never forget walking out the gate that morning," she said. She resumed giving flying lessons, but few were interested after the war. Nor would the airlines hire a woman pilot. So she returned to another job she loved—the flower shop.

In 1950, she accepted a commission in the Air Force Reserve. She retired 27 years later at the rank of major after serving in Pennsylvania, California and Alaska.

Teresa gives Sally Ride much credit as the first American woman in space in 1983—but Sally was not the pilot. "We have had such a hard time in aviation, trying to break into it— even though we proved that we flew every Air Force airplane that was ever made," she commented. "It's only been in the past six years that women are really coming into their own," Teresa said, in an interview reported by Eleanor Chute in the Feb. 4 issue of the *Pittsburgh Post-Gazette*.

Although Teresa and Eileen are generations apart, the two have excelled in a world where women have not been readily accepted and, needless to say, Teresa is "delighted" that Eileen is leading women to a new frontier. "The launch was spectacular!" she said. "My goosebumps had bumps." ✱



Teresa James in 1991 with space shuttle pilot Eileen Collins during four day WMAA seminar in Sacramento, Calif.

ROBIN ROMBACH/PITTSBURGH POST-GAZETTE



# No Curbs in the Sky: Profile of Carol Hickey

BY CAROL BROWN, North Georgia Chapter

**L**IKE MANY WOMEN WHO ARE PILOTS, Carol Hickey projects a positive, can-do attitude. She is confident, knows herself and where she is going. She seems ready to take on any challenges that life brings her way.

Learning to fly has not been Carol's only achievement. And leaving her native Ireland for a new life in the United States was not her longest journey.

At 16, she was an athletic teenager who enjoyed field hockey, basketball and cycling. Those activities came to a halt when she was struck by a truck while riding her bicycle. The accident broke her spine and left her paralyzed from the waist down. She spent the next four years in Dublin, at Ireland's National Rehabilitation Center, adjusting to life in a wheelchair and assessing her options.

"I knew I would have to adapt to life in a wheelchair...but I didn't want the wheelchair to prevent me from doing the things I wanted to do," she said.

Carol resumed the athletic activities she loved. She became a member of the Irish National Wheelchair Basketball Team and took up wheelchair racing.

There was another goal too. "From a very early age I had been fascinated by flight and what it was like for birds to fly free. I wondered if I would feel free...when I was up there."

Looming even larger than parental disapproval over Carol's ambition was Ireland's policy of prohibiting the disabled from learning to fly or obtaining a license. Not one to be put off, Carol saw an article about an organization in the United States called Freedom's Wings which taught the disabled how to fly a glider. She applied and was accepted to the school in Pennsylvania and after a series of instructional flights, she soloed.

Her instructors were surprised. Even though the course taught disabled persons to fly, no disabled woman student had ever gone solo. As it turned out, in 1990 Carol had become the first disabled woman in history to solo in a sailplane. Her instructors called her an "extraordinary student, highly motivated," and a natural because of her athletic ability and coordination.

Carol had tasted freedom, not just the freedom of flight, but the more supportive, wheelchair-accessible environment in the United States. When she returned to Ireland, the contrast and limited opportunities became apparent.

She applied for a flying scholarship offered by King Hussein of Jordan, also a pilot, and returned to the States to obtain her private license. Epps Aviation at Peachtree Dekalb airport in Atlanta offers a training program for people with disabilities using a modified Piper Warrior. They have trained over 50 students.

## Wings and Wheels Weekend

Rain and low clouds kept the airplanes on the ground but didn't keep smiles off the faces of the children who showed up at Epps hangar for Carol Hickey's Annual Wings and Wheels Weekend.

The two-day event is designed to give disabled children an introduction to aviation, complete with ground school, preflight and airplane rides. This year's program was jointly sponsored by Epps Aviation, the North Georgia 99s and EAA Young Eagles.

The crowd of volunteers, concerned about turnout because of the gloomy weather, perked up as vans began to arrive one by one. The kids wheeled eagerly into the hangar and were directed

to our ground instructor, Margaret Smith or to Carol Hickey seated by an Epps Warrior on loan for the day. Because of the wide range of age and ability, each child received an individual briefing and time at the controls of the airplane. Interested adults and older children were shown how to use the device which permits hand control of the rudder pedals.

Ground school was temporarily interrupted by the arrival of Sugar Doodle, the clown who created elaborate balloon hats for anyone brave enough to put one on. Later in the day, a special appearance was made by Blaze, a big hearted bird who is the 1996 Paralympics Mascot. A game of tag, prizes given out and piping hot pizza turned the rainy afternoon into a hangar party for kids. The rewards were the smiles on lots of young faces and the general sense of enjoyment by families who arrived early and stayed all day.

As volunteer Bill Bozian said, "This was a good thing." It was. And the warm response to requests for assistance by many people made me proud to be part of the aviation community.

—Carol Brown



Carol Hickey

PHOTO BY COMMANDER CAROL SKIBER, USNR

Carol received her license there in 1993.

Enthusiastic about the opportunities in this wheelchair-friendly town, Carol decided to make Atlanta her home. She is currently employed by the 1996 Atlanta Paralympic Games. As the youth and community program manager for Paralympics Day in the schools, Carol likes to preach her upbeat philosophy of independence, healthy self esteem and achieving goals.

Carol is also active in Winners on Wheels, an organization for disabled young people that offers an experience similar to Scouting. Perhaps closest to her heart is the annual weekend event at PDK which gives people with disabilities the opportunity to experience aviation.

Learning to fly gave freedom and mobility to Carol's life. "In the sky, we can do anything that others can do. Up there, I'm happy. I can look down on the world and see it all. There are no curbs to get over in the sky." ✨

## Pay for training: Yes or no?

BY KAREN KAHN

**Y**OU MAY THINK THE TITLE OF THIS ARTICLE is moot when you consider that most all of us have paid for our training, in one way or another. The title "Pay for Training" actually refers to an ongoing controversy currently raging in the new-hire airline pilot ranks regarding an airline or charter company giving pilots a conditional offer of employment, based upon their successfully completing a self-financed training program, usually costing \$8,000 to \$10,000.

The Aviation Forum (AVSIG) on CompuServe has had quite a discussion with comments ranging from "how terrible" to "no big deal," citing the fact that we all paid for our initial flight training and this new phenomenon should be considered no different. But, unlike your initial training, you are now considered to be a competent pilot and the question arises as to whether you should have to pay a substantial sum for a job with a regional airline or charter firm.

Aren't you just buying your job? How does this affect the quality of applicants and are we going to make professional aviation available to only the wealthy? To answer some of these questions, let's go back to the mid-1980s when Pay for Training began.

Originally, we saw commuter airlines requiring pilots—both new hires and those upgrading to the left seat—to sign a statement saying they would not leave the airline after completion of training for a minimum period, normally two years, or would repay the company for the cost of their training. After several court challenges, it became apparent that training contracts were illegal and most airlines dropped the requirement.

A few, however, felt the need to implement another form of what some might call voluntary servitude: The pay-for-training scheme requiring applicants for First Officer jobs to pay for the cost of their initial training, usually at a commercial or in-house training establishment. This certainly benefited the upstart, cash-starved airlines that started to flourish toward the end of the 1980s, but caused many industry veterans to regard the practice as the "road to ruin" when only those with fat wallets and ques-

tionable motivations were able to short circuit the normal learning cycle and buy their way to the top.

The most obvious problem with this new-found revenue source was, and is, the discriminatory aspect which implies that only the financially-able will be allowed into the airline pilot ranks. For those who have dedicated themselves to aviation and worked long and hard to build flight time, this scheme ignores their contributions to our industry and passes them by for those who thrive on shortcuts and feel no obligation to that time-honored tradition of paying your dues through hard work, persistence and well-honed flight skills.

On the other hand, why wait several years to accumulate the additional experience when the sooner you get hired, the better your seniority and the less likelihood of your getting furloughed? There are many arguments, both pro and con, regarding this issue and I urge anyone considering an investment of this type to get some knowledgeable, impartial counsel prior to signing on the dotted line. Talk not only to those who have actual experience with this career path, but with those who can tell you how it will affect your future job opportunities at a major airline.

The good news is that many airlines do not subscribe to the pay-for-training system and do their own hiring, training you to their standards. This eliminates your fear of losing your investment should the industry take a downturn and your "paid" airline decides to furlough pilots, as one regional airline did recently.

Since this phenomenon is very much a supply and demand proposition, I urge those of you who have strong feelings in this matter to vote with your pocketbooks. When these programs no longer attract a sufficient quality nor quantity of pilots, we'll be back to hiring those who have demonstrated more than just financial fortitude. You *do* have a say in this matter—so please speak up!

Your ideas on this subject are welcome. Please send them to me at 933 Cheltenham Road, Santa Barbara, CA 93105 or via E-mail at CompuServe 76147,135.



## COMPU SERVE

### Ninety-Nines On-Line Forum: An Update

The Ninety-Nines Private On-Line Forum began on CompuServe on May 18, 1995. The historic first message was posted by Southwest Section Governor Susan Larson. Since then, there have been over 1,800 messages sent covering such topics as Section meetings, poker flights and air races.

There have been numerous files made available in the Forum. Information on the latest developments in the WPFC is available 24 hours a day. Several articles about 99s history, press releases, and a picture of

Charter Member Achsa Donnels taken at the September Southwest Section meeting are all available for viewing. There is even an on-line MarketPlace to do some shopping.

There have been a number of "live" conferences since our first one in September where 99s from across the country come together on-line and talk about all manner of things. It's been a great way to get to know each other and a lot of fun, too.

There is a conference scheduled on Nov. 20 featuring Cathy Mayr, North Central Section Governor, focusing on the future of the 99s and the results of the Long Range Planning Committee's findings (from the survey last April). The Forum has come a long way

in Cyberspace since that first message!

To join the fun, all you need is a computer, a modem and the free software from CompuServe. Just call 1-800-848-8199 and ask CompuServe to send you the General Aviation Membership Kit. After that, the cost is \$9.95 per month for five hours on line and \$2.95 per hour after that.

Once you are on-line with CompuServe, just use the GO word—NINETYNINE—and follow the instructions to join. It's all there waiting for you to join in. It's not flying—but it's a delightful alternative. And you can't fly all the time, can you? —*Pamela O'Brien, System Operator, 73003,2274.*



## Sharing our aerospace info

BY ELIZABETH MATARESE  
AND EVIE WASHINGTON  
Chairs of Aerospace Education  
International Committee

**T**HERE IS PROBABLY NO MORE exciting or satisfying response than that which 99s elicit from young people when they "talk aviation." The adventure and challenge of flying, the demands of most aviation careers, and the way aviation affects so many facets of our lives provide 99s with an array of dazzling topics. This is evident from the number of activities in which the organization is involved, the selection of workshops that was offered at the National Congress on Aviation and Space Education (NCASE) and the reports that are submitted for credit to the Chapters and Sections so engaged.

Nearly every group with whom I am involved identifies the need to educate the public about aviation, not necessarily to get people to fly, but just to acquaint them with the benefits, opportunities and needs that the aviation industry has provided over the years. But not any group has accomplished what The Ninety-Nines, *as an*

*organization*, has accomplished!

Because aviation/aerospace education is so integral to our commitment, we have developed our own excellent programs and activities and publications and presentations that range in level from kindergarten to the general public. In addition, we have supported the programs of others, we have participated in the aviation safety education efforts of others and we have teamed up with others to enhance their presentations. And many times we have done all these things without trying to grab the spotlight or get credit for our efforts. It's O.K. ...because we love aviation.

The result of our enthusiasm and love for aviation is that we have many different activities going on and many of them go unrecognized. This is *not* O.K. The organization depends on each member receiving credit for the activities in which she is involved. Even more important, the organization depends on the identification of these activities so that questions can be directed to people who have the answers!

How do you run an aviation workshop for the sixth grade? How do you get materials for an aviation/aerospace education workshop for teachers? How did you organize a weather class for high school sophomores and what topics did you cover? What preparations do you make for

If your Chapter has not received the questionnaire which was mailed in October, please have the Chair or Aerospace Education Committee Chair contact us through Headquarters. This questionnaire will be used to help all of us improve our image in aerospace education. The greatest benefit, however, will be to know the scope of our 99s' efforts and the extent to which we are a presence in aviation!

Career Day presentations?

To get a better idea of what, when and how we are conducting our aviation/aerospace education activities, the Aerospace Education Committee has undertaken a task of identifying them. The survey we are sending to the Chair and Aerospace Education Committee Chair of each Chapter will depend on Chapter members cooperating and assisting in getting the facts.

I hope that this will not be looked at as a burden but as an opportunity to get some order to our aerospace education efforts. If you as an individual wish to write to us about your program or activity, please feel free to do so. Please remember to identify the Chapter to which you belong.

If you need help in developing a plan, or you need ideas for aviation/aerospace education programs, write to us through Headquarters. Sharing is our underlying commitment to the aerospace education effort. ✨

### Welcome these 112 women pilots who joined The Ninety-Nines in September and October

Mary Ann Abbott  
P. Diane Anders  
Antoinette Anderson  
Anne T. Baugh  
Janice E. Beattie  
Nancy Parker Beckum  
Merlene Rane Beery  
Christina Marie Borzelleca  
Mikelyn Nanette Bridges  
Victoria Lynn Briscoe  
Michelle W. Burford  
Richie Darlene Burr  
Sherry A. Cadwell  
Tiffany Ann Campbell  
Joanne Angela Campbell  
Margaret A. Campbell  
Donna S. Cooper  
Jean Sadie Crommelin  
Penelope Jane Cornwall  
Louise Marinello Covet  
Lauren Mae Darnell  
Julia Leanne DeVries  
E. Kim Dignum  
Delinda Donaghy  
Marita Carol Dragten  
Elysa Jean Drillette  
Dorothy Eleanor Eargle  
Debra Jean Eckrote  
Lorraine Elam  
Mary Grace Erles

Marian Magdalen Extejt  
Lindi Locke Faries  
Kathleen Mary Felker  
Catherine Merica Floyd  
Nancy W. Fry  
Christine Stephanie Gardy  
Faye A. Garner  
Elizabeth Garratt  
Kimberly Kraeszig Gillette  
Tammy Lynn Gilmore  
Linda Marie Glenn  
Shirley Clark Hanson  
Anna Marie Harned  
Constance Elizabeth Harte  
Corinna Hettinger  
Valerie A. Hivley-Blatz  
Diana L. Hoffman  
Ann Sanders Holliday  
Lois Mae Hoover  
Debra Ann Howell  
Barbara A. Ireland  
Emily J. Ives  
Kerry Marie Jackson  
Judith A. Johnson  
Caroline Rosemary Kalman  
Laura Taylor Kerr  
Alexandra Nicola Kindrat  
Inez J. Kowalski  
Lana Edwards Kraeszig  
Denise A. Lauer

Mary I.L. Leahy  
Marion Yvonne Leoni  
Rita G. Limmer  
Kristen Lee Lindell  
Heather Lynn MacKinnon  
Virginia Ann Martin  
Terri Lynn McCalliater  
Anna Maria Meukueld  
Mary Lou Morris  
Carolyn Ann Musser  
Nancy Carol O'Laughlin  
Val Pamart  
Penelope Kristina Pearson  
B. Kelli Pettit  
Suzanne Ruth Pfeffer  
Louisa Porter  
DeLaney Provencher  
Constance Mary Raleigh  
MarieLouise A. Ramos  
Connie A. Reed-Spera  
Laurie Gail Retzer  
Tammy C. Richins  
Brenda Lee Robinson  
Patricia L. Rollins  
Lisa Ann Root  
Karla Ann Ross  
Lucille A. Sakakihara  
Diane Jane Sanders  
Dorothy Jane Saul  
Jean E. Scibetta

Sue Ann Seccia  
Ellen Elson Segler  
Ann Shaneyfelt  
Margaret E. Siedschlag  
Rosemarie Slodowy  
Deborah Ann Smith  
Karen DeLane Southern  
Sandra Gettelfinger Sowders  
Karen Michelle Sparks  
Mary Lawrence Sullivan  
Ann Abbott Supplee  
Elizabeth Swaine  
Susan E. Szatmarcy  
Dia Terese  
Karen E. Tripp  
Laurence N. Vigeant-Langlois  
Andrea S. Waas  
Sheila Louise Walsh  
Dawn Louise Wells  
Kim Renee Weston  
Nancy Colleen White  
Cheramy Lynn White  
Lindsey Anne Wild  
Joyce White Williaford  
Ellyn Williams  
Elizabeth A. Wilson  
Barbara Lee Wolff  
Donna Lee Wood  
Lauren Wright



**CATHY CLOTHIER**, *continued from page 7*

someone who had had only two airplane rides in her life before checking in at the United States Air Force Academy. Or for someone who didn't know a pilot—male or female—while growing up. Or for someone whose hometown had only a dirt strip airport.

But Cathy has an answer to all this. In retrospect, she admits to always having her head in the clouds. She vividly recalls the bright clear day in a small east Texas town when at five years old she first witnessed the glory of airplanes climbing and looping and rolling through the incredibly complex choreography of a barnstormer aerobatic show. And she can still remember how she glued herself to the family television set watching as great space birds roared off launch sites and were controlled from Houston, just 90 miles from her home town. And the most compelling of all her growing-up memories is from the family vacation trip during which time she got her first look at the jewel-like facades of the United States Air Force Academy nestled against a blue mountain range, shining in the sun.

Cathy simply can't remember when she didn't think about flying. Besides, she will tell you, she has always had a natural affinity for math and science and an intuitive understanding of the physics of flight.

When she came to Wichita, she was invited by a member of the Kansas Chapter of the 99s to visit their group. It was the first she had heard of this international organization of women pilots. It was an easy sell and Cathy became a 99. The membership has opened the door to another source of pilot-to-pilot camaraderie and another concept of the pleasures of flying for Cathy.



*Copilot in Kansas Sunflower Derby 1989.*



*At 99s Convention, Shangri La, Okla.*

"The 99's style of flying is comparatively more relaxed and considerably less regimented," she observes, "and that's a good counterbalance to my military flight duties." She heartily approves of the efforts of the 99s to raise the visibility of women pilots through the contributions they make as members of the aviation community.

In the 13 years since Cathy was graduated from the Air Force Academy, she has witnessed landmark changes in the culture of the military and the social, political and technological forces that have driven those changes. She underscores the fact that just three years before she entered the Academy, women were not eligible for appointments. Now, the entire Air Force inventory of some 30 different models of fixed wing aircraft are available

for eligible female officers to fly.

Would she do it all over again? "Yes! I love what I'm doing! I wouldn't trade it! I have a great life." Would she be happy if either or both of her children followed in her footsteps? "It could happen," she says. Two-and-one-half-year old Kelsey already has a habit of extending her arms straight out from the shoulders, making a "T" and calling out "Airplane! Airplane!" as she runs through a series of maneuvers—a second generation air bridge builder on the way.

*—Patric Rowley has written for various elements of aviation for the past 40 years. He currently serves as the editor of the American Bonanza Society Magazine, as well as several other aviation publications. He is married to Betty Rowley, editor.*



*"Airplane! Airplane!" squeals Kelsey Clothier.*



## Good news or bad news for GA?

BY LYNNE TRUPIN

**O**PEN ACCESS TO AIRSPACE is basic to the freedom to fly where we want to go, when we want to go, observing reasonable rules, at reasonable costs. A recent development warrants watching to make sure our freedom isn't eroded.

"FAA will help airline group develop aviation communication network." A detailed article by Matthew L. Wald with this headline appeared in the July 16, 1995, issue of *The New York Times*. "A new global system for communications with airplanes in flight, described as an internet for the aviation industry, will be developed by a private consortium of 11 airlines with help from the FAA," the agency has promised. "The system would integrate communications between planes and air traffic controllers, planes and airline companies, and planes and other planes," the agency said.

Somewhat like a cellular telephone system, it would locate an airplane anywhere on the globe and then choose the best method to communicate with it, whether a conventional radio link to the nearest ground antenna or a link to a satellite. The system, called the Aeronautical Telecommunications Network, could also be adapted to let passengers plug their laptop computers into a jack at their seats and connect to their office computer systems.

"Moving the development job outside the Government is intended to increase the chance that the job will be completed before the concept is obsolete, as has happened with some FAA projects to improve air traffic control." A fact sheet released by the agency said, "We believe that it is necessary to eliminate the Government contracting process for developing new technology if we want to get the data link system to the field."

"Officials anticipate that airlines will fit older planes to use the new communication system after it is developed; they hope owners of many general aviation planes will do the same."

"The system, if carried out, could be a major step toward replacing conventional radar. Planes can already use satellites in

orbit to determine their precise position. With a better communications system, they could send that information back to controllers on the ground. That would allow planes to be spaced together more closely, since there would be less uncertainty about where they were."

FAA Administrator David R. Hinson indicated there were 555 million passenger boardings in this country last year, but there will be more than one billion in 2010.

"FAA, airlines to develop new ATC System" was the headline on the front page of *General Aviation News/Flyer*, Aug. 4, 1995 issue. Charles Spence wrote about the same development with a "different twist."

"The FAA and 11 major passenger and cargo carriers have agreed to jointly develop the framework for a new air traffic control system that could be in operation by the year 2000. The proposed new Aeronautical Telecommunication Network (ATN) is seen as the necessary first step to "free flight air traffic control," which will permit aircraft to generally develop their own routing.

"While the airlines and the government will develop the ATN, other possible users—including general aviation and the military—are promised protection from being shut out of the system, or from having to pay excessive prices for equipment. A clause in the agreement between the FAA and ATN, Inc., the company formed by the industry consortium, gives the FAA authority to protect the interests of non-airline users of the system. Officials would not say whether that means subsidizing any group.

"Much of the voice communication that marks the present ATC system will be replaced with digital 'data link' communication between aircraft and ground stations when ATN becomes operational. This two-

way data link 'internet' will allow users to exchange messages between the different sub-networks and data link systems, regardless of what system is being used."

Spence gave additional information more detailed than the Wald article about the communications. (Contact me if you wish a copy of the entire article.)

The consortium believes that development funds advanced by the airlines and the government will

mean a lower cost for avionics products developed for the system. ATN, Inc., expects to charge a licensing fee to product producers in order to recoup some of the development money. The FAA is investing \$16 million in cash and time in ATN with the industry group adding another \$6 million. FAA has funding for 1995 and believes 1996 will be covered. After that, it depends on additional congressional appropriations. The 11 carriers involved are FedEx, United, American, Continental, US Air, Northwest, UPS, Hawaiian, America TransAir, Alaska and Delta.

Technological improvements can be wonderful, provided they are not put into effect too early, before all the implications are considered. When additional ATN, Inc., appropriations are considered by the U.S. Congress, we need to make sure the legislation will guarantee the rights of general aviation—in particular, light airplanes. ✱

AT THE CONVENTION in Halifax, I asked several Canadian 99s what their views were on Nav Canada, which is the private air traffic control system scheduled for 1996. Their replies were "unenthusiastic."

The most diplomatic reply was, "It is difficult to judge what the effect on general aviation will be. We recognize there will be additional costs and can only hope they will not be excessive."

The most irate pilot said, "I hope it is such a disaster initially that they will be forced to give it up in a few months!"

And another pilot said, "Most of us think it is a bad idea, but we didn't stand up for our rights. In the United States, pilots tend to speak out more. I hope you Yanks fight against this!"

### NOTAM

SPELLING OF PROPER NAMES is proofed against information submitted by News Reporters to Betty Rowley, Editor, 99 News, 807 N. Waco, Wichita, KS 67203, Fax 316-263-7350.



# GRASS ROOTS



## Canadian Women in Aviation Conference

"The Canadian Women in Aviation Conference at McMaster University was absolutely phenomenal! Cathy Fraser, Denise Egglestone, Anna Pangrazzi and Micki Coulson organized one heck of a convention. The speakers were inspirational and camaraderie was out of this world. A whole lot of networking was going on. Anyone who wants a career in aviation should do themselves a favour and be at the next conference in Vancouver in two years."

—Bev Bakti

First Canadian Chapter

## North Central Fall Section

The North Central Fall Section meeting was hosted by the Iowa Chapter. Weather was not the best on Friday, Oct. 6, but some 99s braved the elements and flew in to the local Cedar Rapids Airport. Some arrived via commercial airlines and others flew in on four wheels. We were happy to have

our International President Joyce Wells in attendance.

Hospitality abounded at the airport and at the hotel. Many spent quite a few pennies and/or dollars in the well-stocked sales room. After dinner we all enjoyed a very entertaining event, a Benefit Amelia Earhart Auction. All Chapters were asked to bring a wrapped gift and individual members also donated items. During a couple of hours of much camaraderie and friendly bidding, the mystery packages brought in more than \$1,000 for the Amelia Earhart Memorial Scholarship Fund.

A delicious breakfast on Saturday morning was followed by the Chapter chairmen's meeting and business meeting. Another new idea was instigated at the luncheon. The round tables—manned by Section Committee chairmen—were held while we were eating. This was tried in order to give the attendees more time to enjoy the tours to visit Collins Avionics and/or the Amana Colonies.



*The Montreal Chapter held their first fundraising Poker Run on August 19. The weather was fantastic and six of our 10 members were present to help: Suzanne Pettigrew, Shauna Megill, Lise Bjerre, Gayle Conners, Louise Giacomo and Suzanne Lafontaine. —Louise Giacomo, Montreal Chapter*

At the evening banquet, our speaker was Paul Berge, author of *Bootleg Skies*. He is also an air traffic controller, pilot and instructor, as well as contributing editor for *IFR Magazine* and writer for *Pilot's Audio Update*.

Sunday morn dawned beautiful. All rain and clouds had disappeared and the lucky pilots who managed to fly in were treated to a beautiful trip home as they all flew away in many directions.

—Charlene Falkenberg

## East Canada Section

Maple Leaf had another successful Poker Run in August. Sunny skies and having to fly to only three airports encouraged a good turnout. Preliminary tabulations indicate over 450 hands were sold resulting in over \$1,400 income.

Dee Birchmore, Kathryn

Davidson, Linda Kiff and Shirley Macdougall from First Canadian Chapter and Peggy Breeman, Susan Begg, Dorothy Berthelet, Kathy Fox, Kay James and Isabel Peppler from Eastern Ontario Chapter flew to Deerhurst for the COPA Fall Rendezvous held the weekend of Sept. 28. The Deerhurst Resort, celebrating its 99th anniversary, encouraged 99s to attend. A Flying Companions Seminar presented by Dee Birchmore and Kathy Fox was attended by a dozen interested "students." The weather was beautiful, the fall scenery spectacular and the socializing was great!

—Dorothy Berthelet

## Southwest Fall Section Meeting

The Southwest Fall Section meeting whose theme was "Barnstormers, Barriers and Booms" was held in Lancaster, Calif. Forty-five Chapters and 174 members of the Section were represented. The five recipients of the Amelia Earhart Scholarship from the Southwest Section were honored. Tours to the Test Pilot Training School at Mojave and the NASA Dryden Flight Research Center at Edwards AFB provided an opportunity to see many aircraft that some of us had only heard of before. We got up close to the SR-71 and the NASA B-52 being used to test the F-111 crew capsule parachute recovery system for the Air Force.

Another interesting stop was the windmill farm near Tehachapi. More than a thousand windmills were operating at once. It was quite a sight.

Ninety-Nines who received their pilot certificates more than 50 years ago or Mach One Pilots were honored at the awards banquet. It was inspiring to see all those women who broke the barriers and are still active in our organization.

Southwest Section will host the Spring Section Meeting on May 17-19 in Columbia, Calif., and the Fall Meeting will be hosted by the Mt. Shasta Chapter in Redding, Calif. —Shirley Lehr



*Thelma Cull of Sacramento Chapter and Donna Taylor of Mt. Shasta Chapter.*



*Mt. Shasta Chapter members Nancy Everett and Barbara Crooker model costumes of the 40s at Southwest Section Mystery Dinner.*



**Greater Detroit Area Chapter**

At the 20 year anniversary celebration on the island of Grosse Ile, the Renaissance Chapter became part of the Greater Detroit Area Chapter. It was truly a warm reunion. In attendance were five GDAC charter members, Marion Bellows, Nancy Hecksel, Bernice Millar, Patti Smart and Eileen Wehr.

A beautiful compass rose was painted June 17 and 18 in scorching 92 degree plus heat at St. Clair County Airport.

GDAC opened their Women in Aviation room as an exhibit at the Yankee Air Force Founder's Day celebration at Willow Run Airport in September. —*Lee O'Connell*

**Oklahoma**

Members Carol Sokatch, Gladys McCaslin, Wyvema Startz, Dana Coles, Barbara Smola, Charlene Woolsey and Mary Beth Hunt have been busy airmarking around the state, repainting numbers and compass roses.

Our Chapter is looking forward to the International Convention to be held in Oklahoma City next year and is actively working to make this a memorable event for all attendees. —*Pamela Fishman*

**Crater Lake Flyers**

In June, the chapter hosted a Safety Fly-in with 30 pilots attending safety seminars taught by the FSDO, survival instructors from the 114th USANG and the Klamath County search and rescue. Twenty-one pilots attended the overnight survival school, also taught by the 114th USANG instructors. Aviation artist Bill Phillips spoke to the 45 people in attendance at the dinner. Demonstrations were given by the U.S. Coast Guard from North Bend, Ore., on rescue hoisting, as well as a talk on their search and rescue procedures. The local EAA Chapter hosted a hangar breakfast both Saturday and Sunday.

—*Mary J. Carroll*

**Orange County**

Thirty-five 99s and friends met at El Toro Marine Base in Tustin, Calif., in October for an informative seminar on the capabilities of the human senses. Our speaker, HM2 Devin Brooks, a Navy Medic, led us in such topics as un-

aided night vision, spacial disorientation and aviation physiology. We visited the Hypobaric Chamber which elevates participants to a simulated altitude of 25,000 feet to study the effects of the loss of oxygen on the human brain. We also toured the Aviation Survival Training Center, the Ejection Tower and the Water Survival Area. HM2 Brooks was very professional, knowledgeable and helpful. The event was arranged by our vice chair, Patty Murray.

—*Mary L. Van Velzer*

**Florida Goldcoast**

Our airmarking project at Tamiami Airport was great. The taxiway just beyond "Spot 9" next to Weeks Air Museum now bears the name "Tamiami" in 10-foot high letters. The airmarking was the first for the Chapter and was the culmination of lots of hard work and perseverance by our airmarking chairman, Loy Anne Leiblie.

Airport Manager Mike Handrahan supplied all of the paint, rollers and brushes, as well as a cooler full of cold sodas. It was a beautiful day and thanks to the help of some of Miami-Dade Community College Alpha Eta Rho folks and the airport maintenance staff—and to the measuring, marking and planning that Loy Anne and Mike did the day before—the airmarking went off without a hitch. —*Helen Menmitto*

**Women With Wings**

The tetrahedron at Portage County Airport, Ravenna, Ohio, was barely visible from the air due to its rusted condition so some members straightened a number of the bent panels, replaced rivets, and scraped, sanded and primed the "T." At a recent meeting, all members brought paint brushes and finished off the "T" in bright yellow. All the bulbs were replaced, and "N99 WWW" was painted on the vertical stabilizer. Now 29G has a navigational and landing aid that works.

—*Jeane Wolcott*

**San Antonio**

Deni Gallagher received an Aviation Technology Scholarship to complete her CFII at American Flyers, Addison, Texas.

—*Margaret Coshy*



A Meyers 200 owned by 99 Donna Cheney on newly painted compass rose painted by Mt. Shasta Chapter members in April at Sutler County Airport, Yuba City, Calif.

**Purple Sage**

The chapter has adopted a two mile section of Texas State Highway 1788, approximately eight miles north of Midland International Airport to maintain. This is a part of the Keep Texas Beautiful/Adopt a Highway program. On our first clean-up on a typically windy West Texas day, we managed to pick up 36 bags of trash.

Nancy and Bill Masters held a fly-in at the Elmdale Airport at Abilene, Texas. This was to celebrate National Aviation Day and to honor pioneers of aviation 65 years old or more. The theme this year was "Victory Plus 50."

—*Janet Koonce*

**Eastern New England Chapter**

Our Chapter is accepting applications for two scholarships for \$1,000 each to be used toward education or training in pursuit of an aviation career. Applicants must reside in or be studying in one of the New England States.

Send a stamped, self addressed business size envelope to Karla Carroll, Scholarship Chair, ENE 99s, 14 Cooke Place, Warwick, RI 02888-4202. Deadline for receipt of applications: Jan. 31.

**Kansas**

The Wichita Public Library designated October as Women in Aviation month. Member Mary Van Scyoc made a poster depicting local women in aviation which was displayed in a glass case at the library. Also during the month Bonnie Johnson, Mickey Axton and Mary were featured speakers at the library. —*Karen Tucker*

**Jackson Gold Dust**

Half of our Chapter members flew down to Lancaster to attend the Fall Section Meeting hosted by the Antelope Valley Chapter. We had a wonderful time and had the opportunity to discuss plans for the barbecue our Chapter is hosting for the Spring Southwest Section Meeting to be held at Columbia.

—*Jo Dieser*

**North Jersey**

The Chapter held its annual picnic for members and friends, including several new 99s and student pilots who were able to meet and hangar fly with more experienced 99s. Our Chapter now has 30 student pilot members (66s). This event was held at Andover-Aeroflex Airport which is now part of New Jersey's newest state park and new home of the State Forest Service. We had the opportunity to talk with pilots who were readying two ag planes which took off to spray with treated water the forest fires that had sprung up during our severe drought. This airport is also the home of one of the largest tail-dragger schools in the state and one tail dragger was available for local rides.

—*Aileen Trotter*

**Sacramento Valley**

The Southwest Section Woman Pilot of the Year Award for 1995 went to Sandy Peterson, who not only learned to fly her Cessna taildragger, but did the annual and completed the restoration of her airplane. She was also able to fly her newly restored taildragger to Oshkosh for an adventure of a lifetime.





**Winners of 1995 Mile High Air Derby** Front row, left to right: Chris Bentley, Gretchen Jahn, Jessica McMillan. Standing: Ian Bentley, Rose LaPore, Cathy Wappler, Mary Rawlings, Janna Gowthrop, Marjorie Thayer, Arthur Mott and Greg Marshall.

The Mile High Air Derby on Sept. 9 turned out to be a great event in spite of bad weather at the Longmont (Vance Brand) airport which made it impossible to complete the Derby as planned. It was scheduled to terminate at Taos, N.M., but Mother Nature did not cooperate so for safety reasons it was decided to end the race at Lamar, Colo. Then, with a lot of jostling, everyone pulled together and all but three of the 14 sets of entrants shuttled over the pass to Taos for the Awards Banquet that evening.

First place, Mary Rawlings in '83 Piper Dakota; second place, Marjorie Thayer and Janna Gowthrop in '78 Cessna 182RG; third place to Chris and Ian Bentley in '75 Beech F33A; fourth, Gretchen Jahn and Jessica McMillan in '80 Cessna 182 RG; and fifth, Cathy Wappler and Rose Lepore in '70 Beech A36.



**The Chicago Chapter Air Race** was held at Joliet Airport Sept. 17. (Left to right) Third place winner Ron Fox, copilot, and Gail LaPook, pilot; second place to Mary Story, copilot, and Nancy Haroldson, pilot; and first place to pilot Cynthia Madsen and copilot Ralph Madsen.—Marlene Winters, Chicago Chapter

#### 14th Annual Sunflower Rally

The Sunflower Rally was held on Sept. 16. Sixteen aircraft actually flew the challenging 215 mile race; the Oklahoma State University collegiate team was weathered in at Tulsa. Kansas members participating were Kay Alley and Linda Black; Bonnie Johnson and Carol Lanning; Denise and Rex Sageser; Jackie and Neil Sauder; Sid and Karen Tucker; Kim Fazzino and Joy Hatch.

In addition to trophies, two Peltor headsets were given to the first place winners, Phyllis and Bob Howard, and \$50 to the second place winners, Chris Johnson and Ann Leininger—all from the Oklahoma Chapter. Best Spot Landing went to Kim Fazzino; Best Time went to Bonnie Johnson; Best Fuel, Chuck Stump; Exact Position, Denise and Rex Sageser.

—Karen Tucker, Kansas Chapter

#### 17th Annual Okie Derby

Once again the Okie Derby was a great success. Three scholarships were awarded at the evening banquet to recipients Ashlee Mersch, Linda Priest and Shelly Henry. Ninety-Nines flying in the Okie Derby included Phyllis

Miller, Ann Leininger, Kristian Kennedy, Carol Sokatch, Phyl Howard and Jan Perry.

—Pamela Fishman,  
Oklahoma Chapter

#### 18th Indiana Dunes Air Rally

The 18th Indiana Dunes Air Rally was held Sept. 16 at Elkhart Municipal Airport in Elkhart, Ind. Last year's winners, Chris and Rawson Murdock, planned the course. The winners were: First place, Linda Mattingly and Steven Frankenberger; second place, Dee and Bob Nusbaum; third place, Cilla and Roger Meachem. Winners of the Spot Landing contest were Dee Nusbaum in first place and Linda Mattingly in second.

When submitting information on past races, please include the date of the race, how many planes participated; the route/distance; winners (identify names of 99s involved). For upcoming races, include the name and phone number of the contact person, along with date, place and closing date for entries.

#### HOSPITALITY CONTACTS SOUGHT

Would you like to facilitate overnight visits of sister 99s with members in your area? Here's how you can do it.

Name a Hospitality Chairman whose responsibility it will be to arrange for local accommodations for traveling 99s. This individual would develop a list of members in her area who volunteer to host a visiting 99 for a few hours or a day, or overnight. (Some Chapters who already host traveling 99s charge a \$10 fee as a means to raise funds.)

Think about it. It's a great way to promote networking and fellowship—and fun, too! Hospitality Chairs also will be listed in the 1996-97 Membership Directory.

#### NOTAM

Ninety-Nine Headquarters has an 800 number to be used exclusively by women pilots who want to know more about how to join The Ninety-Nines.

**The number is 1-800-994-1929.**





Shelley Breedon receives the Webster Medallion from Captain Wayne MacLellan, Vice President, Flight Operations, Air Canada.

**SHELLEY BREEDON**, First Canadian Chapter, won Canada's Webster Memorial Trophy Competition and was declared Canada's "Top Amateur Pilot" on Sept. 16 in Ottawa. Shelley is married and has two young children. She is a student at the University of Waterloo, a cartographer and co-owner of franchised coffee shops. Her instructor and fellow 99, Heather Burkholder—who was the 1993 Webster runner up—encouraged her to compete.

**MICKEY AXTON**, Kansas Chapter, received the OX-5 Aviation Pioneers Aviation Historian of the Year Award on September 9 at their annual international meeting. She received this award because of her demonstrated qualities toward the preservation of the true aviation pioneering spirit. Mickey received her first license in a 1940 CPT course in Coffeyville, Kans. She was one of the first Women Air Force Pilots at Pecos, Texas AAF Base in 1943. As an engineering flight test pilot for Boeing in Wichita in 1994, she became the first woman to fly a B-29, the "Sweet Sixteen."—*Karen Tucker, Kansas Chapter*

**KATHY JAFFE**, North Jersey Chapter, won third place basic in the Tri-State Aerobatic Championship in a Pitts at Dutchess County Airport (Poughkeepsie, N.Y.) on Sept. 23.

**DORIS E. LOCKNESS** was named one of six persons to receive the prestigious Elder Statesman of Aviation Award for 1995 given by the National Aeronautic Association. This award was established in 1954 to honor outstanding Americans who, by their

efforts over a period of years, have made contributions of significant value to aeronautics and who have reflected credit upon America and upon themselves. All of the selectees must be at least 60 years of age. The award was presented in Washington, D.C. on Oct. 24 at a noon luncheon held at the Capital Hilton and sponsored by the Aero Club of Washington. (See Pilot Story in this issue featuring Doris.)

**LOYANNE LEIBLIE**, Florida Goldcoast Chapter Vice-Chairman, was recently named the Director of the Aviation Department at Miami Dade Community College.—*Helen Mennitto, Florida Goldcoast Chapter*

**VI MILSTEAD**, First Canadian Chapter was honoured by the Cambrian Foundation on Sept. 19 with a reception and dinner. After dinner, a special program honouring women in aviation took place.

**JEANE WOLCOTT**, Chairman of Women With Wings Chapter, was selected by the County Commissioners to serve on the Portage County Regional Airport Authority. ✨

**Women with Wings Video**

The EAA Aviation Foundation has recently released this new video which was produced in EAA's Paul Harvey Audio/Video Center. This 179-minute video is hosted by aerobatic champion Patty Wagstaff and features the stories of eight women who have made significant contributions to the world of aviation.

*Women with Wings* is priced at \$12.95 (plus \$5 s&h) and may be ordered from EAA by calling 1-800-843-3612.

**Up in the Air**

By Mary M. Worthylake, c. 1988, Maverick Publications, soft cover, \$9. This is an aviator wife's story of early days of commercial aviation from 1924 to 1938. A book for pilots, fans of travel books, and history of aviation buffs.

**Soaring to New Heights**

A video of the story of the Amelia Earhart Memorial Scholarship Program. There are beautiful flying scenes and glimpses of women in various aviation occupations. In this 12-minute video, there are testimonials from the FAA Administrator, AE Scholarship historian and previous AE Scholarship winners.

An excellent annual scholarship night program. Every Chapter should have its own copy. The price is \$15 (including s&h). Make your check to Amelia Earhart Memorial Scholarship Video Fund, and mail to Didi Shaffer, 316 Rio Verde, El Paso, TX 79912.

**Pilot's Guide to Flying in the Guard & Reserve**

By Robert U. Black. Offered by Air, Inc. at \$35.95 plus \$4 s&h. (See Air, Inc. classified ad.)

RATINGS AND WINGS

RATINGS

Celia Vanderpool	Orange County	CFI
Marikay Lindstrom	Orange County	Part 135 Cert.
Shirley McFall	Orange County	Instructor, Ground
Jan Perry	Oklahoma	BFR and IFR competency
Katie Smith	Colorado	ATP
Cilla Meachem	Indiana Dunes	VRF
Cheryl Casillas	San Antonio	Instrument
Dot Slayton	Crater Lake Flyers	Helicopter
Susan K. Bennett	Old Dominion	Commercial
Mary Pat Baxter	Old Dominion	CFII
Olga Mitchell	Garden State	CFI and CFII
Sabrehna Wyche	Purple Sage	CFI II
Laura Smith	Katahdin Wings	CFI
Mary Tait	Katahdin Wings	Commercial Seaplane
Jennifer Gaydos	Illiana Cardinals	Multiengine-Commercial
Janice Welsh	Illiana Cardinals	AGI and IGI
Cherie Cope	Illiana Cardinals	Instrument
Wendy Parrish	Illiana Cardinals	Multiengine
Barbara O'Grady	Marin County	IFR
Lynda Feldstein	North Jersey	Instrument
Edweena Hartley	Greater Seattle	Instrument/Helicopter
Bambi Greene	North Georgia	ATP
Jo Ellen Reed	North Georgia	Seaplane
Katie Smith	Colorado Chapter	ATP

WINGS

Margaret Nelson	Houston	Phase X
Billie Head	Houston	Phase X
Janice Topp	Indiana Dunes	Phase III
Joy Black	Indiana Dunes	Phase VI
Marge Shaffer	Old Dominion	Phase II
Camille Montgomery	Purple Sage	Phase X
Patricia Petosky	Purple Sage	Phase IV
Sabrehna Wyche	Purple Sage	Phase V
Beverly Shenkman	North Jersey	Phase V
Mardi Drebing	Greater Detroit Area	Phase I
Margaret Cosby	San Antonio	Phase X
Gloria Blank	San Antonio	Phase XII
Jeanne Hillig	Columbia Gorge	Phase V

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

**DOROTHY MERCER**, Columbia Cascade Chapter, passed away on Sept. 30. She joined the Chapter in 1968, held all offices and never missed a meeting. She was involved in every program and community activity sponsored by the 99s, as well as chairing many committees at the Section level. She received the Northwest Section Achievement Award in 1978 and again in 1985. She owned and flew a three-quarters scale replica

of a 1913 Pfalz Eindecker. Dorothy participated in many races and flew with her husband Bob on numerous vacations from South America to Alaska. —*Betty Prakken, Columbia Cascade Chapter*

**Jack Benker**, husband of 99s Dorothy Benker, passed away after a lengthy illness. Jack was a member of several national and local pilot organizations. He had flown across the United States twice and to the Bahamas and Baja California. He will be greatly missed by all who knew him. —*Jo Dieser, Jackson Gold Dust Chapter*

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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.

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